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**ORDINARY MEETING  
OF  
PŪRORO ĀMUA - PLANNING AND ENVIRONMENT  
COMMITTEE  
AGENDA**

Time: 9:30am  
Date: Thursday, 23 September 2021  
Venue: Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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**MEMBERSHIP**

Mayor Foster  
Deputy Mayor Free  
Councillor Calvert  
Councillor Condie  
Councillor Day  
Councillor Fitzsimons  
Councillor Foon  
Liz Kelly  
Councillor Matthews  
Councillor O'Neill  
Councillor Pannett (Chair)  
Councillor Paul (Deputy Chair)  
Councillor Rush  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing [public.participation@wcc.govt.nz](mailto: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.*

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## AREA OF FOCUS

The Pūroro Āmua | Planning and Environment Committee has the following responsibilities:

- RMA matters
- Urban Planning, District Plan
- Built environment
- Natural environment and biodiversity
- Future Development Strategy, Spatial Plans and Housing Supply
- Climate Change Response and Resilience
- Heritage
- Transport Strategy and Planning, including significant traffic resolutions
- Parking policy
- Submissions to Government or other local authorities
- Regulatory activity and compliance
- Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
- Implementing and monitoring delivery of the affordable housing strategy

The Committee has the responsibility to discuss and approve a forward agenda.

To read the full delegations of this committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 9 members

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

### 1.2 Apologies

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

### 1.3 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 25 August 2021 will be put to the Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment Committee.***

The Chairperson shall state to the meeting:

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

The item may be allowed onto the agenda by resolution of the Pūroro Āmua | Planning and Environment Committee.

***Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment Committee.***

The Chairperson shall state to the meeting 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 meeting of the Pūroro Āmua | Planning and Environment Committee for further discussion.

### **1.6 Public Participation**

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

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

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## 2. General Business

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# APPROVAL OF DRAFT BIKE NETWORK PLAN FOR CONSULTATION

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### Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee (the Committee) to approve the draft Bike Network Plan (the draft plan) for consultation, and to endorse commencing immediate work on transitional schemes for the routes from the City to Newtown and the City to the Botanic Garden in partnership with Let's Get Wellington Moving.

### Summary

2. In response to the climate and ecological emergency, the Council has provided \$226 million over the next 10 years to build a connected bike network. In making that decision, officers were asked to refresh the Cycleways Masterplan 2015, accelerate delivery of this network of bike paths and work with Greater Wellington to ensure that public transport networks also work with accelerating delivery of bike paths. This report addresses this request.
3. Officers were also asked to report back with design and cost options for the Parade Upgrade in Island Bay. This will be addressed in a separate paper.
4. This report seeks approval to consult on the draft Bike Network Plan (Attachment 1) which:
  - updates the masterplan in the context of the climate and ecological emergency declared in 2019
  - is an essential step towards achieving our Te Atakura goals and supporting growth
  - identifies the streets which will form our primary and secondary bike network
  - sets out our delivery approaches and an indicative programme
  - clarifies which parts will be delivered by Let's Get Wellington Moving.
5. Once the content of the draft plan is approved for consultation, its presentation will be improved prior to the start of formal consultation.
6. This report also seeks endorsement to pilot the proposed process to accelerate delivery of the bike network by progressing transitional schemes from the city to Newtown and

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the city to the Botanic Garden in parallel to public consultation on the draft Bike Network Plan.

## **Recommendations**

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree that the content of the draft Bike Network Plan (Attachment 1) be released for consultation.
3. Agree that the Committee Chair and Deputy Chair authorise changes to the draft plan prior to consultation in line with the intent of any decisions the Committee makes today.
4. Note that consultation on the draft plan will be run in conjunction with consultations on the Let's Get Wellington Moving Programme and the draft District Plan starting in late October/early November.
5. Note that concurrently with the final adoption of the Bike Network Plan in early 2022, officers' are recommending that a high-level strategic traffic resolution also be adopted. This is primarily to provide an explicit and consistent decision under the Land Transport Act 1998 by the Council as the Road Controlling Authority.
6. Endorse commencing work to install transitional schemes for the routes from the city to Newtown and the city to the Botanic Garden in partnership with Let's Get Wellington Moving.

## **Background**

7. 20 June 2019, the Council declared a state of climate and ecological emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (from vehicles including cars, motorbikes, and trucks) represent 34 percent of our city's emissions and are the single biggest source. Making it safe and easy to cycle, walk, and use public transport for everyday trips will be a key part of reducing emissions in Wellington.
8. In August 2020 the Council adopted a new Parking Policy which provides a framework to guide future decision-making on the management of all Council-controlled parking spaces. The policy sets out objectives, high-level principles, a parking space hierarchy (that prioritises the types of parking in different areas), area-based parking management guidance (that prioritises how we manage supply and demand). Policy objectives include facilitating a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles; and facilitating the safe and efficient movement of people and goods by focusing on people moving along transport

corridors rather than people parking or storing stationary vehicles. These policy settings signal change is coming to the city's key transport corridors.

9. The final Spatial Plan was adopted by Council on 24 June 2021. It provides a blueprint for more housing to accommodate a growing population in Wellington over the next 30 years. The plan supports tens of thousands more people to live in the inner-city suburbs and within walking distance of the city centre and rapid transit stops. A well-connected walking and cycling network will be key to accommodating more people in the city without adding to car congestion or putting pressure on our bus services.
10. The Council's Long-term Plan 2021-2031 has provided \$226 million over the next 10 years to accelerate delivery a connected bike network. This is in addition to substantial investments expected by the Let's Get Wellington Moving programme which will provide walking, cycling and bus priority improvements on routes to and through the city centre, and projects addressing mass rapid transport, travel demand management and state highway improvements.
11. The Annual Plan/Long-term Plan Committee on 27 May 2021 made the following decisions:
  - 10A. *Agree to adopt option 4 rather than option 3 for the delivery of future cycling infrastructure, including:*
    - (i) *Instruct officers to refresh the Cycleways masterplan from 2015 and reprioritise the priority order and cost of delivery of projects.*
    - (ii) *Bring forward \$52M capex to years 1-3*
    - (iii) *Instruct officers to report back on options for accelerated delivery*
    - (iv) *Instruct officers to work with Greater Wellington to ensure that the Public Transport Network works with accelerated delivery*
    - (v) *Instruct officers to report back with design and cost options for Island Bay by September 2021 to be included within the envelope of up to a budget of \$14M.*
12. The draft Bike Network Plan (Attachment 1) addresses decisions 10A (i) to (iii). The draft plan is a refresh of the 2015 Cycleways Masterplan. It includes an explanation of a rapid rollout programme, now called the transitional programme; and contains an explanation of the build back better approach.
13. The Committee held a workshop on this matter on 11 August 2021 where we discussed the leadership needed to realise the vision and develop a connected bike network.

## **Discussion**

14. A fundamental shift in this draft plan is that Council, in the context of its recent significant policy and planning decisions, has acknowledged that the pace of change must accelerate so that riding bikes can improve the safety and liveability of the city

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and importantly help more than halve carbon emissions by 2030. The urgency of locking down a bike network across the city is a strategic decision to future proof the roll out of the more detailed projects for streets over the coming year.

15. A key change in the draft plan is the identification of the city's primary and secondary bike network. The previous 2015 plan signalled that connections between centres were intended but didn't show where bike lanes were likely to be. The draft plan daylights the primary and secondary network so that people can see which streets will likely be included in the connected network for bikes in the future. It is officers view that this clarity will enable us to accelerate progress of the network delivery as envisaged by the long-term plan decisions.
16. On many streets, once the bike network is agreed, a re-allocation how the street space is used will have to occur as the projects roll out, and this will be done in accordance with Council's Parking Policy adopted in 2020. This may involve creating new residents parking spaces close to the route. Priority in these instances would be given to residents with mobility permits and no off-street parking. Similarly, a mix of loading zones and short-stay parking may be introduced along a corridor to ensure deliveries, visitors, and tradespeople can still park in the areas. We expect the transitional programme will give us valuable community input to this part of the design process. We are also considering a range of additional initiatives to support residents to embrace low-carbon travel.
17. The draft plan sets out a number of approaches which will, over time, deliver the connected network. These approaches are:
  - finishing what we have started
  - undertaking a rapid transitional programme
  - undertaking longer-term route transformations
  - building back better – capitalising on co-ordinated and optimised infrastructure investment and public works
  - delivering minor works for safety improvements
  - complementary initiatives that encourage more people to make use of the new facilities.
18. The full network, as defined in the draft plan, has a length of approximately 147 kilometres. Just 23km exists today. The rest of the network will be delivered by combined and coordinated efforts by the Council – through our own programmes of work and in partnership with Waka Kotahi and Greater Wellington through the Let's Get Wellington Moving (LGWM) programme. As projects are developed and the full multi-modal network is designed, there may be changes to the streets identified in the strategic bike network.

19. LGWM is focussed on the central city and the key routes leading to it. The programme is responsible for delivering 34km of the network via its City Streets, Mass Rapid Transport (MRT) and State Highway Improvement programmes.
20. The Council is responsible for improving the remaining 90km.
21. The draft plan sets out design principles that will guide the development and delivery of the network as set out on page 18 of the draft plan.
22. In response to the Council directive to accelerate delivery, we are proposing to use an adapted version of the Innovating Streets process used for the Brooklyn Hill cycleway to progress with interim projects through the transitional programme. From 2022, we're looking to deliver interim protected bike and micromobility lanes, walking and bus improvements alongside events and community activations. Using this process, improvements will be delivered quickly and then monitored, evaluated and adapted based on insights from data, observations and public feedback. We will talk with directly affected businesses, residents and others before and as changes are made.
23. Accelerated delivery will happen under temporary traffic management. This first phase of the transitional projects will likely run for 6-12 months before the street changes are authorised with route specific traffic resolutions. On some routes, the changes will be on an interim / medium term basis and may be in place for several years before more permanent changes happen as part of LGWM and other projects. Community engagement to help refine the street changes and inform the subsequent traffic resolutions will be gathered from the real-life experience of people using and seeing the changes in action.
24. To enable progress this financial year, we propose piloting the proposed process by starting work immediately on transitional schemes for the routes from the city to Newtown and the city to the Botanic Garden in conjunction with Let's Get Wellington Moving's City Streets and MRT programmes. The location of these schemes is shown in Attachment 2. The schemes will provide some early momentum in the scaled-up delivery programme.
25. The Committee approved the Let's Get Wellington Moving – City Streets indicative business case at its meeting on 25 August 2021, and these pilot projects would enable some early improvements on these key routes from the south and west. These sections have been prioritised for early delivery given the latent demand for cycling, the width of the corridors and the confidence in them being the preferred route as part of the wider network. The LGWM programme is supportive, and the plans to make changes between Newtown and the city is in line with the hospital's travel action plan.
26. Public consultation on the draft bike network plan is proposed to occur simultaneously with consultation on LGWM and the draft district plan in late 2021 and part of an integrated story of the city's growth and transformation.

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27. Concurrently with the final adoption of the Bike Network Plan in early 2022, officers' are recommending that a high-level strategic traffic resolution also be adopted. This is primarily to provide an explicit and consistent decision under the Land Transport Act 1998 by the Council as the Road Controlling Authority.
  28. This high-level network wide traffic resolution will not result in immediate changes to streets, but it will signal to both neighbouring property owners and residents of those streets that it will be part of the city's future bike network. Subsequent processes (including either a temporary traffic management plans, or future traffic resolutions) will be needed to effect more detailed changes at street level, and these processes will follow their own engagement and decision-making processes.
  29. The extent of detail in the high-level traffic resolution will be less than in a subsequent implementation traffic resolution. The Local Government Act 1974 sets the standard for the extent of detail required in a traffic resolution. The standard requires the approximate locality in the road of the proposed cycleway to be described.
  30. So, although the high-level traffic resolution does not alter the use of streets, it provides clarity on the Council's intent, and explicitly that the decision has been made by the Road Controlling Authority. This is appropriate in these circumstances given the magnitude of the proposed network plan.
  31. Detailed design of final bike lanes will be informed by feedback from interim schemes.

## **Options**

32. Agree to all or some of the recommendations.
33. Request further work be done on the draft plan before consultation. This will delay the acceleration of the delivery of the bike network.
34. Request further work be done on the proposed transitional schemes for the routes from the city to Newtown and the city to the Botanic Garden in partnership with Let's Get Wellington Moving prior to commencing work. This will delay delivery of these routes and we would need to reconsider if the city to Botanic Garden route is deliverable considering we will no longer be able to align delivery with the reestablishment following completion of the current water works in progress on Bowen Street.
35. Not approve to release the draft plan for consultation or the immediate commencement of the two proposed transitional projects. This will put delivering the network within the given budgets and timeframes at risk.
36. After consultation, the Committee will have the opportunity to modify the plan taking account of the feedback received.

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## Next Actions

37. Officers will work with Let's Get Wellington Moving to make sure consultation on LGWM plans, the city's draft District Plan and this draft plan are coordinated. Consultation is expected to commence in late October/early November.
38. Feedback on this draft plan will be reported back to the Committee in early 2022.
39. While the plan is being consulted on and finalised, officers will seek to immediately progress transitional schemes for the routes from the city to Newtown and the city to the Botanic Garden.

## Attachments

Attachment 1.	Draft Bike Network Plan Content for Consultation	Page 16
Attachment 2.	Locations of initial transitional projects	Page 59

Authors	Joe Hewitt, Team Leader Transport Strategy Claire Pascoe, Accelerated Programme Lead
Authoriser	Paul Barker, Transport Planning Manager Vida Christeller, Manager City Design & Place Planning Liam Hodgetts, Chief Planning Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Consultation on the draft plan and the high level traffic resolution will occur from late October/early November, in conjunction with parallel consultations on the Let's Get Wellington Moving programme and the draft District Plan.

### **Treaty of Waitangi considerations**

We've had initial meetings and workshops with partners from Taranaki Whānui. On their recommendation, we are working to integrate the mana whenua values developed for the Let's Get Wellington Moving programme. The values are still in development and once finalised, will form part of the plan. Both Taranaki Whānui and Ngāti Toa Rangatira have been involved in the development of the values.

In the delivery approaches, there are further opportunities for partnership both with Taranaki Whānui and Ngāti Toa Rangatira. Layering the District Plan Māori sites of significance with the bike network, will build awareness and start to identify some future opportunities.

### **Financial implications**

No financial considerations arise from the release of the draft plan. Funding for this programme has been included in the approved 2021-2031 Long-term Plan.

### **Policy and legislative implications**

The draft plan gives effect to numerous settings in a number of the Council's direction setting strategies and policies including Towards 2040 Smart Capital, Te Atakura - First to Zero, the Spatial Plan, and our Parking Policy.

### **Risks / legal**

Adopting the network plan is a decision of high significance under the Council's significance and engagement policy, and therefore should be consulted on. The high-level traffic resolution reflects this. Subsequent decisions will implement rule changes for discrete sections of road, in light of these higher-level decisions.

As the level of detail in the street-based bike network is considered a significant change to the previous masterplan, the Council should consult on the proposed network plan before giving consideration to any recommendation to adopt it.

### **Climate Change impact and considerations**

On 20 June 2019, the Council declared a state of climate and ecological emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (from vehicles including from cars, motorbikes, and trucks) represent 34 percent of our city's emissions and are the single biggest source.

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Electric vehicles cannot solve this problem on their own, given their relative expense and constrained supply. Making it safe and easy to cycle, walk, and use public transport for everyday trips will be a key part of cutting road transport emissions in Wellington.

**Communications Plan**

A communications and engagement plan for the consultation on the draft plan is being developed and coordinated with the Let's Get Wellington Moving and draft District plan consultations. All are expected to run in a co-ordinated way from late October/early November.

**Health and Safety Impact considered**

The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.

Experience in New Zealand and around the world has often demonstrated that proposals which seek to significantly change the status quo are often met with heated feedback. Officers are mindful of this and will take all practicable steps to ensure everyone can safely and respectfully engage in the sometimes challenging conversations that are part of significant and important changes like this.

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

# Te Reo name

# Draft Bike Network Plan

13 September 2021

All photos to be reviewed for final consultation version



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# We're moving to a safe, healthy, net zero carbon transport system

Wellingtonians love their city. It's relatively compact and a great place to live. With all the benefits of city life plus the sea, hills, bush and birds, it scores well worldwide for quality of life.

To make living here even better, we're changing to a more sustainable transport system.

Our goal is to be a city where it's easy for people of all ages and abilities to choose low or zero carbon transport options. Where kids can get themselves to school in ways that are great for their health and the environment. Where people can easily choose to live without a car if they want to, and where our suburban streets are quiet, safe places.

Many Wellingtonians are concerned about climate change. This council has declared a climate emergency and we know we must act swiftly.

Collectively, we must make changes to preserve and protect our homes, our city and planet and to give our children and generations to come some hope of a sustainable, healthy future.

Road transport accounts for a massive 34 percent<sup>1</sup> of Wellington City's emissions so changing how we move around is the best way to make a difference by 2030, and help us become a net zero carbon capital by 2050.

Switching to electric vehicles and having more people use public transport will play a big role, but we need to do more to reach our short- and long-term targets. As the city grows and more of us live in denser neighbourhoods, we want our precious open public spaces to be green and for people, and our streets to be more

pleasant and inviting rather than for the storage of private vehicles. We need to make changes to our streets so it's easy for more people to make low or zero carbon choices. Cycling and other options such as push scooters and e-scooters can make a significant contribution to a shift in how we get around. To enable this change, the city needs to build a safe, connected and high-quality network for bikes and scooters that gets people where they want to go. Surveys have shown us this is what Wellingtonians want.

## Purpose of this plan

The draft Bike Network Plan sets out the Council's approach to creating a safe, connected and high-quality network over the next 10 years. The plan outlines the infrastructure, supporting initiatives and community engagement activities that are proposed. It also explains how we will prioritise the development of the bike network, how it will connect key locations throughout the city, and how it will increase the number of people who choose to get around by bike and on scooters. The plan will also address how we will use new approaches to engagement and delivery that will help us move faster and gather richer community feedback.

Wellington City's population is forecast to grow by 50,000 to 80,000 over the next 30 years. This is going to place extra pressure on the transport network and other public spaces. To give people more transport choice, and make sure they can easily and safely get to the central city and other important places around Wellington, we will be accelerating our work to build a comprehensive bike network.

The projects will cover solutions for multiple modes of transport, with an emphasis on enabling more people to get around by walking, cycling, micro-mobility and public transport. The benefits include improved journey times, a more efficient transport network, improved safety, and a more liveable city, which ultimately makes

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<sup>1</sup> Wellington City Emissions Breakdown 2019/20.

walking or cycling the more convenient, attractive and healthy way of moving around our city.

The plan includes consideration of connections to key off-road mountain biking trails that are used by some riders as part of their commute or getting places around the city (refer map **XX**).

## **Development of the plan**

This plan is an update from a similar plan adopted in 2015.

The plan was created using a business case approach. This involved the development of the Wellington City Cycle Network Strategic Case (2015), which outlines the strategic context and case for investment in the Wellington cycle network, and a programme business case (2015). An indicative business case will be

completed in 2021 for the programme approach set out in this plan. More detailed business cases will be developed for resulting projects.

# Our vision for cycling in Wellington

Our goal is to be a city where it's easy for people of all ages and abilities to choose low or zero carbon transport options. Where kids can get themselves to school in ways that are great for their health and the environment. Where people can easily choose to live without a car if they want to, and where our suburban streets are quiet, safe places.

We want to see a transport network that enables ongoing growth in the number of people using public transport and active modes to travel to, from and around the central city. This will be supported by a comprehensive bike network delivered by 2031.

This plan will guide the Council in working to achieve this vision.

The following desired outcomes for the bike network plan align with the strategic case and the Councils' strategic plans and policies.

## Desired outcomes

The following are the desired outcomes of the plan.



Our city adapts and reflects the changing needs of society and enables people to quickly adapt their travel behaviours in response to the climate emergency.



Our city is connected by a better, more efficient transport network by providing quality infrastructure for all modes, including cycling.



Cycling is part of why Wellingtonians love living here and why people are attracted to visit Wellington.



Our city is compact and people-centred which encourages active modes of transport, so we are healthier and happier.



Our bike network appeals to and encourages people of all ages and abilities to cycle or use more active transport.



Our city is world-renowned as a great place to be active.

## Performance measures

Ongoing monitoring will ensure the desired outcomes are met.

Monitoring indicators will be developed as part of the business case process and will cover:

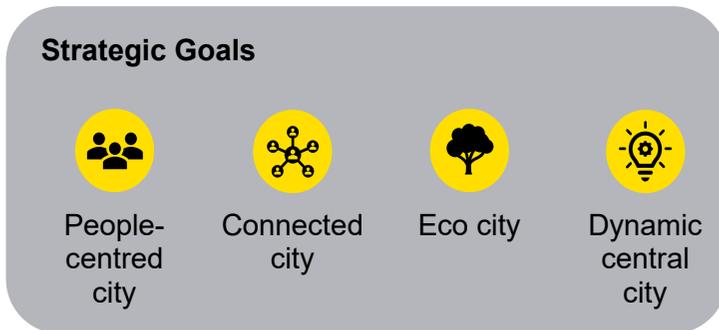
- lower CO<sub>2</sub> emissions from transport
- more people choosing to cycle
- fewer deaths and serious injury crashes involving people on bikes
- fewer deaths and serious injuries of all road users in places where the bike network is installed
- lower crash rate per kilometre of travel by bike
- improved perception of safe infrastructure for riding bikes
- the extent of the completed network
- the quality of public space that has been improved

# How this plan fits with other strategic plans and policies

The following strategies, policies, plans and research provide the context for the development of a safe, connected and high-quality bike network in Wellington.

## Wellington Towards 2040: Smart Capital 2011

This strategy directs the Council's work and investments out to 2040. Creating a more bike-friendly city supports the goals for a Smart Capital of creating a people-centred, connected, dynamic, and eco-friendly city.



## Te Atakura First to Zero Blueprint and Implementation Plan 2019

On 20 June 2019, the Council declared a State of Climate and Ecological Emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (i.e. from cars, motorbikes and trucks) represent 34 percent of our city's emissions and are the single biggest source. Electric vehicles cannot solve this problem on their own, given their relative expense and constrained supply.

Making it safe and easy to cycle, walk and use public transport for everyday trips will be key to rapidly cutting emissions in Wellington.

## Long-term Plan 2021–31

The Long-term Plan has provided \$226 million over 10 years to develop a bike network. This is supported by investments in Let's Get Wellington Moving (LGWM) which will provide for safe cycling in the city centre and on key corridors connecting to the city centre.

## Spatial Plan 2021

On 24 June 2021, the Council approved a final Spatial Plan, providing a blueprint for more housing to accommodate a growing population in Wellington over the next 30 years. The plan supports tens of thousands more people to live in the inner-city suburbs and within walking distance of the city centre and rapid transit stops. A well-connected walking and cycling network will be key to accommodating more people in the city without adding to car congestion or putting pressure on our bus services.

## Greater Wellington Regional Council, Wellington Regional Land Transport Plan 2021

This plan sets out the strategic direction for transport investment across the Greater Wellington region. It includes targets to reduce greenhouse gas emissions by 35 percent and increase public and active transport mode share by 40 percent by 2030. Projects prioritised across the region will likely increase the number of people travelling by bike and other forms of micro-mobility into Wellington City. For example, Te Ara Tupua Ngā Ūranga and the

Eastern Bays shared path will make it significantly safer and more attractive to bike from Eastbourne to Petone and into Wellington City.

## Let's Get Wellington Moving

LGWM is a joint initiative between Wellington City Council, Greater Wellington Regional Council, Waka Kotahi NZ Transport Agency and mana whenua. A key aim of LGWM is to move more people with fewer vehicles as well as create a more compact and sustainable city. The Bike Network Plan will influence changes to streets included in the scope of LGWM. We will work with LGWM to ensure our programmes are coordinated. While most of LGWM's work will happen as part of through the City Streets programme, we also expect bike network improvements to happen as part of the Mass Rapid Transit and Strategic Highways programmes.

## Parking Policy 2020

The Parking Policy provides a framework to guide future decision-making on the management of all Council-controlled parking spaces. This includes off-street and on-street parking, both free-of-charge (unrestricted) and those which incur a user-charge.

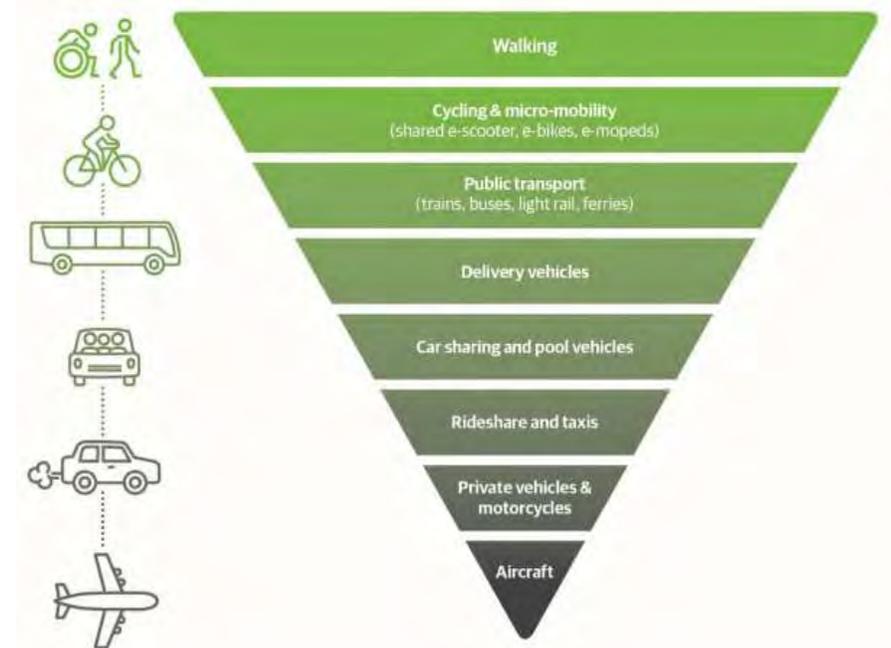
The policy sets out objectives, high-level principles, a parking space hierarchy (that prioritises the types of parking in different areas), area-based parking management guidance (that prioritises how we manage supply and demand).

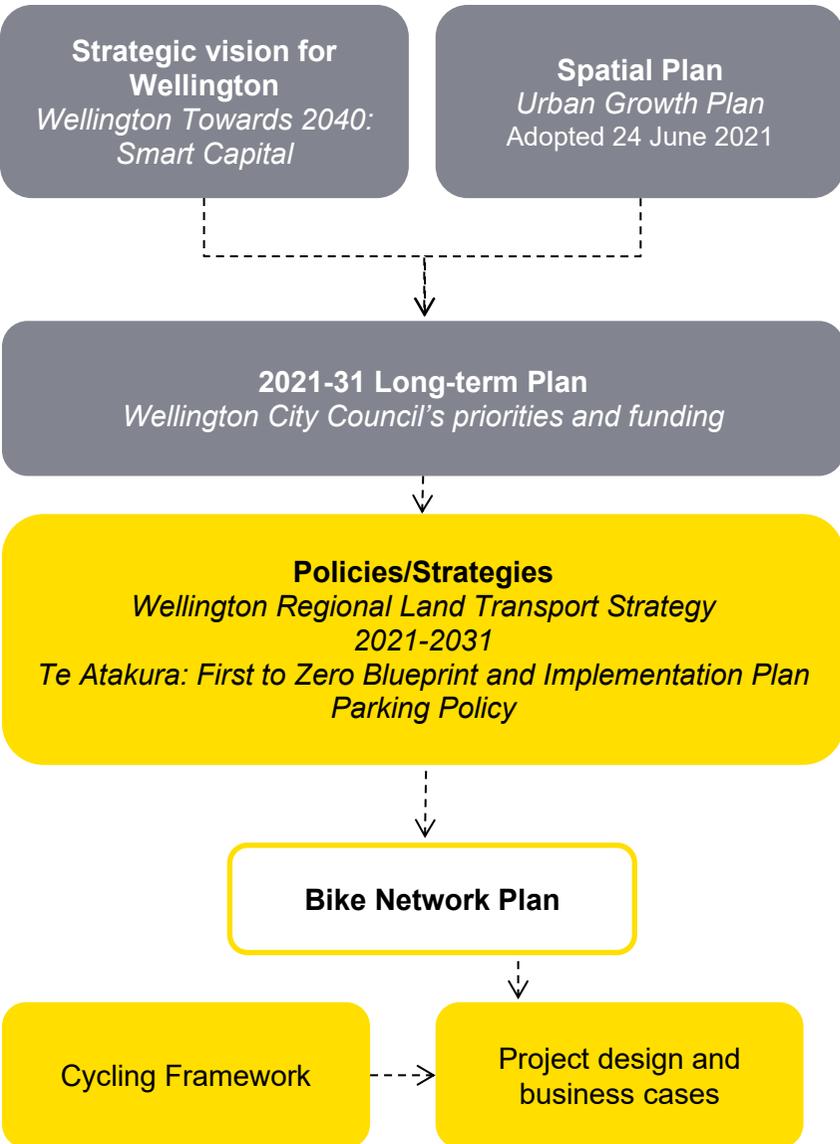
On many streets the creation of the bike network will require re-allocating some space currently used for parking private vehicles. We understand this may affect demand for car parking in the streets adjacent to new bike routes. To help prioritise access to parking for residents, businesses, and others, we will use the Council's new Parking Policy 2020. This may involve creating new residents parking spaces close to the route to ensure residents can access

on-street parks near their homes. Priority in these instances would be given to residents with mobility permits and no off-street parking. Similarly, a mix of loading zones and short-stay parking may be introduced along a corridor to ensure deliveries, visitors, and tradespeople can still park in the areas.

## Sustainable transport hierarchy

Our sustainable transport hierarchy was first adopted in the Urban Growth Plan 2015 (now superseded by the Spatial Plan). Over time it has been improved with the current version most recently used in the Parking Policy and Spatial Plan. The hierarchy prioritises movement by walking, cycling and public transport so that our city's streets work better for people.





## Cycling Demand Analysis 2014

This research investigated how different types of cycling infrastructure is likely to affect the numbers of people choosing to cycle in Wellington and assessed the demand for improvements.

## Strategic Case 2015

This outlines the challenges related to cycling and how achieving the objectives will benefit Wellingtonians.

## Cycling Framework 2015

This sets out a decision-making process for the bike network and how it will be developed. It should be noted that design guidelines what makes a safe bike lane are continually being developed and we expect to take account of current guidance as we plan improvements.

# Cycling in Wellington

The different ways Wellington commuters chose to travel to work in 2018 are shown in **Figure 5**. Census data shows that while driving in a private vehicle was the most used mode of travel by Wellingtonians for commuting, more people overall used other modes or worked from home.

The number of people cycling as their main means of commuting to work has increased from 3.54 percent in 2013<sup>3</sup> to 4.02 percent in 2018.<sup>4</sup>

A 2021 Residents Monitoring Survey shows that about 10 percent of children aged 5 to 15 cycle to school at least once a week.

According to the 2018 Census, slightly more than half of the people who use cycling as their main means of travel to education fall in the under-15 age range. The data show a gender disparity among children cycling, with nearly three boys to every girl biking to school. This is a strong indicator that network quality is a barrier to use.

Without making significant improvements to existing cycling infrastructure, cycling use has been growing steadily over the past 20 years. However, this pace of change is not the big change required within the context of our climate emergency.

Transport monitoring surveys carried out across the central city have observed a strong increasing trend in the number of people on bikes in most corridors. As shown in **Figure 6**, the trend suggests

that the number of people cycling will further increase with Wellington's forecast growth. However, improved cycling infrastructure is needed to make sure this growth accelerates and protects health and safety.

Electric bikes, cargo-bikes and long-tailed bikes have also been gaining in popularity in recent years. E-bikes make cycling in Wellington more attractive because people can much more easily ride longer distances, up hills and in windy weather. They also encourage more women to cycle<sup>5</sup>. Imports of e-bikes have increased,<sup>6</sup> and anecdotal evidence from local cycle shops shows growing sales and demand surveys from three key Wellington corridors in 2020 identified that up to 50 percent of bikes on these routes are now electric.<sup>7</sup>

## Cycling trends

**15%** annual growth from 2020 to 2021

**41%** growth between 2012 and 2021

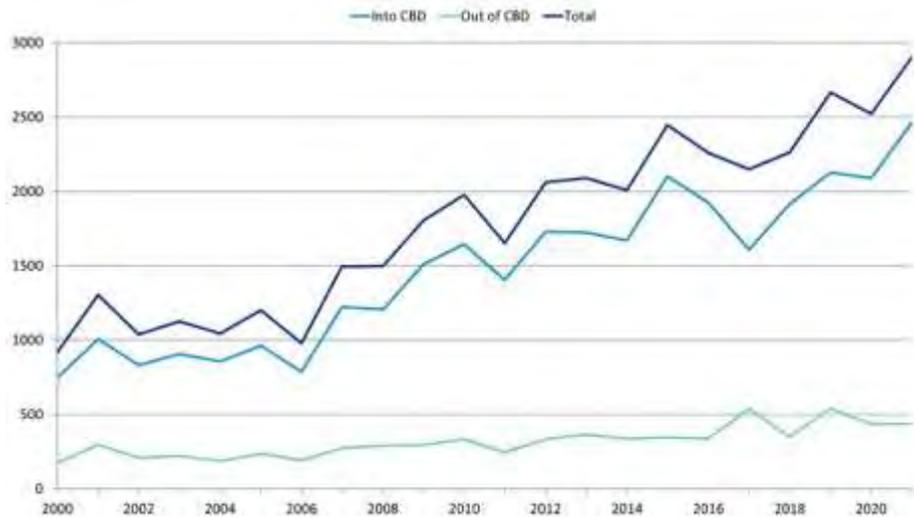
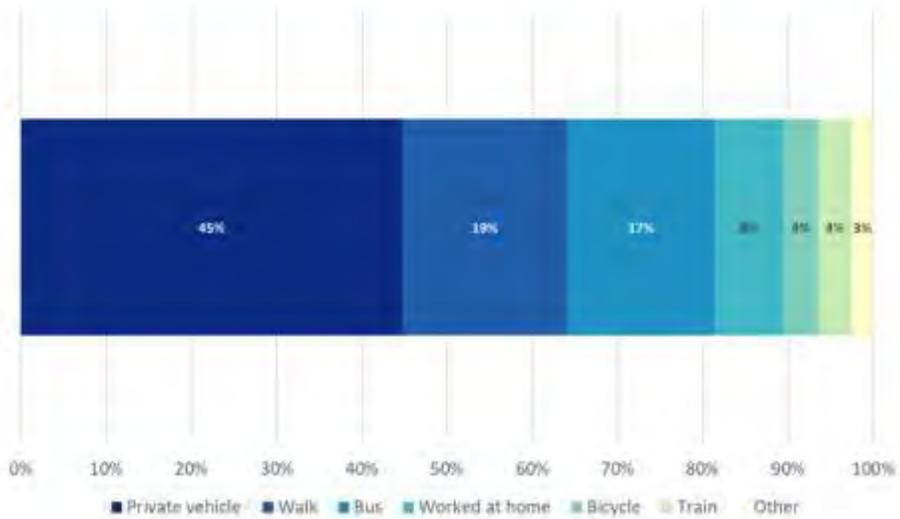
<sup>3</sup> Statistics New Zealand, Census data, 2013

<sup>4</sup> Statistics New Zealand, Census data, 2018

<sup>5</sup> Speed surveys of powered transport devices, Via Strada 2021 (completed for Waka Kotahi)

<sup>6</sup> <https://www.stuff.co.nz/dominion-post/wellington/121625298/number-of-ebike-imports-hits-record-high-could-soon-overtake-new-cars>

<sup>7</sup> Speed surveys of powered transport devices, Via Strada 2021 (completed for Waka Kotahi)



Across the city, working professionals, school-aged children, students, and people of all ages cycle along streets and recreational routes in our city.

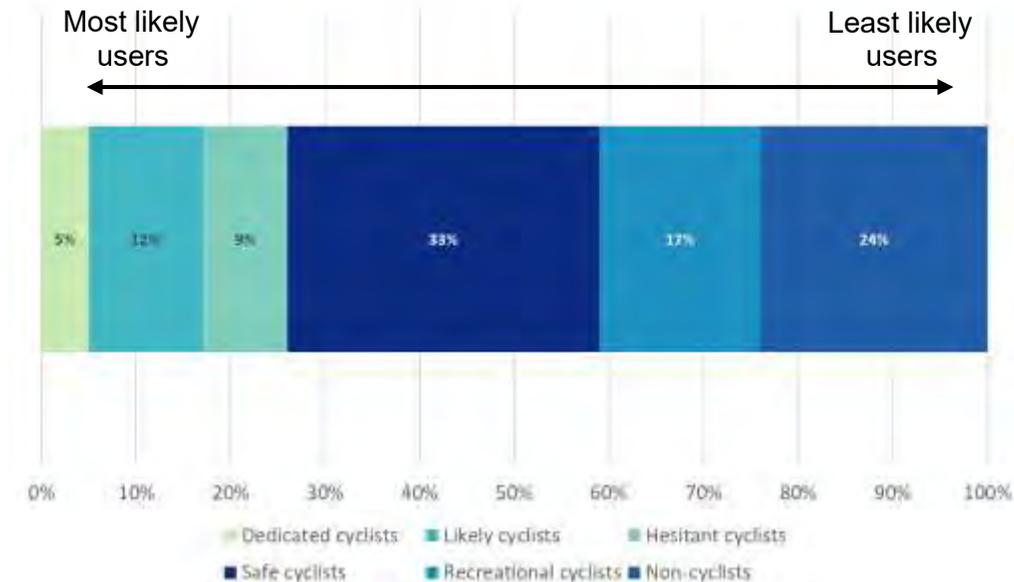
It is vital that we create a connected network that is suitable for experienced cyclists, as well as beginners and less-confident riders.

For the bike network to best meet the needs of the community, we need to understand the types of people who could cycle in Wellington.

In 2014, a study was carried out by the Council to better understand attitudes to cycling. The relative size of each group is shown in **Figure 7**. The study found that three-quarters of people would consider cycling if safe, separated infrastructure was provided.

### Non-cyclists

Non-cyclists are highly unlikely to consider cycling, no matter what improvements are made to infrastructure. About one-quarter of people identified with this group.



### Support for cycling infrastructure

**76%** would consider cycling if safe, separated infrastructure was provided

**75%** support the development of better bike lanes, including many non-cyclists

### Hesitant cyclists

Hesitant cyclists are unlikely to cycle in Wellington under current cycling conditions but are much more likely to cycle if separated cycleways are provided.

### Recreational riders

Recreational cyclists are much more likely to cycle for recreational purposes than for transport. Cycling infrastructure has a very strong influence on this group's decision to cycle.

### Likely cyclists

Likely cyclists are likely to cycle under current conditions. However, a large percentage would cycle more often if infrastructure is improved.

### Safe cyclists

Safety-related factors are the most influential for safe cyclists when deciding to cycle. This is the largest group that will be likely to start cycling if improvements to infrastructure are made. One-third of people identified with this group.

### Dedicated cyclists

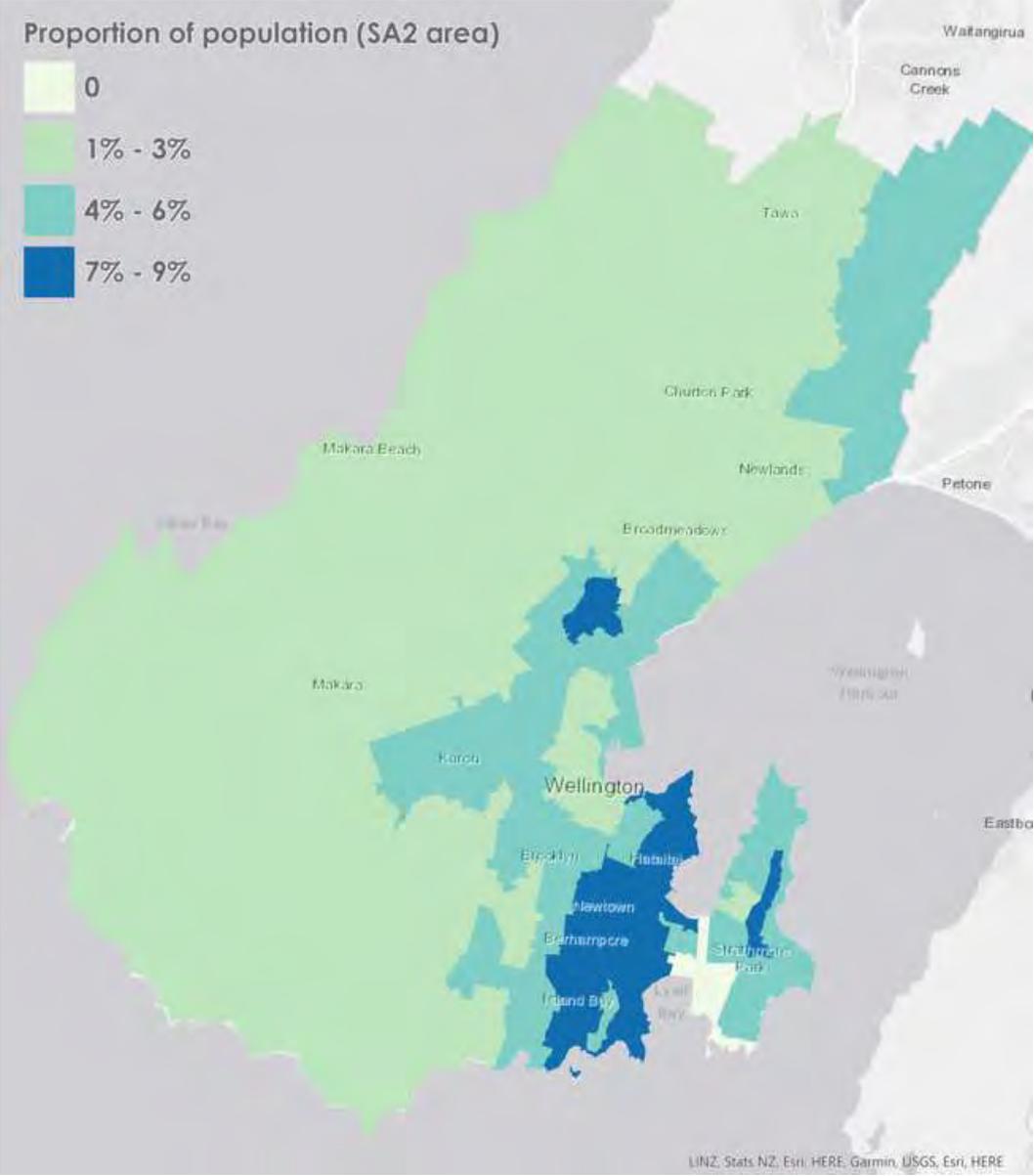
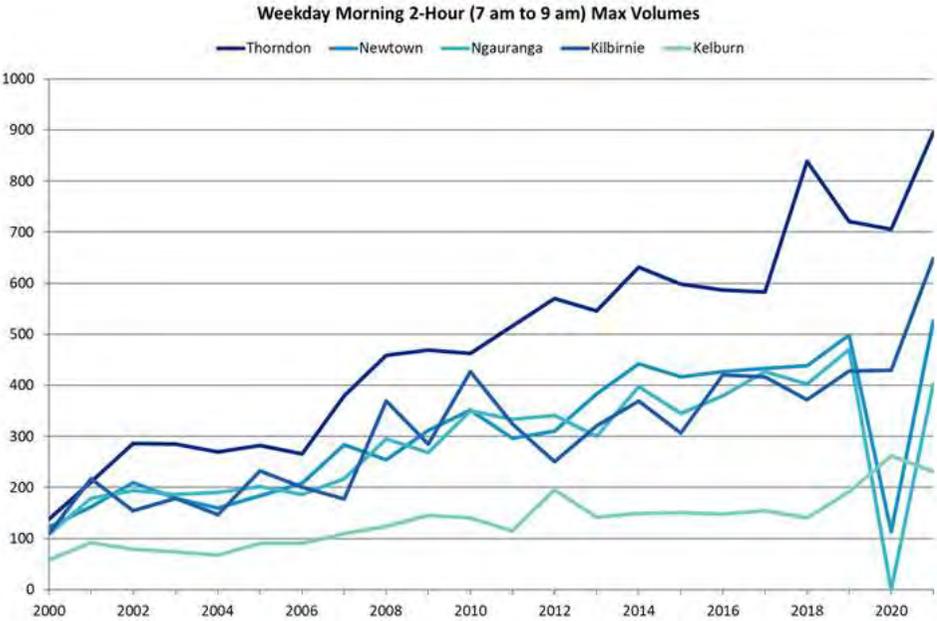
Dedicated cyclists are dedicated to cycling no matter what and will cycle under current conditions.

Finding out where Wellingtonians live, work, shop, do recreation activities, and study will help us to understand where current and potential cycle trips happen.

This will make sure the bike network programme enhances the current network and supports growth and good connections along existing routes.

Main corridors into the city from suburbs, including Thorndon, Newtown, Ngauranga, Kilbirnie, and Kelburn, have been monitored annually to find out how many people are cycling along these routes. An increasing number of people on bikes are entering the city via these corridors, as shown in **Figure 8**. Note the dips seen in 2020 were impacts from the first Covid-19 lockdown, and 2021 saw record highs on the Thorndon, Kilbirnie and Newtown routes.

**Figure 9** shows the areas to the south and east of the central city have high numbers of residents who cycle to work.



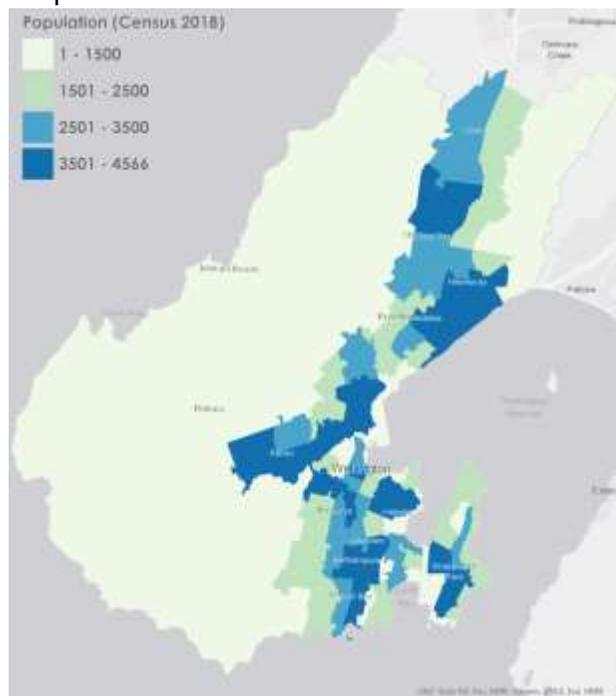
As New Zealand’s capital and third-largest city, Wellington City has a strong business and commercial hub. A large portion of the number of people cycling in Wellington City is made up of those who cycle to work.

This shows there is a need to provide effective connections between residential areas where there is high demand and the central city where most workplaces are based.

There are over 200,000 people living in Wellington City. Where they live is shown in **Figure 10**.

The suburbs within and surrounding the central city have the highest levels of residency, along with Karori and Tawa.

Suburbs within the southern and eastern areas also have relatively high residency levels.



There are approximately 121,000 employed residents in Wellington City.<sup>8</sup> Where they work is shown in **Figure 11**.

The areas within and surrounding the central city—including Wellington Central, and Te Aro have high levels of employment. The Mt Cook, Newtown, Miramar, Kilbirnie, Ngauranga and Johnsonville areas also have relatively high employment levels.

With three universities, three polytechnics, and a number of private training establishments, Wellington City has a large tertiary student population. While this sector is currently suffering from the impact of Covid-19, we anticipate a strong recovery.

The highest numbers of students live in Wellington Central, Te Aro and Mt Cook. Aro Valley, and Kelburn also have a relatively high number of students.



<sup>8</sup> Statistics New Zealand, Census data, 2018

# Demand for better bike lanes

The Wellington community has shown strong support for improvements that increase the number of people riding bikes and reduce the number of crashes, as shown in [Figure 12](#).

In 2014, the Council carried out a cycling survey that found 76 percent of Wellingtonians over the age of 18 would consider cycling if improvements were made to provide safe, separate cycling infrastructure.<sup>9</sup>

This survey revealed that although 42 percent of the respondents drove, there was a strong preference for other modes of transport, particularly cycling (as shown in [Figure 13](#)).

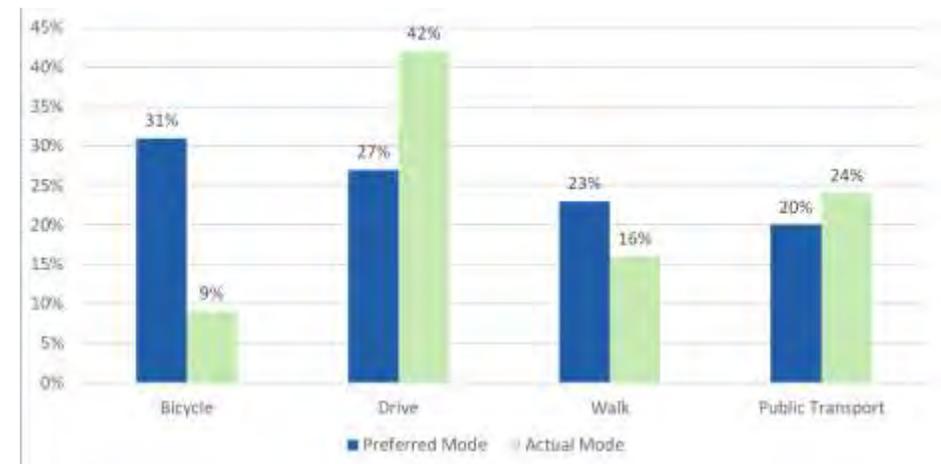
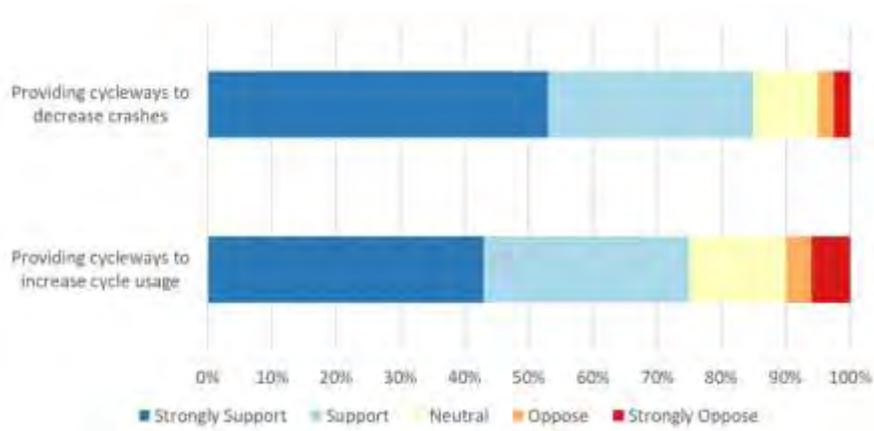
There is a notable gap between the preferred and actual ways people commute to work. The gap for the cyclist group is the largest

and shows that 22 percent of people across the sample would like to cycle but are not able to.

Also, 15 percent of the sample drives to work when they would prefer to use other modes of transport.

In summary, more people are driving than want to and fewer people cycle than want to.

This shows there could be as much as a three-fold increase in cycling once a safe, connected network of bike-friendly lanes is in place.<sup>10</sup>



<sup>9</sup> Wellington City Council, *Cycling Demand Analysis*, 2014

<sup>10</sup> Wellington City Council, *Strategic Case*, 2015

# Current problems

There are a number of barriers to cycling, most notably poorly designed or maintained infrastructure and unsafe motorist behaviour.

Safety for people who cycle is a main priority, with the number of reported road crashes involving people on bikes being unacceptably high in Wellington.

In 2020 there were 56 reported traffic crashes involving people on bikes, with 10 serious injuries and 46 minor injuries. It should be noted that many cycle crashes are unreported.

A Transport Perceptions study carried out by Greater Wellington Regional Council in 2019 revealed that about 28 percent of the respondents reported feelings of safety while cycling, as shown in **Figure 16**.

This compares poorly to the 64 percent perception of safety for pedestrians.

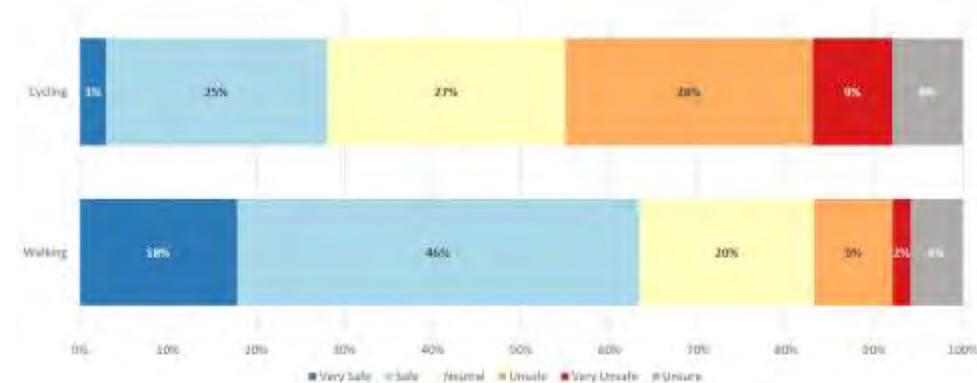
Furthermore, a 2021 Residents Monitoring Survey revealed that only 23 percent of participants agreed that cycling in the city was safe for themselves, and even worse, just seven percent agreed that cycling in the city was safe for their children. Men were about twice as likely to agree that they felt safe cycling compared to women. The survey also revealed that children aged 5-15 were

The current problems set out the case for change.

- The lack of appropriate infrastructure and slow delivery to create a cohesive/complete cycling network is reducing the uptake of cycling
- Poor road user behaviour and poor-quality infrastructure is resulting in significantly higher than average rates of harm to people on bikes
- Low cycling mode share is negatively affecting carbon reduction goals

These problems will be made worse by Wellington's forecast population growth over the next 30 years.

more likely to walk, scooter, or skateboard to school than ride a bike.



# Defining a safe, connected, high quality bike network

The Bike Network Plan includes:

- bike infrastructure and facilities
- complementary initiatives that support the uptake of cycling.

While the plan outlines our approach, more details will be developed and confirmed as part of the business case process.

This plan has taken the bold step of moving from the potential network identified in 2015 at the corridor level to showing the streets that we expect will form part of the connected network.

This network will be developed based on the following principles:

*illustrate with icons in consultation document*

- a network that maximises uptake \*
- cohesive routes that get people where they want to go \*
- a network for all ages and abilities
- a direct and convenient network
- part of an integrated multi-modal network
- best practice design guidance
- a future-proofed network for new transport devices like e-scooters.

\* Principles that will be used to direct higher priority principles for the transitional programme to deliver interim infrastructure in years 1-3

- Primary strategic network - provides the backbone of the overall cycle network catering for higher volumes of cycle movement, longer and more efficient journeys (connecting across townships or between suburbs) and connecting to key locations of employment and education.
- Secondary strategic network - provides the collector function within the network, joining local streets and roads to the primary strategic cycle routes. They also support key local cycle movement providing connections to schools, local shopping centres, suburban workplaces and public transport. This class can also be applied to off-road cycling routes such as cycle paths through parks where the route fulfils the function of a secondary cycling corridor.
- Local connections - routes that form part of a completed cycling network but are not identified as primary or secondary strategic networks. This category includes residential streets where the volume and average speed of traffic can create a safe environment for cycling. This class may also include any off-road routes, such as paths through parks where cycling is permissible but not part of the strategic cycling network.

## Network definitions

To align with the national One Network Framework, Wellington's bike network has been classified into three different categories.

## Identification of the city's primary and secondary bike network

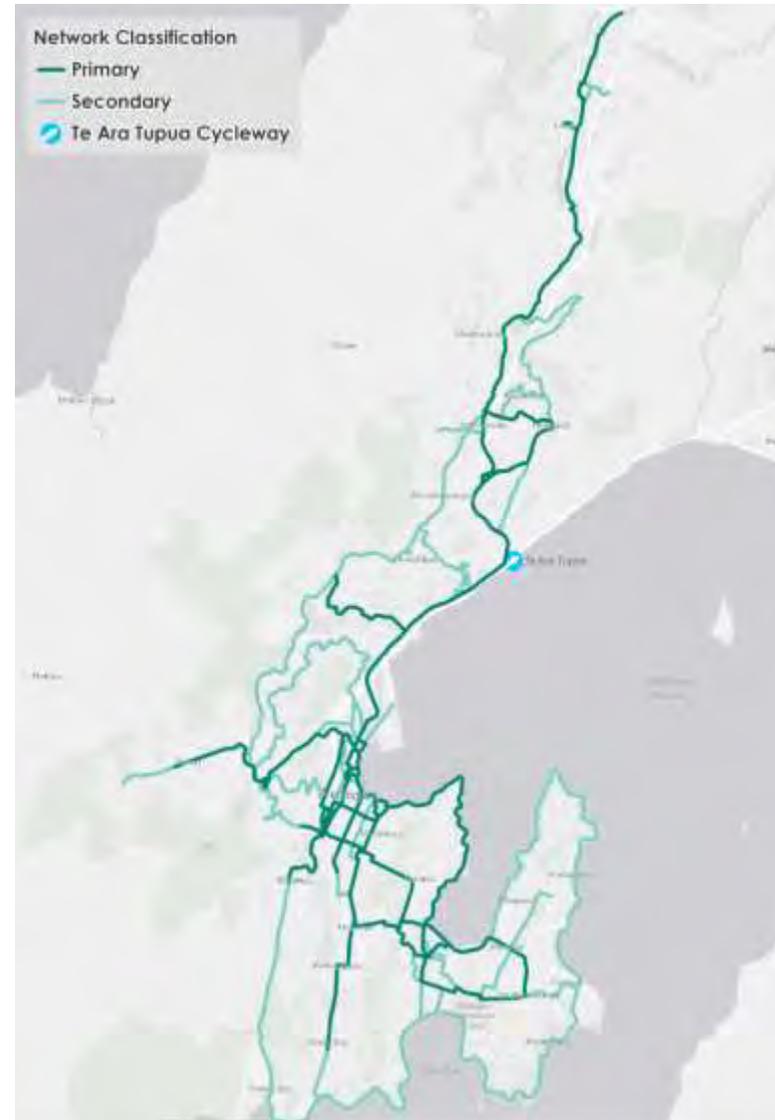
The 2015 plan signalled that connections between centres were intended, but didn't specify the actual streets where bike lanes were likely to be installed. The draft plan puts the primary and secondary network on the street network (see figure ??) so people can see which streets will be changed. The primary and secondary routes form our strategic bike network. A larger version of this figure is shown in Appendix 1.

A list of the streets that make up this network is shown in Appendix 2.

The length of the network is 147km, made up of 68km of primary connections and 79km of secondary connections. At present just 23km of this network has been built to a good standard. The following sections set out how we plan to go about improving the rest of the network.

Figure ?? shows the off-road shared/mountain bike trails in relation to the strategic bike network. These connect to the strategic bike network via local streets.

**Indicative consultation question: Will the routes encourage more people to ride bikes?**





A strong transport network connects people and places. **Figure 14** shows the catchment within 500 metres of the draft strategic bike network. The figure shows how key corridors can provide increased access by cycle to most of the Wellington City area.



NETWORK CATCHMENT INFORMATION		
<p>The city is divided into five wards. Bike trip generators and attractors have been identified. Statistics within each catchment relate to a 500m distance to the planned bike network.</p> <p>Data sources: Ward boundaries 2019 Census data 2018 WCC data August 2021</p>	<p><b>CBD Ward</b> Population: 41,109 Employed: 27,813 Commuter cyclists: 903</p> <p><b>Within catchment</b> Population: 12,900 Schools: 13 Libraries: 3 Playgrounds: 19 Recreation Centres: 4 Swimming Pools: 2</p>	<p><b>Northern Ward</b> Population: 47,442 Employed: 26,286 Commuter cyclists: 342</p> <p><b>Within catchment</b> Population: 27,820 Schools: 20 Libraries: 2 Playgrounds: 23 Recreation Centres: 6 Swimming Pools: 2</p>
	<p><b>Eastern Ward</b> Population: 38,007 Employed: 22,131 Commuter cyclists: 1,323</p> <p><b>Within catchment</b> Population: 28,475 Schools: 20 Libraries: 2 Playgrounds: 19 Recreation Centres: 5 Swimming Pools: 1</p>	<p><b>Southern Ward</b> Population: 32,982 Employed: 20,037 Commuter cyclists: 1,221</p> <p><b>Within catchment</b> Population: 19,500 Schools: 12 Libraries: 3 Playgrounds: 17 Recreation Centres: 5 Swimming Pools: 0</p>

## Designing a bike network suitable for all ages and abilities

Our safe, connected, high-quality network will consist of different types of facilities, depending on the street environment.<sup>11</sup> To attract people of all ages and abilities, the network needs to be safe and feel safe which means separating people on bikes or scooters from heavy, fast moving traffic. In low speed, low traffic environments, shared space can provide a good solution.

The types of facilities illustrated **on the right** are examples of what the network will be made up of. We expect to take account of current guidance as we plan improvements. The bike level of service that can be achieved on any particular section of street will not necessarily be fully separate or high speed, such as on Courtenay Place or parts of Willis Street. Designs will need to take account of the other functions that occur in the street. In some instances, alternative routes may provide better solutions than the routes identified in the Bike Network Plan, but we expect this to be the exception rather than the rule.

Together with off-road bike facilities, they will create a comprehensive network that will encourage more people to use it.

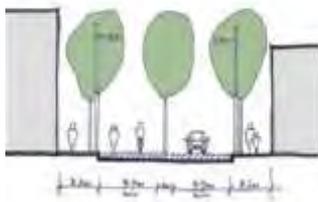
**Add images to consultation document:**

- *Separated cycleways (e.g. Crawford Rd)*
- *Separated bike paths (e.g. Hutt Rd, Cobham Dr)*
- *Quiet routes (e.g. Wilson St)*
- *Cycle signals (e.g. Victoria St/Abel Smith St)*
- *Shared zone (e.g. lower Cuba St)*
- *Interim low-cost installations (e.g. Brooklyn cycleway)*

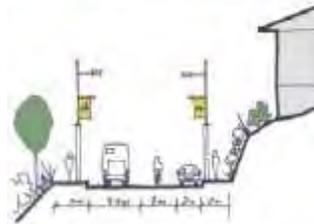
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<sup>11</sup> Wellington City Council, Cycling Framework, 2015

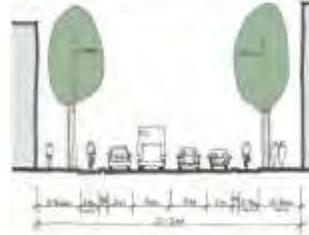
Shared zones



Quiet routes



Separated cycleways



Bike paths



## Building the network

Our approach to developing the network has six elements:

- finishing what we have started
- undertaking a rapid transitional programme
- undertaking longer-term street transformations
- building back better
- making other smaller improvements
- complementary initiatives.

Each of these elements is explained below.

## Finish what we started

This work involves completing the route around Evans Bay connecting the recently completed works between Point Jerningham and Cobham Drive. It also includes upgrading The Parade in Island Bay. Work on these projects has been in the planning phase for some years and we expect to complete these improvements over the next year or two.

## Transitional programme

Our transitional programme, led by Wellington City Council and alongside LGWM, is going to take a new, innovative approach to community engagement and delivery that will help us increase the pace of change. By using lower cost materials that can be adjusted

post-installation, we can roll out an interim bike network and gain feedback in real time, helping to inform future permanent changes while gaining benefits earlier.

We're looking to make changes around the city from 2022: protected bike lanes (that can also be used by scooters) with walking and bus improvements where possible and events and community activations. These changes will be monitored and evaluated, then adapted based on insights from data, observations and public feedback.

The programme will include support, and partnership programmes to complement the street changes and to make sure people understand what's happening, how they can get involved and provide feedback, and what resources are available for people along the routes to make the most of the new travel options.

This approach will mean we can get more of the planned bike network and connections in place relatively cheaply and quickly providing practical solutions for the time being.

On many routes, these changes will be replaced in years to come with more transformational improvements that will happen as part of LGWM or other Council projects and upgrades.

## Transformational programme

The long-term rearrangement of streets which better provide for people to use more sustainable modes of transport will be developed over the next 10 years. Many of these will happen as part of LGWM, and will often build on the transitional programme. We will engage with communities to improve transitional schemes and make enduring changes that reflect the local area.

## Build back better

Our build back better approach is targeted at ensuring significant renewal projects, like kerb replacements and street resealing, can

make street changes that improve conditions for walking, cycling and public transport as part of the renewal works. This will enable coordinated changes which minimise disruption.

While this approach will lead to some disconnected facilities initially, over time the network improvements will join up to create the connected network we need.

## Minor works

Our minor works programme is used to address localised safety issues and make local connections. This work enables us to chip away at smaller improvements and make changes which support our sustainable transport objectives.

## Complementary initiatives

In addition to physical infrastructure, we'll also be planning a range of complementary initiatives that will further support the uptake and safety of cycling. These will include:

### Add icons to consultation document

- speed management
- more bike parking and fix-it stands
- maps and other information
- active travel to school activities
- workshops
- cycle skills training, including Bikes In Schools
- community-based activities
- events
- safety campaigns.

## **Speed management**

Alongside other changes, lower speed limits will make the city's streets safer and more pleasant for walking and biking. The Council has allowed for a review of citywide speed limits in the long-term plan from 2023/24.

The Government has recently consulted on proposed new rules for setting speed limits and the Council will consider how best to go about making changes once the new rules come into effect.

## A new way of working

*This page as a pop-out box in the consultation document*

The traditional approach to making big transport changes can take many years and involve engaging with the community on plans that can be hard to understand, imagine or stimulate interest in.

Given the urgency required to transition to more sustainable urban mobility, cities around the world have been using new 'quick-build' ways of installing interim, connected bike networks and other improvements that invite more people to walk, bike or use public transport much sooner than otherwise planned.

As well as making it possible for people to start changing the way they get around earlier, this transitional approach provides better opportunities to engage the public and hear from a broad range of people (including children) based on their real-life experience of the change.

People's fears and assumptions when the project is just a plan on paper can often be resolved easily once the interim installations have settled in. Monitoring and evaluation can provide data and evidence to either demonstrate success and/or provide suggested changes. Because the materials used are lighter and more flexible, designs can be adapted and changed post-installation. Used by many other sectors, this approach is valuable in terms of gathering detailed insights and information by testing something before making permanent changes that require significant investment and are difficult to change once they're in.

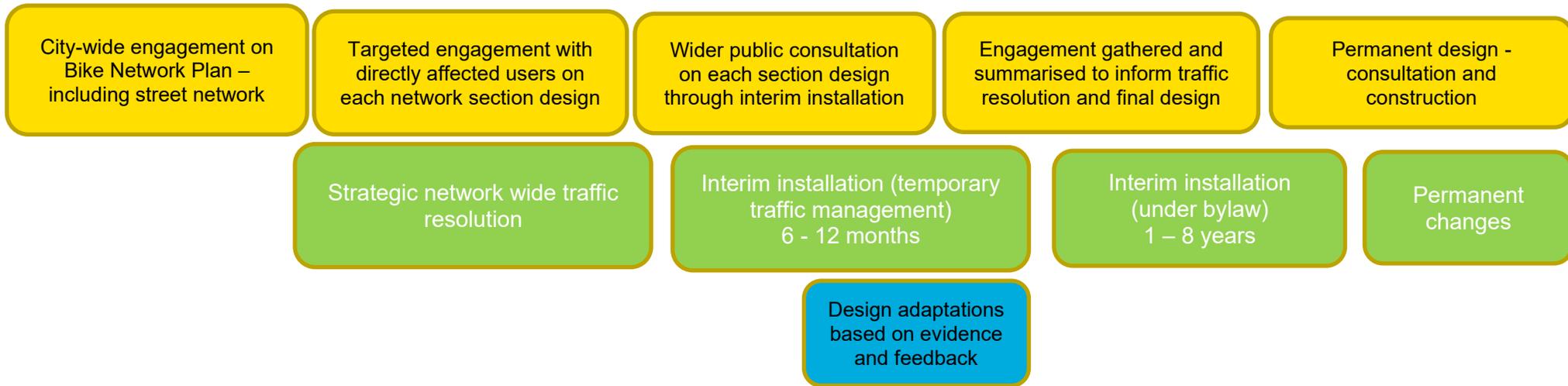
Quay Street in Auckland is an example.



This approach was tested in Wellington in 2020. The Brooklyn Road uphill bike lane was installed as part of Waka Kotahi's Innovating Streets programme that was set up to help local councils use this new way of working. The interim Brooklyn project was delivered in less than a quarter of the time usually taken to deliver bike projects and has helped gather useful community feedback that will improve the permanent upgrade.

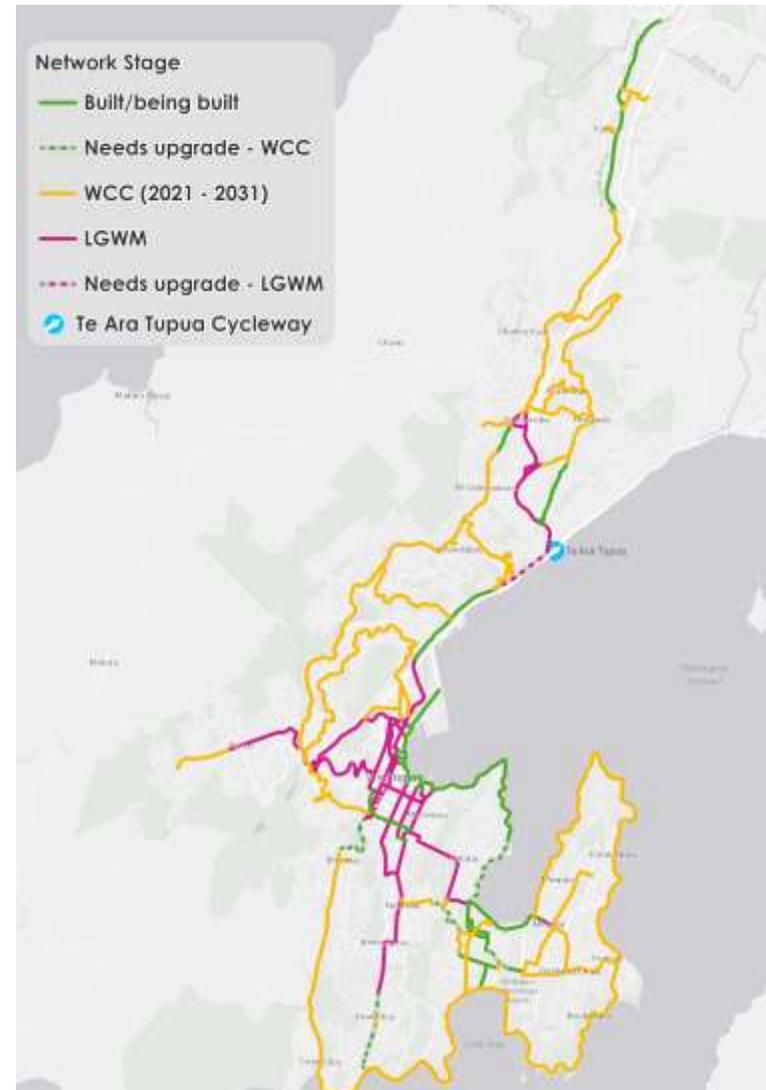
*Add photo of Brooklyn and key stats*

One of the main differences in this approach is how and when people in the community are engaged, and how their feedback is gathered and built into adaptations and future permanent improvements. The diagram below explains how the transitional programme will engage with people in the community.



# Coordination with Let's Get Wellington Moving

In addition to the Council's investment which is focused on building a connected bike network, as well as walking and public transport improvements, we will work with our LGWM partners (Waka Kotahi and Greater Wellington Regional Council) to install multimodal improvements to the central city area and on main routes addressed by that programme. From the perspective of a connected bike network, LGWM is expected to install 34.5km of the network and the City Council will install 90km as shown on the following diagram. While most of LGWM's work will happen through the City Streets programme, we also expect bike network improvements will be happen as part of the Mass Rapid Transit and Strategic Highways programmes.



# Indicative programme

We are proposing to prioritise routes which maximise uptake. Our research has shown that more densely populated areas with flatter routes will get more use. The safer and more bike friendly we can make our streets, the more people will use them. For the central city area and City Street corridors, WCC will be working closely with LGWM to develop a joint view on which areas of the bike network plan may be able to be delivered through the transitional programme to improve network connectivity in advance of permanent upgrades being delivered.

Outside the scope of LGWM, network modelling has shown the following connections will attract the most use, so we propose starting in this order:

- Evans Bay Stage 2 (route design is underway)
- Tawa to Johnsonville (route design has yet to start)
- Miramar Connections (route design has yet to start).

We will be doing more work over the next few months to determine the priorities and programme for remaining connections.

We will also kick off our transitional programme with demonstration projects for the following routes:

- City to Newtown
- City to the Botanic Garden.

We will be doing more work over the next few months to determine the priorities for other connections with a view to identifying the next tranche of projects for the Transitional programme.

Public consultation on the bike network plan and LGWM will be held in late 2021, prior to consideration of the adoption of the strategic bike network in early 2022.

Concurrently with adoption of the final bike network plan in early 2022, we propose passing a network-wide strategic traffic resolution. This is primarily to ensure an explicit, transparent and consistent decision is made under the Land Transport Act 1998 by the Council as the Road Controlling Authority.

This high-level traffic resolution will not result in changes to streets. Subsequent legal processes (either a temporary traffic management plans, or future traffic resolutions) will be needed to effect these changes, and these processes will follow their own engagement and decision-making processes.

The extent of detail in the high-level traffic resolution will be less than in a subsequent implementation traffic resolution. The Local Government Act 1974 sets the standard for the extent of detail required in a traffic resolution. The standard requires the approximate locality in the road of the proposed cycleway to be described.

Detailed design of final bike lanes will be informed by feedback from transitional projects and interim schemes.

***Indicative consultation question: Do you support this approach to enabling delivery of the network?***

# Benefits of the plan

Improving bike infrastructure and undertaking promotional initiatives will have benefits for all Wellingtonians, not just those who cycle.

The expected benefits include:

## Improved sustainability and environment

More people choosing to ride bikes or scooters will result in fewer people using cars. This will reduce fuel consumption and harmful CO<sub>2</sub> emissions, and will improve air quality, creating a more pleasant and healthier environment for everyone to enjoy.

## A better-connected transport network

Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.

Building a connected bike network and addressing common barriers will make cycling a viable transport option for more Wellingtonians.

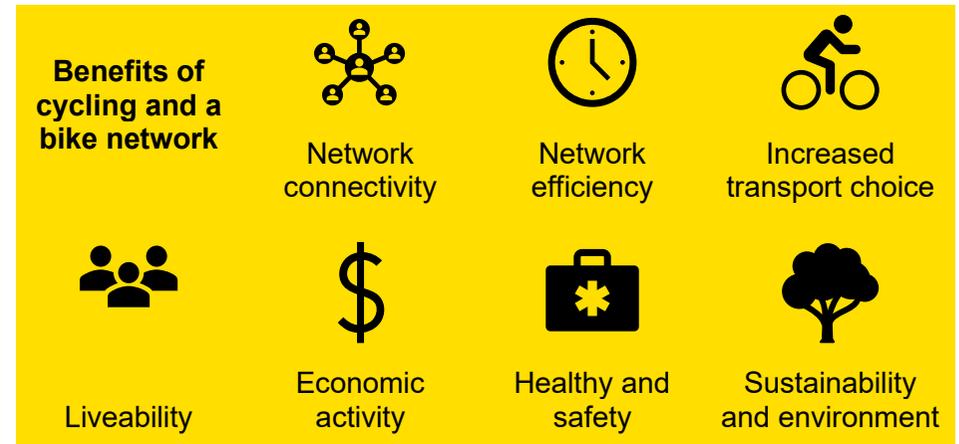
This will provide a suitable alternative to short or medium car trips and allow entire journeys to be made without the need for private vehicles.

## Increased network efficiency, resiliency and reliable journey times

Giving people more choice about how they travel will take more people out of vehicles and onto bikes, which could result in our roads working more efficiently for all users. Cycling will provide more reliable journey times for people on bikes, particularly on congested roads.

## More transport choice

Improving bike infrastructure will give people more options when choosing transport and result in more people using bikes. It will also cater for the large number of Wellingtonians who would prefer to cycle but currently feel unable to.



Improving cycle infrastructure will also have benefits for other modes of transport, such as better pedestrian crossing facilities, and traffic-slowing measures or safety improvements at intersections.

## A more liveable city

Quality of life is the number one reason why people choose to live in Wellington.<sup>13</sup> Giving people more transport choice and being able to get around easily by bike makes Wellington a more attractive place to live, visit and work. It will also help to attract more people to the area as Wellington becomes known for being a cycle-friendly city. Reallocating space from on-street parking to bus priority lanes

<sup>13</sup> Department of Labour research, 2010

and/or bike lanes increases the number of people able to use our streets and to stop and spend time and money. Reallocated street space can also be used for other things like street trees and making space for people to comfortably dwell and mingle.

### **Increased economic activity**

A strong transportation network is good for the region's economy. The positive effect of bike networks on retail sales has been documented. As a result of building bike lanes in San Francisco, 60

percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales.<sup>14</sup>

### **Improved health, safety, and wellbeing**

Cycling is an active, healthy alternative to private transport and the Bike Network Plan will encourage active people and communities. A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.<sup>15</sup> Cycling also makes it easier to include exercise as part of a daily routine, improving health, quality of life, and sense of wellbeing.

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<sup>14</sup> E. Drennen, Mission District of San Francisco, *Economic Effects of Traffic Calming on Urban Small Businesses*, 2003

<sup>15</sup> New York Department of Transport, *Protected Bike Lane Analysis*

# Funding

The Council's 2021-31 Long-term Plan has provided \$226 million over 10 years to complete the Council's part of the strategic cycling network. In addition to the Council's programme the LGWM City Streets programme has funding approval for its route planning phase. Overall, City Streets is expected to provide multimodal improvements to the central area and key suburban corridors to a value of \$350 million over the next 10 years.

These programmes of work have been reflected in the Wellington Regional Land Transport Plan 2021. The National Land Transport Programme (NLTP) for 2021/22-2023/24 has just been announced. For eligible projects, financial assistance, currently 51 percent of project costs, may be available through the NLTP subject to further business case processes and approval from Waka Kotahi.

More detailed business cases will develop and refine the scope, timing and cost of the routes and how the programme can be delivered over time.

# Next steps

We will be consulting on this draft plan alongside conversations on LGWM and the draft District Plan. We expect this will occur from late October 2021.

Feedback on the draft plan will be considered by the Council in early 2022. A final plan is expected to be adopted shortly thereafter.

The final plan will serve as a guide for the Council to successfully build a safer connected bike network.

Alongside this revision of our plan, we will be continuing our current planning for the following projects:

- The Parade Upgrade
- Evans Bay (Greta Point to Cobham Drive)
- Brooklyn Hill

We will also begin our Transitional programme by developing schemes for:

- City to Newtown
- City to the Botanic Garden.

More information on all these initiatives can be found on our [Transport Projects website: transportprojects.org.nz](https://transportprojects.org.nz)

# Appendix 1 draft Strategic Bike Network Map



# Appendix 2 Streets that form the draft Strategic Bike Network

The table below lists the streets which make up the draft Strategic Bike Network shown in this plan. This information will be available on a web map when the consultation starts in late October.

**Corridor/street name** is the street or corridor that part of the draft bike network is to be located on. In some cases, a corridor name has been applied where the network segment spans all the streets between two main centres. Streets will be listed multiple times if part of the street is classified differently or is split into different stages.

**From street – To street** outlines the streets the street segment is located between.

**Network classification** states whether the street/corridor is classed as a primary or secondary link of the bike network following the definitions in the national One Network Framework classification guidance.

**Network stage** identifies the phase (responsibility) that each street segment falls into.

A glossary of abbreviations is below the table.

Corridor/street name	From street – To street	Network classification	Network stage
Adelaide Rd	Dee St - Luxford St	Primary	LGWM
Adelaide Rd	John St - Basin Reserve	Primary	LGWM
Agra Cres	Nicholson Rd - Granges Rd	Secondary	2021 - 2031
Airport Subway	Miro St - Coutts St	Primary	Built/being built
Aro St	Epuni St - Holloway Rd	Secondary	2021 - 2031
Aro St	Willis St - Epuni St	Primary	2021 - 2031
Barnett St waterfront link	Barnett St - Waterfront	Secondary	Built/being built
Basin Reserve	Adelaide Rd - Kent/Cambride Tce	Primary	LGWM
Bowen St	Glenmore St - Lambton Quay	Primary	LGWM
Bracken Rd	Helston Rd - Stewart Dr	Secondary	2021 - 2031
Bracken Rd	Stewart Dr - Newlands Rd	Primary	2021 - 2031
Broadway	Broadway-Ira St RDB - Miro St	Primary	2021 - 2031
Broadway	Seatoun Tunnel - Broadway-Ira St RDB	Secondary	2021 - 2031
Broderick Rd	Moorefield Rd - Broderick Rd RDB	Secondary	2021 - 2031
Broderick Rd cycle lane	Johnsonville Rd - Moorefield Rd	Secondary	LGWM
Brooklyn Rd	Nairn St - Willis St	Primary	LGWM
Brooklyn Rd	Tanera Cres - Nairn St	Primary	Needs upgrade - WCC
Brougham St	Ellice St - Hataitai shared path	Primary	LGWM

Corridor/street name	From street – To street	Network classification	Network stage
Buller St connector	Oak Park Ave - Buller St	Primary	Built/being built
Bunny St	Customhouse Quay - Featherston St	Primary	LGWM
Bunny St	Featherston St - Lambton Quay	Secondary	LGWM
Cambridge Tce	Courtenay Place - Wakefield St	Primary	LGWM
Camperdown Rd	Park Rd - Darlington Rd	Secondary	2021 - 2031
Cashmere Ave	Station Rd - Onslow Rd	Secondary	2021 - 2031
Chaffers St	Wakefield St - Cable St	Primary	LGWM
Chaytor St	Karori Rd - Waiapu Rd	Primary	LGWM
Childers Tce	Cockburn St - Rongotai Rd	Secondary	2021 - 2031
Churton Pk - Grenada Nth	Middleton Rd-Westchester Dr RAB - Grenada Dr-Mark Ave RAB	Secondary	2021 - 2031
Cleveland St - Brooklyn	Ohiro Rd - Washington Ave	Secondary	2021 - 2031
Cobham Dr Crossing	Cobham Dr - Tacy St	Primary	2021 - 2031
Cobham Dr Crossing	Cobham Dr - Tacy St	Primary	LGWM
Cobham Dr Cycleway	Evans Bay Pde - Miramar Ave	Primary	Built/being built
Cockburn St	Leonie Gill pathway - Childers Tce	Secondary	2021 - 2031
Constable St	Crawford Rd - Coromandel St	Primary	Needs upgrade
Coromandel St	Constable St - Wilson St	Primary	2021 - 2031
Courtenay Place	Kent/Cambridge Tce - Taranaki St	Primary	LGWM
Coutts St	Airport Subway - Coutts St-Tirangi Rd RAB	Primary	Needs upgrade - WCC
Coutts St	Coutts St-Tirangi Rd RAB - Te Whiti St	Secondary	Needs upgrade - WCC
Crawford Rd	Rongotai Rd - Constable St	Primary	Needs upgrade - WCC
Crofton Downs-Ngaio	Waikowhai St - Ottawa Rd-Crofton Rd RAB	Secondary	2021 - 2031
Customhouse Quay	Panama St - Willeston St	Primary	LGWM
Dixon St	Taranaki St - Willis St	Primary	LGWM
Dundas St	Inglis St - Ferry St	Secondary	2021 - 2031
Ellice St	SH1 Buckle St - Brougham St	Primary	LGWM
Evans Bay Pde	Greta Point Lookout - Oriental Pde	Primary	Built/being built
Evans Bay Pde	Wellington Rd - Greta Point Lookout	Primary	Needs upgrade - WCC
Featherston St	Mulgrave St - Panama St	Primary	LGWM

Corridor/street name	From street – To street	Network classification	Network stage
Ferry St	Dundas St - Seatoun Tunnel	Secondary	2021 - 2031
Ghuznee St	The Terrace - Victoria St	Primary	LGWM
Glasgow St	Upland Rd - Kelburn Pde	Secondary	LGWM
Glenmore St	Karori Tunnel - Bowen St	Primary	LGWM
Grant Rd	Park St - Grosvenor Tce	Secondary	2021 - 2031
Grenada - Paparangi	Mark Ave - Helston Rd	Secondary	2021 - 2031
Happy Valley Rd	Owhiro Bay Pde - Ohiro Rd	Secondary	2021 - 2031
Hataitai shared path	Mt Vic Tunnel	Primary	LGWM
Helston Rd	Bracken Rd - Middleton Rd	Primary	2021 - 2031
Helston Rd	Bracken Rd - Middleton Rd	Secondary	2021 - 2031
Hobart St	Miramar Ave-Park Rd RAB - Kedah St	Secondary	2021 - 2031
Hunter St	Willis St - Jervois Quay	Primary	LGWM
Hunter St waterfront link	Hunter St - Waterfront	Primary	Built/being built
Hutt Road	Ngauranga Gorge - Onslow Rd	Primary	Needs upgrade - LGWM
Hutt Road	Onslow Rd - Thorndon Quay	Primary	Built/being built
Inglis St	Marine Pde - Breaker Bay Rd	Secondary	2021 - 2031
Ira St	Ira St-Broadway Ave RAB - Miramar Ave	Primary	2021 - 2031
John St	Adelaide Rd - Wallace St	Secondary	LGWM
Johnsonville - Tawa	Middleton Rd - Takapu Station carpark	Primary	2021 - 2031
Johnsonville Rd	Moorefield Rd-Johnsonville Rd RAB - Middleton Rd-Helston Rd RAB	Primary	2021 - 2031
Johnsonville Rd cycle lane	Johnsonville Rd Off Ramp - Moorefield Rd-Johnsonville Rd RAB	Primary	LGWM
Karaka Bay Rd	Massey Rd - Marine Pde	Secondary	2021 - 2031
Karo Dr shared path	Cambridge Tce - Buller St	Primary	Built/being built
Karori - Wilton	Curtis St - Wilton Rd	Secondary	2021 - 2031
Karori Rd	Chamberlain Rd - Chaytor St	Primary	LGWM
Karori Rd	Makara Rd - Chamberlain Rd	Secondary	2021 - 2031
Karori Tunnel	Waiapu St - Glenmore St	Primary	LGWM
Kedah St	Hobart St - Miro St	Secondary	2021 - 2031
Kelburn Pde	Glasgow St - Salamanca Rd	Secondary	LGWM

Corridor/street name	From street – To street	Network classification	Network stage
Kent Tce	Herd St - Courtenay Place	Primary	LGWM
Kent/Cambridge Tce	The Basin - Courtenay Place	Primary	LGWM
Khandallah-Johnsonville	Box Hill - Moorefield Rd-Haumia St RAB	Secondary	2021 - 2031
Khandallah-Johnsonville	Moorfield Rd - Broderick Rd	Secondary	Built/being built
Kilbirnie shared path	Evans Bay Pde - Rongotai Rd	Primary	Built/being built
Kilbirnie shared path	Evans Bay Pde - Rongotai Rd	Secondary	Built/being built
Kilbirnie shared path	Kemp St - Rongotai Rd via cyclepath	Primary	Built/being built
Kilbirnie shared path	Kemp St - Rongotai Rd via cyclepath	Secondary	Built/being built
Lambton Quay	Willis St - Bunny St	Secondary	LGWM
Leonie Gill pathway	Onepu Rd - Cockburn St	Primary	Built/being built
Leonie Gill pathway	Tirangi Rd - Onepu Rd	Secondary	Built/being built
Leonie Gill pathway sth	Leonie Gill pathway - Lyall Bay Pde	Secondary	Built/being built
Lower Tory St	Courtenay Pl - Cable St	Secondary	LGWM
Luxford St	Adelaide Rd - Rintoul St	Primary	LGWM
Marine Pde	Karaka Bay Rd - Inglis St	Secondary	2021 - 2031
Massey Rd	Shelly Bay Rd - Karaka Bay Rd	Secondary	2021 - 2031
Miramar Ave	Ira St - Miramar Ave-Park Rd RAB	Primary	2021 - 2031
Miramar Ave	Miramar Ave-Park Rd RAB - Tauhinu Rd	Primary	LGWM
Miramar Ave	Miramar Ave-Tauhinu Rd RAB - Shelly Bay Rd	Primary	Built/being built
Miro St	Broadway - Airport Subway	Primary	2021 - 2031
Miro St	Kedah St - Airport Subway	Secondary	2021 - 2031
Molesworth Street	Hill St - Park St	Secondary	2021 - 2031
Molesworth Street	Lambton Quay - Hill St	Secondary	2021 - 2031
Moorfield Rd	Broderick Rd - Helston Rd-Bassett Rd RAB	Secondary	2021 - 2031
Moorfield Rd	Broderick Rd - Helston Rd-Bassett Rd RAB	Secondary	LGWM
Mulgrave Street	Pipitea St - Thorndon Quay	Secondary	2021 - 2031
Murphy Street	Park St - Pipitea St	Secondary	2021 - 2031
Newlands connector	SH1 Centennial Hwy - Newlands Rd on/off ramp	Primary	LGWM
Newlands Rd	Bracken Rd - Wakely Rd	Primary	2021 - 2031
Newlands Rd	Wakely Rd - SH1 Centennial Hwy	Primary	2021 - 2031
Ngaio - Kaiwharawhara	Ottawa Rd-Crofton Rd RAB - Hutt Rd	Primary	2021 - 2031

Corridor/street name	From street – To street	Network classification	Network stage
Ngaio-Khandallah	Ottawa Rd-Crofton Rd RAB - Cockayne Rd-Box Hill RDB	Secondary	2021 - 2031
Nicholson Rd	Cockayne Rd RDB - Agra Cres	Secondary	2021 - 2031
Northland Rd	Pembroke Rd - Northland Tunnel Rd	Secondary	2021 - 2031
Northland Tunnel Rd	Chaytor St - Northland Rd via Raroa Cres	Secondary	2021 - 2031
Ohiro Rd	Cleveland St - Tanera Cres	Primary	2021 - 2031
Ohiro Rd	Happy Valley Rd - Cleveland St	Secondary	2021 - 2031
Onepu Rd	Leonie Gill pathway - Lyall Pde	Secondary	2021 - 2031
Onepu Rd	Rongatai Rd - Leonie Gill pathway	Primary	2021 - 2031
Onslow Rd	Cashmere Ave - Hutt Rd	Secondary	2021 - 2031
Oriental Pde	Herd St - Evans Bay Pde	Primary	Built/being built
Oriental Pde	Oriental Pde	Secondary	Built/being built
Panama St	Featherston St - Willis St	Primary	LGWM
Park Rd	Miramar Ave - Camperdown Rd	Secondary	2021 - 2031
Park St	Mulgrave/Murpy St - Grant Rd	Secondary	2021 - 2031
Post Office Sq waterfront link	Customhouse Quay - Waterfront	Primary	Built/being built
Raroa Cres	Chaytor St - Raroa Rd	Secondary	2021 - 2031
Raroa Rd	Raroa Cres - Holloway Rd	Secondary	2021 - 2031
Reef St	The Parade - The Esplanade	Secondary	Needs upgrade - WCC
Riddiford St	Adelaide Rd - Rintoul St	Primary	LGWM
Riddiford St	Wilson St - Rintoul St	Primary	2021 - 2031
Rintoul Street	Riddiford St - Luxford St	Primary	LGWM
Rongotai Rd	Crawford Rd - Onepu Rd	Primary	2021 - 2031
Rongotai Rd	Onepu Rd - Cycle Path Te Whiti St	Primary	Built/being built
Rongotai Rd	Onepu Rd - Cycle Path Te Whiti St	Secondary	Built/being built
Rugby St	Rugby St - Tasman St	Secondary	Built/being built
Salamanca Rd	Kelburn Pde - The Terrace	Secondary	LGWM
Seatoun - Strathmore Park	Broadway-Ira St RDB	Primary	2021 - 2031
Seatoun Tunnel	Ferry St - Broadway	Secondary	2021 - 2031
SH1 Buckle St	Kent Tce -Ellice St	Primary	LGWM
SH1 Centennial Hwy	Hutt Rd - Broderick Rd	Primary	LGWM

Corridor/street name	From street – To street	Network classification	Network stage
SH1 Ruahine St	Mt Vic Tunnel - Wellington Rd	Primary	LGWM
SH1 Wellington Rd	SH1 Ruahine St - Evans Bay Rd	Primary	LGWM
Shelly Bay Rd	Miramar Ave - Massey Rd	Secondary	2021 - 2031
South Coast Rd	Breaker Bay Rd - Happy Valley Rd	Secondary	2021 - 2031
Station Rd	Burma Rd - Cashmere Ave	Secondary	2021 - 2031
Stewart Drive	Bracken Rd - Helston Rd	Primary	2021 - 2031
Tacy St	Rongotai Rd - Cobham Dr Crossing	Primary	2021 - 2031
Taranaki St	Cable St - Karo Drive shared path	Primary	LGWM
Taranaki St waterfront link	Taranaki St - Waterfront	Primary	Built/being built
Tasman St	Karo Dr shared path - John St	Secondary	LGWM
Tawa Centre Connection	Surrey St - New World carpark	Primary	2021 - 2031
Tawa College connector	Duncan St - McLellan St	Secondary	2021 - 2031
Tawa shared path	Duncan St - Kenepuru	Primary	Built/being built
Te Whiti St	Coutts St - Rongotai Rd	Secondary	Built/being built
The Parade	Avon St - Medway St	Primary	2021 - 2031
The Parade	Dee St - Avon St	Primary	Needs upgrade - WCC
The Parade	Medway St - Reef St	Secondary	Needs upgrade - WCC
The Terrace	Bowen St - Ghuznee St	Primary	LGWM
Thorndon - Wadestown	Grosvenor Tce - Cecil Rd	Secondary	2021 - 2031
Thorndon Centre	Tinakori Rd - Molesworth St via Hill St	Secondary	2021 - 2031
Thorndon Quay	Mulgrave St - Hutt Rd	Primary	LGWM
Tirangi Rd	Coutts St - Leonie Gill pathway	Primary	2021 - 2031
Upland Rd	Glenmore St - Glasgow St	Secondary	LGWM
Upper Tory St	Tasman St - Courtenay Place	Secondary	LGWM
Victoria St	Dixon St - Karo Dr shared path	Primary	Needs upgrade - LGWM
Victoria St	Hunter St - Dixon St	Primary	LGWM
Victoria St	Karo Dr shared path - Webb St	Primary	LGWM
Wadestown - Northland	Cecil Rd - Northland Rd	Secondary	2021 - 2031
Waitangi Park waterfront link	Cable St - Waterfront	Primary	Built/being built

Corridor/street name	From street – To street	Network classification	Network stage
Wakefield St	Cambridge Tce - Chaffers St	Primary	LGWM
Wakely Rd	Newlands Rd - Wakely Rd Cycleway	Secondary	2021 - 2031
Wakely Rd Cycleway	Spennor St - SH1 Centennial Hwy	Secondary	Built/being built
Wallace St	Karo Dr shared path - John St	Primary	LGWM
Wallace St	Karo Dr shared path - John St	Secondary	LGWM
Waterfront	Herd St	Primary	Built/being built
Waterfront	Waterfront	Primary	Built/being built
Webb St	Victoria St - Willis St	Primary	LGWM
Wellington Rd link	Wellington Rd - Crawford Rd-Wellington Rd RAB	Primary	2021 - 2031
Whitmore St	Lambton Quay - Customhouse Quay	Primary	LGWM
Whitmore St waterfront link	Whitmore St - Waterfront	Primary	Built/being built
Willeston St	Willis St - Jervois Quay	Primary	LGWM
Willeston St	Willis St - Jervois Quay	Secondary	LGWM
Willeston St waterfront link	Willeston St - Waterfront	Secondary	Built/being built
Willis St	Karo Dr shared path - Dixon St	Primary	LGWM
Willis St	Dixon St – Willeston St	Secondary	LGWM
Wilson St	Coromandel St - Riddiford St	Primary	2021 - 2031
Wilton-Crofton Downs	Churchill Dr - Churchill Dr-Silverstream Rd RAB	Secondary	2021 - 2031

## Glossary

Abbreviation	Description
Ave	Avenue
Cres	Crescent
Dr	Drive
St	Street
Hwy	Highway
Pde	Parade
RDB	Roundabout
Rd	Road
St	Street

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Tce	Terrace
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Waterfront	The shared pathway that extends from Waterloo Quay at Lady Elizabeth Lane to the end of Herd Street at Oriental Parade.
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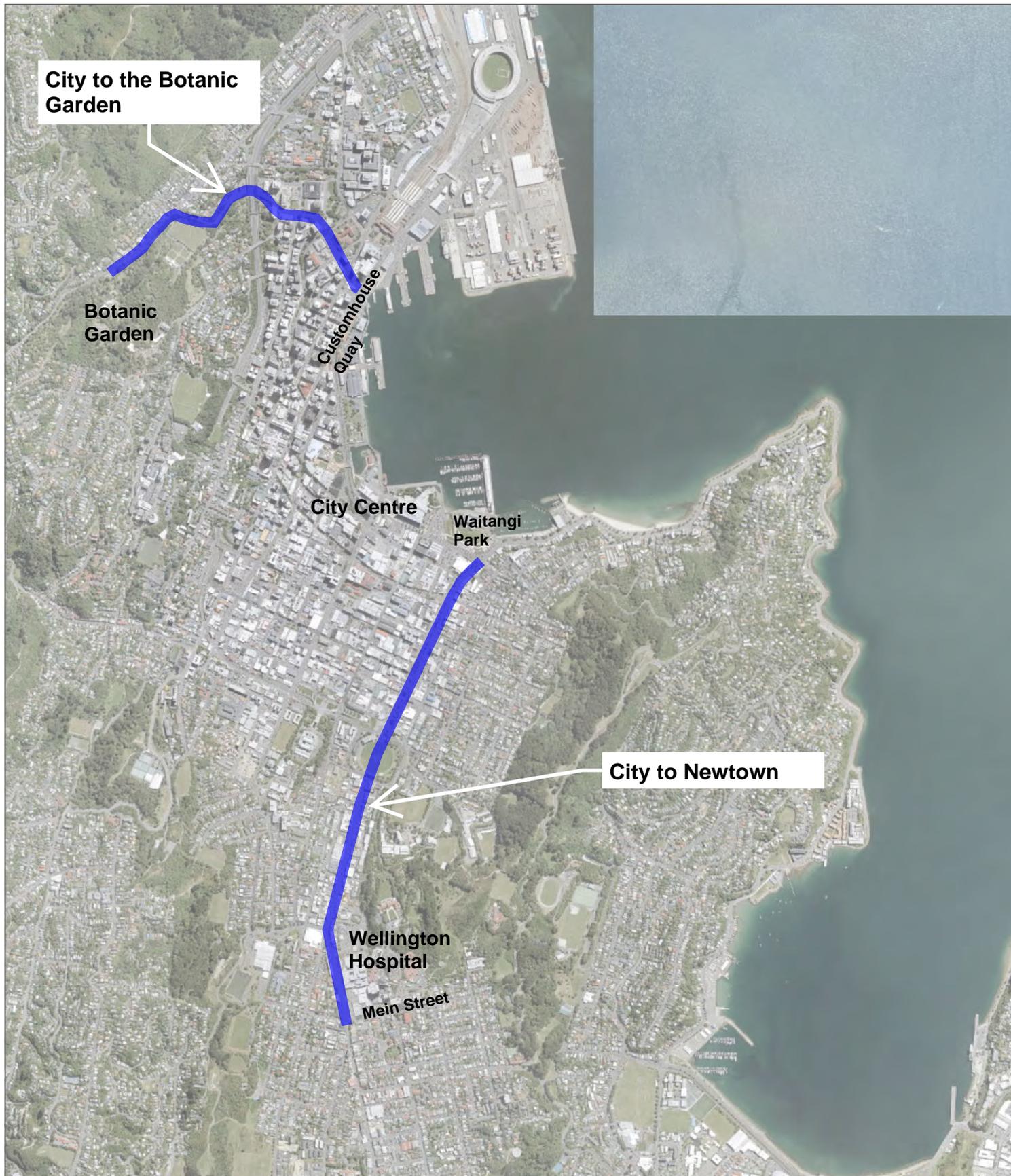
# **Absolutely Positively Wellington City Council**

**Me Heke Ki Pōneke**

Contact details and any other department information here.

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# Initial Transitional Projects



September 6, 2021

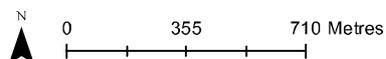
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**Property Boundaries Accuracy:**  
 +/-1m in urban areas  
 +/-30m in rural areas

**Data Source:**  
 Census data - Statistics NZ  
 Postcodes - NZ Post



Absolutely Positively  
 Wellington City Council  
 Mo Hēke Ki Pōhake



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## **FRANK KITTS CAR PARK AND FALE MALAE**

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### **Purpose**

1. This report updates the Pūroro Āmua | Planning and Environment Committee on the seismic issues related to the Frank Kitts car park building and surrounding land.
2. The report also provides recommendations on how to address these issues and presents options to the committee for future use of the area, including a proposal to develop a Fale Malae.

### **Summary**

3. The Frank Kitts Park underground car park building, and the adjoining structures on the lagoon and seaward side that house small businesses and public toilets, are earthquake prone (<15% NBS). An earthquake prone notice was issued in 2020, which requires that they must be removed or strengthened by 2034.
4. The estimated cost to strengthen the carpark building to  $\geq$  34% New Building Standard (NBS) is \$10.5 million. A strengthening scheme to achieve  $\geq$  67% NBS at IL3 is estimated at \$18 million. Both schemes are concept design and structural scope only. There will likely be additional costs, including the reinstatement of the park, that can only be quantified through a design process once a decision is made.
5. It is officers view that an NBS of  $\geq$  34%, is too low a standard for a publicly owned and publicly accessible building in such a significant area of the city. Especially given the high public use of the waterfront promenade, Frank Kitts Park, and adjacent areas. An NBS of  $\geq$  67% is more aligned with what would be considered acceptable for a publicly owned building. However, both options only deliver a strengthened version of what is currently there. Although the building met its purpose when it was built in the 1980's, and noting that carparking is currently in short supply, expectations of development on the waterfront have changed.
6. The recommended option to address the seismic issues is to demolish the carparking building. Retaining and strengthening it is not a prudent investment given the underlying ground conditions of the reclaimed land. Building a new car park in Frank Kitts Park has not been substantively priced or considered.
7. A decision is now required due to a number of proposals that have interdependencies with the future of the car park. As these progress, the impacts of these proposals on the existing storage and tenants currently occupying the edge of the car park structure will need to be appropriately considered.
8. Disposal through demolition requires a Council decision. While it is a significant asset, the building is not a strategic asset and therefore does not meet the threshold for requiring public consultation. Community views on the waterfront, including those

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related to structures and other assets, are unlikely to have significantly changed since the adoption of the Waterfront Framework 2001 which was founded on community input. The decision whether to demolish also doesn't significantly impact other decisions or initiatives such as, the 2018 Frank Kitts Park resource consent which includes the Chinese Garden, or other future redevelopment options. Any implications for associated projects will be worked through in more detail depending on the Council decision.

9. 15 April 2021 the Fale Malae Trust presented a proposal to councillors, in public participation, to develop a Fale Malae in Frank Kitts Park. The Trust has identified the south west corner of Frank Kitts Park as the preferred and most meaningful site. This significance, drawing on the strong relationship of the site to the sea and local tangata whenua, contributes to a cultural precinct along the waterfront, running from Te Papa, including Te Wharewaka o Pōneke, along to a (proposed) Fale Malae, the Chinese Garden, and a series of plaques commemorating a range of cultural heritages.
10. The Fale Malae Trust is seeking Council's support in-principle, to continue with detailed investigation of Frank Kitts Park as their preferred site to locate the Fale Malae. If provided, this support will be incorporated into a business case the Trust is preparing to support grant funding from the Ministry of Culture and Heritage. The business case is to be provided to the Minister of Culture and Heritage by 30 September 2021. Providing support in this fashion does not set aside or otherwise diminish future council decision making or inclusion of community views. Any future decisions on development of the Fale Malae will be subject to extensive landowner approval process and resource consent process – both of which require public consultation and the Trust is aware of these requirements
11. In addition to the Fale Malae proposal, there is a significant amount of development occurring or proposed in the park area, including the Children's playground and Chinese Garden. Although there are policy and planning frameworks that provide development controls for the broader waterfront site, they do not focus on the Frank Kitts Park area and how the individual elements of the site work together to deliver a high quality and cohesive user experience.
12. This was picked up by Councillors in the 27 May 2021 Long Term Plan committee where officers were asked to come back with "...a future plan for Frank Kitts Park that integrates the aspirations of the Chinese Garden Society and the Fale Malae Trust." (attachment 1).
13. For that reason, Wraights Associates, who undertook the design of Frank Kitts Park in the 2018 consented development, have been commissioned. Their brief will be to prepare a development plan for the park based on the demolition decision of Council regarding the car park building, and considering the Chinese Garden and, if approved in principle, the Fale Malae.

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14. In order for this work to progress we need a decision on the future of the car park as this decision has flow on effects for all the other projects which have been approved, or are seeking approval, for inclusion as part of the future plan for the park.

### **Recommendation/s**

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree to the demolition of the carparking building subject to Council agreement on timing of demolition (noting the need to strengthen or demolish by 2034).
3. Subject to landowner and resource consent processes, endorse in principle the Fale Malae Trust proposal to continue investigating Frank Kitts Park as the preferred site for the Fale Malae, being the south west corner of the park where the carpark building is currently located.
4. Direct officers to prepare a development plan and report back to Council by June 30 2022.
5. If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.

### **Background**

#### **Frank Kitts Park site**

15. Frank Kitts Park was created in 1974 from reclaimed land. Redevelopment of the park in 1990 included:
  - A Children's Playground at the northern end
  - In the centre a lower park area which incorporates an outdoor amphitheatre and large lawn area adjoining Jervois Quay.
  - The upper park area situated on the roof of the underground car park at the southern end of the precinct.
  - Integrated into the carpark building along the southern and seaside edge, adjoining structures which accommodate several small businesses, public toilets and dragon boat storage
16. Frank Kitts Park provides one of the most significant areas of open park along the Wellington Waterfront. The park is located within the Central Area and Lambton Harbour Area of the District Plan, and for the purposes of the District Plan, is not currently zoned as Open Space or held under the Reserves Act.
17. The Waterfront Framework 2001 values the waterfront as a place of diverse experiences, attracts a mix of users, and a range of built and green environments which provide opportunities for passive and active use. Cultural uses are an existing precedent on the waterfront, running from Te Papa, including Te Wharewaka o Pōneke in 2011,

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along to the consented Chinese Garden and the plaques commemorating a range of cultural heritages.

18. In 2018 the Environment Court issued a resource consent (attachment 2) for the proposed redevelopment of Frank Kitts Park. The proposal included plans for a redeveloped Children's Playground, a Chinese Garden, and minor upgrade of the balance of the park.
19. Construction of the new Children's Playground upgrade is scheduled to commence in January 2022. This upgrade will continue regardless of decisions made here and is therefore out of scope of this paper.

### **Carpark Building**

20. The 3,500 m<sup>2</sup> carparking building is relied on as an integral structure within the proposals, with sections of the Chinese Garden designed to be both on top of and otherwise physically supported by the building. The geotechnical information that informed the consent, and its reliance on the ground and building to perform as expected, has since been surpassed with new information.
21. As a result of a 2019 Detailed Seismic Assessment (DSA) of the carparking building by Holmes Consulting, in 2020 an earthquake prone notice was issued, requiring strengthening or removal of the structure by 2034. While the Underground Market had to cease trading, the 97 leased carparks, 8 small businesses on the outer edge, dragon boat storage, public toilets and infrastructure utilities were unaffected, subject to future remediation works. The upper park (car park roof) could also continue to be used as an event space, the largest being the annual Homegrown music festival, and passive recreation across the year.
22. The earthquake prone notice did not prevent giving effect to the existing resource consent, as the understanding at the time was that the seismic risk was confined to the carpark structure and immediate surrounding ground. It was considered that the building could be strengthened within the statutory timeframe, however this approach is being reconsidered following new seismic information outlined in the Discussion section below.

### **Chinese Garden**

23. In 1987 the sister city relationship between Wellington and Xiamen was established. Since then, to give effect to the relationship, Memoranda of Understanding were entered into to develop a Chinese Garden (Attachment 3).
24. During 2014 – 2016 a concept design was developed for the Chinese Garden as part of the redevelopment of Frank Kitts Park (attachment 4& 5).
25. A 2014 memorandum between the Council and the Chinese Garden Society established how the two cities, Wellington and Xiamen, would work together, and key responsibilities. The Council's responsibilities include the construction of foundations, earthworks, and structures.

26. Currently the Wellington Chinese Garden Society (WCGS) website outlines the estimated cost of the Chinese Garden as:

Contribution from Xiamen and other Chinese cities	\$2m
Contributions from major corporations	\$3.5m
WCGS fundraising	\$1m
<b>Estimated total project cost</b>	<b>\$6.5m</b>

27. At a public submission on 19 May 2021 to the Annual Plan/Long Term Plan hearings the Chinese Garden Society advised councillors that:
- The society has \$1m held electronically
  - The Fale Malae Trust is working closely with them toward a collaborative initiative
28. A history of the Council and the Wellington Chinese Garden Society working together toward a common vision for the Chinese Garden is captured in the summary of the timeline and agreements of the Chinese Garden proposal and found in attachment 6.

#### **Fale Malae**

29. The Fale Malae Trust was established in 2020 with the vision “to build a Fale Malae in the heart of our capital city. The New Zealand Fale Malae will be an internationally significant and unique space for community interaction to celebrate Aotearoa New Zealand’s Pacific identity through arts, culture, economic development and education.”
30. On 5 March 2020, the Strategy and Policy Committee, considered and gave support in principle as landowner, to the Fale Malae Trust proposal to develop a Fale Malae in Bunny Street (attachment 7). The location, adjacent to Victoria University of Wellington recognised the early interest and support by the university for the proposal. Since then, significant resource consent issues were identified which led to a decision that the site is not suitable.
31. Working in partnership with the Council, following a search for a replacement site, the Trust is now investigating the viability of the south west corner of Frank Kitts Park, on the site of the underground carpark. This concept has been presented by the Trust to councillors in public participation on 15 April 2021.
32. The Trust is developing a business case to be presented to the Minister of Culture and Heritage at end September 2021 to inform the support for a \$10 million funding grant. This is in addition to the commitment of \$10 million by Victoria University.
33. Jasmax Architects has been engaged by the Trust to progress the design proposal that includes two key components; the fale (a structure that acts as a meeting house for communal activities) which will integrate with the malae (a large open space).

#### **Central city open space**

34. Officers acknowledge that due to the exponential growth of residential development within the central city, a deficit of open space has emerged. This has been acknowledged in the Spatial Plan and is being addressed in the Green Network Plan for

the central city. The Green Network Plan will identify areas which are lacking in green spaces against the predicted levels of growth for the city. It will then recommend an approach for increasing high-quality green spaces across the city.

35. Any loss of open space in the park, such as a building, will be accounted for and compensated in future developments elsewhere in the city.

## **Discussion**

### **Cost Estimates and Seismic Performance**

36. Ground condition is a substantial issue which has impacted the viability of the 2018 consented redevelopment proposal. It affects the structural support to the Chinese Garden by both the carpark and adjoining structures.
37. In March 2021, the 2019 Holmes Consulting Detailed Seismic Assessment (DSA) cost estimates were reviewed, resulting in updated cost estimates of; building the Chinese Garden - \$10.55m, and carpark strengthening - \$10.47m (structural scope only and to achieve  $\geq$  34% New Building Standard (NBS)). The new estimates continue to be high level, being based on concept design.
38. However, investing in a strengthening scheme that results in a building of 34% NBS is not aligned with expectations of publicly owned and publicly accessible buildings.
39. Therefore, Holmes Consulting provided a further engineer's estimate to strengthen the carpark building to achieve  $\geq$  67% NBS at IL3, reflecting the standard expected of a public building in such a high profile and publicly used area. The estimated cost is \$18m. Both estimates are anticipated to increase given rising costs of material and labour.
40. A significant cost exclusion to both estimates, is the removal of the Jervois Quay footbridge, which is required to give full effect to the existing resource consented design. The Holmes Consulting cost estimates for remediation also exclude:
- making good / works beyond the Frank Kitts Park perimeter, including any adjustment to traffic lanes and signals
  - construction and traffic management plans
  - inground contamination and obstructions / subsurface conditions (limited site investigations completed)
  - structural implications resulting from geotechnical investigation
  - consenting and other regulatory requirements, and
  - public consultation or engagement.
41. The new information on the seismic performance of both the building and land, and the significant increase in funding required to address it, frustrates the ability to proceed with the consented redevelopment of Frank Kitts Park.
40. Officers believe that the collective impact of these findings and the cost estimates makes retaining or adapting the carpark building uneconomic and not prudent use of public funds (Table 1).

Table 1: Value vs Cost - Strengthen & Demolish

**June 2020 Book Value**

Retail/Boatsheds	\$1m
Carpark (excl. strengthening costs)	\$6.5m
<b>Total</b>	<b>\$7.5m</b>

vs

**March 2021 cost estimates**

Carpark strengthening (34%) & ground remediation (non-separable) (Excl. exclusions)	
<b>Total</b>	<b>\$10.47m</b>

vs

Carpark strengthening (67% - IL3) & ground remediation (non-separable) (Excl. exclusions)	
<b>Total</b>	<b>\$18m</b>

vs

Demolish (Excl. exclusions)	
<b>Total</b>	<b>\$1.2m</b>

42. Further analysis undertaken by Officers supports that demolition is the most economically viable option (see table 2).

Table 2: Net return (based on estimated market value against indicative repair/building cost

Scheme	Est. Market Value	Indicative Structural Cost	Net Return
Strengthen - 34% NBS	\$7,000,000	\$10,500,000	<b>-\$3,500,000</b>
Strengthen - 67% NBS	\$8,600,000	\$18,500,000	<b>-\$9,900,000</b>
New Build	\$9,650,000	\$20,500,000	<b>-\$10,850,000</b>
Demo*	\$0	\$2,000,000	<b>-\$2,000,000</b>

\*Assumes land cannot be redeveloped for commercial purposes

**Carpark Building and Jervois Quay Overbridge**

43. Officers have also considered whether a new build of same or similar use could be an option. For comparison purposes, a high-level new build cost of a similar structure offering 100 carparks is indicatively priced at \$5 million. While the result would be a building of 100% IL2, the cost doesn't include foundations or remediation of ground conditions, which as the two earlier strengthening options showed, forms the largest component of cost. There would also be a significant landowner process to go through under the Waterfront Framework, as the structure would be deemed to be a new

building, and this would also add to costs. As an option therefore, a new build does not present as a reasonably practicable alternative.

44. The final option that was considered is demolishing the carpark. The cost to demolish the carpark buildings and the adjoining bridge is estimated at \$1.2M. Additional un-costed items include addressing ground contamination, consenting fees and backfilling and dewatering, re-establishment of the park and associated furniture and planting.
45. In summary, having considered the updated seismic and geotechnical information, and costs to address these, officers propose that there are three reasonably practicable options to address the carpark building, considered further in attachment 8:
  - Demolish and Redevelop: Develop a programme for demolition and redevelopment. It is anticipated that to develop a project plan and undertake demolition would take 2 years and may better align with the decisions to be made regarding the two proposals being considered for the park.
  - Strengthen: Either option,  $\geq 34\%$  NBS or  $\geq 67\%$  NBS, results in a modest sized carpark building dependent on an AP/LTP funding bid.
  - Delay: Close the carpark indefinitely and retire it while a decision is made on the Fale Malae and Chinese Garden proposals.
46. The recommended course of action is to demolish. This option is the most economic and efficient way of addressing the above challenges. As the carpark building hosts infrastructure services (electrical and plant) as well as public toilets, it is likely another structure will need to be built on or near the site to house these.
47. Demolition also means that we do not continue to carry the earthquake risk. When the earthquake prone notice was issued in 2020, based on the information known at the time, the risk related to earthquake was considered manageable. However, as new information becomes available, including that arising from the investigation by the Fale Malae Trust, the earthquake risk becomes less manageable.
48. Demolishing the building falls within the definition of disposal of a significant asset and is therefore a decision delegated to the Council. However, consultation is not required for this decision as it does not meet the Significance and Engagement Policy threshold as a strategic asset. The disposal (demolition) of the carpark building leaves the remaining group of assets in the waterfront to still enable Council to meet its strategic outcomes in accordance with the Waterfront Framework 2001 (see attachment 9).
49. There is currently no funding set aside for the carpark demolition, which would require a funding bid in the 2022-3 Annual Plan.
50. Other financial implications associated with the disposal include loss of parking revenue of approximately \$265,000 per annum and \$121,000 per annum of retail rental.

### **Chinese garden**

51. A Memorandum of Understanding signed between the Council and the Chinese Garden Society in 2014 sets out the way the partners would work together, and key responsibilities. Among other items, the Council is responsible for the lead of the construction of foundations, earthworks, and structures. Given the new information on

the underlying geotechnical issues with the land, the implications of these responsibilities will be reconsidered in the development plan, however Council should anticipate a significant cost increase.

52. The 2018 consented design of the Chinese Garden relies on the carpark building for support. On the premise this building is demolished, the design of the garden would need to be reconsidered. This work is currently underway, with the Chinese Garden Society working alongside the Fale Malae Trust to integrate their designs.
53. If the amendments to the design are relatively minor, section 127 of the Resource Management Act provides for the Trust to apply for a variation to the existing resource consent.

### **Fale Malae**

54. The Fale Malae Trust is asking Council for support in principle to continue investigating the land currently occupied by the carparking building as the preferred site on which to locate the Fale Malae and therefore continue their design and funding. The Fale Malae Trust has not requested further funding from Council. Any final design developed by the Trust will need to meet the best practice design principles in the Wraights Associates development plan. It should also be noted that should the car park demolition not proceed this will impact the viability of the Fale Malae proceeding on this site.
55. If Council support in principle is given, the landowner approval process would start, as set out in the diagram from the Property Group report (attachment 10).
56. Ownership of the site, access, and associated maintenance costs will form part of the negotiations within the landowner approval process and the commercial terms.
57. If landowner approval is successful, the Trust would progress to the resource consent stage for the Fale Malae, both with the Council and GWRC (see attachment 11 for further detail of resource consenting considerations). Note the Fale Malae resource consent would be separate from the existing resource consent for the Children's Playground and Chinese Garden.
58. Based on the above, there are two options:
  - Support in principle further investigation of the Fale Malae on the Frank Kitts carpark site; This allows the Trust greater certainty to continue their planning. This option also supports iconic and recognisable Pasifika Architecture on the capital city's waterfront, and the aspirations of the Pasifika community. It would provide a new structure and enhanced amenity with publicly accessible open space.
  - Not support further investigations of the Fale Malae on the site; which would definitively result in a Fale Malae not being established in Frank Kitts Park. If this option were the case the Council would need to consider other options for redevelopment of the site.
59. The recommended course of action is to confirm support in principle to develop the Fale Malae on the Frank Kitts carpark site.

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### **Frank Kitts Park Development plan**

60. At the 27 May 2021 Long Term Plan Committee, officers were instructed to “work on a future plan for Frank Kitts Park that integrates the aspirations of the Chinese Garden Society and the Fale Malae Trust.”
61. As a result officers have engaged Wraights Associates who developed the current design of Frank Kitts Park. In order for this work to progress we need a decision on the future of the car park as this decision has flow on effects for all the other projects which have been approved, or are seeking approval, for inclusion as part of the development plan for the park.
62. Once a decision has been made the development plan can proceed. If the recommendation to demolish is agreed to, then a demolition plan will also be developed. This will include costs, timelines, and other matters such as what the demolition process will mean for the public use of the waterfront and options to mitigate disruption.
63. Note that no physical works will commence before the demolition and development plans are brought back to Council by June 2022. This means that Councillors, current tenants and the public will see both plans at the same time and have visibility over what the demolition process will look like as well as the final proposed outcome for Frank Kitts Park . Council will also be asked to approve a timeline for commencement of any works, noting that the car park structure must be strengthened or demolished by 2034.

### **Options**

64. In relation to the carpark, the Council could:
  - Agree to the demolition of the carpark. This would allow the development plan for the park to progress and inform future decisions for the Chinese garden and Fale Malae.
  - Not proceed. The building would be unable to be used as a car park due to the seismic rating. Not proceeding with demolition would also impact the viability of the Fale Malae proceeding on this site.
65. In relation to the Fale Malae, the Council could:
  - Agree in principle to further investigation of the Fale Malae on the Frank Kitts carpark site.
  - Not support the Fale Malae on the site. This means a Fale Malae will not be established in Frank Kitts Park. Council would then have to investigate other options with what the redevelopment of the site would look like should the car park be demolished.

## Next Actions

66. Officers will proceed with the development plan for Frank Kitts Park and the demolition plan for the carparking building and attached bridge. These will be presented back to Council by June 2022.
67. Officers will continue to work with the Fale Malae Trust and Chinese Garden Society to further develop the design of the Fale Malae, it's interface with the Chinese Garden, and commence the landowner approval process.

## Attachments

Attachment 1.	May 2021 LTP Committee resolutions	Page 74
Attachment 2.	Assessment of the effects on the environment - Frank Kitts Park redevelopment of existing open space	Page 75
Attachment 3.	Memorandum of understanding: Chinese Garden between Wellington City and Xiamen City	Page 104
Attachment 4.	Concept design for the Chinese Garden (artist's impression)	Page 110
Attachment 5.	Concept design for the Chinese Garden (existing consents in Frank Kitts Park)	Page 111
Attachment 6.	Timeline of Chinese Garden Proposal	Page 112
Attachment 7.	March 2020 Strategy & Policy Committee resolutions	Page 113
Attachment 8.	Further details on demolition option and alternatives	Page 114
Attachment 9.	Relevant sections from 'Significance and Engagement Policy'	Page 117
Attachment 10.	Landowner approval process (excerpt from TPG 'Fale Malae report')	Page 119
Attachment 11.	Resource Consent considerations for Fale Malae (excerpt from TPG 'Fale Malae report')	Page 121

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

For the reasons set out in this report, consultation is not required for the disposal of the carpark, or for the changes to the Chinese Garden, if a variation is sought to the existing resource consent.

The Fale Malae will require significant public engagement as set out in the report.

### **Treaty of Waitangi considerations**

No engagement is required for the disposal of the carpark, but Treaty of Waitangi considerations will be addressed and engagement with Mana Whenua will be undertaken through consultation on the Fale Malae and Frank Kitts Park master plan. Note that Mana Whenua, Taranaki Whanui, and Te Ati Awa are represented on the Fale Malae Trust.

### **Financial implications**

High level, relevant financial implications relating to the scope of decision are included in the report. Costs are estimates only given the high level concepts available. Detailed design will address the financial uncertainty.

There are no immediate funds available for the carpark disposal, and Officers will enter an Annual Plan bid for the 2022 Annual plan.

### **Policy and legislative implications**

Issue of the Earthquake Prone Notice recognises the 15 year timeframe within which remediation is required. The Waterfront Framework is also a key policy that all decisions regarding redevelopment will satisfy.

### **Risks / legal**

All legal considerations will be considered in any final approval processes.

The various MOUs and arrangements portray a reasonably consistent intention and agreement from Council over a period of at least 10 years, to support and progress the construction and completion of the Chinese Garden Project.

Final Council decisions are subject to a range of regulatory processes and financial considerations.

### **Climate Change impact and considerations**

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Future designs will respond to aspects of Council's Te Atakura Strategy, enabling more sustainable and resilient use of the site. The impact of sea level rise will also be incorporated.

#### **Communications Plan**

A Frank Kitts Park communications plan has been developed and regularly updated as new information arises. Council has been continuously updating key partners and stakeholders of the broader Frank Kitts Park area.

If the decision to establish a programme for demolition is supported, a more detailed communication and engagement strategy will be finalised. The businesses and other tenants that operate from the carpark building have previously been told that the building is earthquake prone and that the Council is considering options that include strengthening or demolition. They will continue to be engaged with, and will be informed of any future decisions made.

#### **Health and Safety Impact considered**

A significant aspect of this report is to address the safety concerns presented by the carpark buildings seismic performance.

The status of the carpark building remains at that which applied on the 2020 issue of the Earthquake Prone Notice; not supporting large numbers of people inside it. It is currently not being used for carparking. The businesses on the outside edge can continue to operate given their relatively small size and limited numbers of people inside. The dragon boat storage is accessed only intermittently.

Any works carried out following the decision will be carried out in accordance with relevant codes and required practice.

**Moved Councillor Foon, seconded Councillor Matthews, the following amendment**

**Resolved**

That the Annual Plan/Long-Term Plan Committee:

15A. Agree to the following:

- a) Reinstate the 6.5 million for the Frank Kitts Garden park development, known as the Garden of Beneficence to 2024/25 as was originally in the plan;
- b) That officers work with the Chinese Garden Society to, by the end of financial year

**ANNUAL PLAN/LONG-TERM PLAN  
COMMITTEE**  
27 MAY 2021

- 2022, explore the feasibility of early installation of the gateway infrastructure/ Pai Lau to inform 2022/23 annual plan; and
- c) That officers work on a future plan for Frank Kitts Park that integrates the aspirations of The Wellington Chinese Garden Society and the **Fale Malae** Trust.
27. Agree that officers update the wording of Activity 2.2 in the Statement of Service Performance (Attachment 5) to include the narrative on Wellington's City's commitment to Zero Carbon by 2050, and wording on Council's commitment, and work, to achieve a waste-free future for Wellington.

# ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

## FRANK KITTS PARK

### PROPOSED REDEVELOPMENT OF EXISTING OPEN SPACE

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## 1 INTRODUCTION

### 1.1 BACKGROUND

**Wellington City Council (City Shaper)** has applied for resource consent for the redevelopment and modification of the existing waterfront open space known as Frank Kitts Park, including the installation of a 'Chinese Garden'.

The purpose of this report is to describe the proposal and provide an Assessment of Effects on the Environment (AEE).

### 1.2 REPORT STRUCTURE

After this introduction, the report provides the following information:

- Section 2 provides a description of the site and the proposal.
- Section 3 outlines the District Plan objectives, policies and rules applicable to the proposal and identifies the resource consents required.
- Section 4 describes the consultation undertaken.
- Section 5 provides a resource management assessment of the proposal.
- Section 6 provides a conclusion.

This AEE (inclusive of Appendices), plus the Application for Resource Consent (Form 9) and its attached drawings, address the requirements of Rule 3.2 of the District Plan, which identifies what information is to be supplied with a resource consent application.

### 1.3 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

An assessment of environmental effects (AEE) is required under s88 of the Resource Management Act 1991 (the Act) for an application for resource consent, as specified in Schedule 4. In turn at Clause (3)(c) of Schedule 4, it is stated that an AEE must include:

*"... such detail as corresponds with the scale and significance of the effects that the activity may have on the environment".*

This AEE has been prepared in response to this requirement.

## 1.4 SCOPE OF ASSESSMENT OF ENVIRONMENTAL EFFECTS

### 1.4.1 Clause 6 - Information Required

Schedule 4, as amended by the Resource Management Amendment Act 2013, lists at Clause 6 the information required in an assessment of environmental effects as follows:

**1(a) if it is likely that the activity will result in any significant adverse effects on the environment, a description of any possible alternative locations or methods for undertaking the activity**

The proposed modification to the existing open space will not result in any significant adverse environmental effects.

Accordingly, it is not necessary to give consideration to alternative locations (it is not proposed to 'relocate' Frank Kitts Park) or methods.

**1(b) an assessment of the actual and potential effect on the environment of the activity**

The AEE at Section 5 provides an assessment of the actual and potential effects on the environment in relation to:

- open space effects
- visual amenity effects, including effects on public viewshafts
- urban design effects
- heritage effects
- public safety and security (CPTED) effects
- earthworks effects
- demolition and construction effects
- positive effects

**1(c) if the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment that are likely to arise from such use**

Not applicable. No hazardous substances will be stored on site.

**1(d) if the activity includes the discharge of any contaminant. A description of -  
(i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects;  
and  
(ii) any possible alternative methods of discharge, including discharge into any other receiving environment**

Not applicable. There will be no discharge of contaminants associated with the redeveloped Frank Kitts Park following completion of the works. During the construction phase procedures will be in place to avoid/mitigate any effects associated with construction activities, including earthworks.

**1(e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to prevent or reduce the actual or potential effect**

It is not considered that it will be necessary to implement any mitigation measures (post construction), aside from the implementation of a Frank Kitts Park 'public safety and security plan'.

**1(f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted**

Pre-application consultation with Council planning, landscape/open space and urban design advisors has been undertaken, and also with the Council's technical advisory group for waterfront developments (TAG).

Public consultation was undertaken as part of the wider consultation on the Proposed Waterfront Development Plan 2015-2018.

Refer Section 4 of the AEE.

**1(g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved**

In the Applicant's opinion no on-going monitoring is required.

**1(h) if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group)**

No protected customary rights will be affected. Initial consultation has been undertaken with iwi (Port Nicholson Block Settlement Trust, Wellington Tenth's Trust and Te Runanga o Toa Rangatira Inc).

#### **1.4.2 Clause 7- Matters to be Addressed**

Schedule 4, as amended by the Resource Management Amendment Act 2013, lists at Clause 7 the matters that must be addressed by the assessment of environmental effects.

**1(a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects**

This matter is addressed in Section 5 of the AEE.

**1(b) any physical effect on the locality, including any landscape and visual effects**

This matter is addressed in Section 5 of the AEE.

**1(c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity**

Not applicable. Frank Kitts Park was 'developed' as a primary open space on the waterfront in 1989. Previously the site was tar-sealed and principally used for shipping container storage and assembly by CentrePort. The site does not contain any 'natural' plant or animal ecosystems.

**1(d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual or cultural value, or other special value, for present or future generations**

This matter is addressed in Section 5 of the AEE.

**1(e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and the options for the treatment and disposal of contaminants**

Post construction there will be no discharge of contaminants into the environment associated with the 'redeveloped' Frank Kitts Park.

During construction of the redeveloped park, including when earthworks are in progress, measures will be in place to ensure that there is no unreasonable discharge of dust, sediment or construction 'litter' or debris to adjacent public spaces or to the coastal marine area.

**1(f) any risk to the neighbourhood, the wider community, or the environment through natural hazard or the use of hazardous substances or hazardous installations**

The proposed redevelopment of Frank Kitts Park will not change the level of risk to the public associated with any natural hazard event.

## 2 SITE AND PROPOSAL

### 2.1 SITE

The 'site', Frank Kitts Park, is one of two major green open spaces on the Wellington Waterfront, the other being Waitangi Park.

Frank Kitts Park comprises an area of some 20,000m<sup>2</sup> and is bounded by Jervois Quay, the Hunter Street access and TSB Bank Arena (at the north end), the waterfront promenade, and the Whairepo Lagoon promenade at the south end.<sup>1</sup>

The existing park is made up of a children's playground, lawn areas and an amphitheatre. At the south end, the park is elevated above a street-level carpark which provides space for 99 cars. The carpark is 'roofed' with lawn areas.

At the south-eastern end, with frontage to the waterfront promenade and the Whairepo Lagoon promenade, are a number of small 'boatshed' tenancy spaces

The site is within the Lambton Harbour Area which is an identified 'precinct' within the Central Area (Planning Map 17).

On the city side of Jervois Quay are a number of Central Area 'high rise' office buildings.



**PHOTO 1:** Frank Kitts Park - from the northern end looking south

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<sup>1</sup> 'Whairepo' is the Maori name for the eagle ray that feed and shelter in the lagoon and are considered *kaitikai* (guardians). The name Whairepo was confirmed by the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa in December 2015 following a joint submission by the Wellington City Council and the Port Nicholson Block Settlement Trust.

## 2.2 PROPOSAL

The proposal is to redevelop and modify Frank Kitts Park, including the installation of a Chinese Garden.

A full description of the proposal is contained in the Landscape and Architectural Design Statement (refer **Appendix 1**).

Principal 'components' of the redevelopment are:

- expansion and enhancement of the children's playground (at the north end);
- creation of a central lawn ('harbour lawn')
- installation of the Chinese Garden
- re-establishment of a lawn ('city lawn') on the roof of the existing carpark building
- establishment of a 'green' edge to Jervois Quay, including raingardens
- Jervois Quay promenade and entrance to the Chinese Garden

The existing waterfront promenade and the Whairepo Lagoon promenade are retained in their current dimensions and form.

### 3 DISTRICT PLAN PROVISIONS

This section of the AEE provides a brief overview of the key District Plan objectives, policies and rules that are applicable to the proposal.

#### 3.1 DISTRICT PLAN MAPS

The site is located in the Lambton Harbour Area (Planning Map 17) under the operative District Plan (as amended by DPC 48 - Central Area Review).

Note: although Frank Kitts Park is 'open space' it is not zoned as Open Space. The zoning is Central Area.

#### 3.2 DISTRICT PLAN OVERVIEW

The Lambton Harbour Area (aka Wellington Waterfront) is effectively an identified 'precinct/character area' within the Central Area.

##### 3.2.1 Central Area Objectives & Policies

The objectives and policies for the Central Area are contained in Chapter 12 of the District Plan and include the following objective and related policies which are specific to the Lambton Harbour Area:

- Objective 12.2.8* To ensure that the development of the Lambton Harbour Area, and its connections with the remainder of the city's Central Area, maintains and enhances the unique and special components and elements that make up the waterfront.
- Policy 12.2.8.1* Maintain and enhance the public environment of the Lambton Harbour Area by guiding the design of new open spaces and where there are buildings, ensuring that these are in sympathy with their associated public spaces.
- Policy 12.2.8.2* Ensure that a range of public open spaces, public walkways and through routes for pedestrians and cyclists and opportunities for people, including people with mobility restrictions, to gain access to and from the water are provided and maintained.
- Policy 12.2.8.3* Encourage the enhancement of the overall public and environmental quality and general amenity of the Lambton Harbour Area.
- Policy 12.2.8.4* Maintain and enhance the heritage values associated with the waterfront.
- Policy 12.2.8.5* Recognise and provide for developments and activities that reinforce the importance of the waterfront's Maori history and cultural heritage.
- Policy 12.2.8.6* Provide for new development which adds to the waterfront character and quality of design within the area and acknowledges relationships between the city and the sea.
- Policy 12.2.8.7* Maintain and enhance the Lambton Harbour Area as an integral part of the working port of Wellington.
- Policy 12.2.8.8* To provide for and facilitate public involvement in the waterfront planning process.
- Policy 12.2.8.9* Encourage and provide for consistency in the administration of resource management matters across the line of mean high water springs (MHWS).

In addition to the Lambton Harbour Area policies, from the objectives and policies applicable to the Central Area as a whole, the following objective and policy are considered to be relevant to the redevelopment of Frank Kitts Park:

*Objective 12.2.2 To facilitate a vibrant, dynamic Central Area by enabling a wide range of activities to occur, provided that adverse effects are avoided, remedied or mitigated.*

*Policy 12.2.3.2 Promote a strong sense of place and identity within different parts of the Central Area.*

### **3.2.2 Central Area Rules - Lambton Harbour Area**

In the Lambton Harbour Area the development of new, or the modification of existing open space is a Discretionary Activity (Unrestricted) under Rule 13.4.5.

The rule lists the following policies as relevant policies when preparing resource consent applications:

12.2.3.2  
12.2.8.1 - 12.2.8.9

In terms of new buildings and structures, consent is required for a Discretionary Activity (Unrestricted) under Rule 13.4.7.

Again the policies listed as relevant policies are:

12.2.3.2  
12.2.8.1 - 12.2.8.9

Other rules that will be applicable include:

- (a) the construction of buildings and structures in the Lambton Harbour Area that do not meet one or more of the standards outlined in 13.6.3, including 13.6.3.1.2 'Height control for sites in the Lambton Harbour Area' and 16.3.3 'View Protection'; and
- (b) earthworks rules.

Any necessary consents required in relation to the above matters would be for a Discretionary Activity (Restricted) under Rule 13.3.8 (non-compliance with 13.6.3 standards) and Rule 30.2.2 (earthworks).

## **3.3 DISTRICT PLAN SUMMARY**

The proposed redevelopment of Frank Kitts Park will require consent under the following rules:

1. Rule 13.4.5 for a Discretionary Activity (Unrestricted) for the modification of existing open space;
2. Rule 13.4.7 for a Discretionary Activity (Unrestricted) for new structures;<sup>2</sup>
3. Rule 13.3.8 for a Discretionary Activity (Restricted) in relation view protection; and
4. Rule 30.2.2 for a Discretionary Activity (Restricted) in relation to earthworks.

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<sup>2</sup> *Structure: means any equipment, device, or other facility made by people and which is fixed to the land; and includes fences and walls. For the purposes of the District Plan, this definition excludes any building or any utility structure.*

### 3.5 PRELIMINARY EVALUATION

Drawing on the relevant objectives, policies and rules a number of questions can be 'posed' for s104 evaluation. Those questions are:

- Question 1: will the proposed modification of the existing open space (Frank Kitts Park) maintain and enhance the 'sense of place' and overall public amenity of the waterfront generally and Frank Kitts Park specifically?
- Question 2: what adverse effects, if any, will there be on the 'character' of Frank Kitts Park / will Frank Kitts Park retain its role as a unique and special component of the wider Wellington Waterfront?
- Question 3: will the redevelopment of Frank Kitts Park have any adverse effects on the heritage values associated with the waterfront?
- Question 4: will the proposed structures associated with the children's playground and the Chinese Garden result in a diminution of the open space qualities of Frank Kitts Park?
- Question 5: will the redevelopment of Frank Kitts Park have any adverse effects on the Hunter Street and Willeston Street public viewshafts?
- Question 6: what will be the temporary construction-related effects and how will these effects be managed and mitigated?

Answers to these questions are provided in the resource management assessment to follow (refer Section 5).

## 4 BRIEFINGS AND CONSULTATION

### *Pre Application Meetings*

The Applicant has consulted the Council planning, open space/landscape and urban design advisors in the lead-up to lodging the application.

A record of the meeting is attached - refer **Appendix 2**.

Consultation has also been undertaken with the Waterfront Technical Advisory Group (TAG).

Minutes of the TAG meetings are attached - refer **Appendix 3**.

### *Public Consultation*

Wider consultation was undertaken by the Council as part of the public consultation process on the Proposed Waterfront Development Plan 2015-2018.

In the Executive Summary to the subsequent May 2015 report prepared by the Resource Management Group,<sup>3</sup> the following points were recorded:

- *general support for the redevelopment of Frank Kitts Park exceeded opposition by 3:1*
- *general support for the Chinese Garden in Frank Kitts Park only marginally exceeded opposition, although it should be noted that many respondents in opposition only oppose its location, with some opponents recommending alternative locations such as the Botanic Gardens or Waitangi Park*
- *while many respondents did not specify the frequency with which they visit Frank Kitts Park, over half of the respondents (58%) visit the park at least monthly. Interestingly, this group expressed notably higher rates of satisfaction and support for the proposed design over the current Park, with almost 80% of this group liking the proposed design.*
- *The features of Frank Kitts Park (existing and proposed) liked by most respondents were the playground and the proposed Chinese Garden, while the qualities of the Park enjoyed by most included its green character, its versatility and the views afforded to the sea. Notably, the proposed redevelopment seeks to enhance these features and qualities valued most by respondents.*

In the body of the RMG Report, it is noted that when asked:

*What do you think could be done to improve the current Frank Kitts Park?*

under the heading "General Observations" the report records that:

- *the largest proportion of respondents (30% did not specify any improvements to be made to the existing design of Frank Kitts Park*
- *the second most prominent response (8%) expressed that implementing the proposed redevelopment plans would improve Frank Kitts Park*
- *a large portion of responses (35%) proposed improvements to the Park's features (including some features contained in the Park redevelopment proposal), namely:*

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<sup>3</sup> "Proposed Waterfront Development Plan 2015-2018 - Consultation Process and Results", Report Prepared for Wellington City Council (May 2015) by Resource Management Group Ltd

- more opportunity for play and recreational activities, which included water park features, more play equipment and adult gym equipment;
  - more green space and/or landscaping, with a portion of these respondents expressing a preference for native planting;
  - more opportunities for shelter from the weather;
  - less use of concrete and wall structures; and
  - more facilities, including toilet, barbeque and picnic facilities
- respondents also commented on improvements that could be made to the physical qualities of the Park, which included:
    - opening the views/outlook to the harbour; and
    - increasing safety and connectivity between the city and sea.
  - a small group of respondents considered that the park should be either partially or fully retained in its current state, with a level of support (12 responses) also seeking improved maintenance.

#### **Waterfront Watch - Briefing Meeting**

A briefing meeting was requested by Waterfront Watch and held on Wednesday 11 February 2016. Dr Patrick McCombs and Mr Victor Davie chairperson and committee member respectively of Waterfront Watch's executive committee attended the meeting.

Attending on behalf of the Applicant were Michael Faherty Project Director - Waterfront and Martyn Bryant, landscape architect, Wraight & Associates.

Following a PowerPoint presentation of the proposal, issues that were canvassed included:

- the degree of flexibility to make changes following the granting of resource consent
- number of existing trees to be kept/removed
- the proposed wetland
- possible shading from the TSB building on the relocated children's playground
- possible removal of the existing Harris Street pedestrian bridge
- opportunities for pedestrian connections across the park from Jervois Quay to the waterfront promenade (any reduction from the present opportunities)
- 'status' of the Wellington Chinese Garden Society
- overall size of 'flat' area at Frank Kitts Park compared to Waitangi Park
- possibility of a name change from Frank Kitts Park

At the conclusion of the briefing meeting, Dr McCombs posed a 'rhetorical' question along the lines:

*It would be interesting to know what the public reaction would be if the proposal was the opposite to what is being proposed - i.e. re-orientating the park away from the harbour toward the city, re-introducing the amphitheatre and putting in a promenade wall along the seaward side of the park.*

There was no subsequent feedback to the Applicant following the briefing meeting.

#### **Iwi Consultation**

Preliminary consultation has been initiated with:

Port Nicholson Block Settlement Trust  
Wellington Tenth's Trust  
Te Runanga o Toa Rangitira Inc ("Ngati Toa")

A copy of the letter sent to the here iwi authorities is attached - refer **Appendix 4**.

### ***Playground Consultation***

Specific 'user group' consultation was undertaken on the proposed redevelopment of the Playground. The consultation was undertaken by Corydon Consultants Ltd and involved interviews conducted at the playground (of children and their accompanying parent/caregiver), and group interviews conducted with children at Clyde Quay School, Mt Cook School and the Central Crèche.<sup>4</sup>

While not surprisingly there was comment on some of the detail of the proposed redevelopment, as the Croydon Report records:

*The responses were overwhelmingly positive. Almost all respondents were entirely supportive of the concept, and enthusiastically listed the aspects they liked, either general (e.g. larger playground area; provision of specific play zones for different age groups) or specific (i.e. the individual items of play equipment which particularly appealed).*<sup>5</sup>

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<sup>4</sup> Croydon Consultants Ltd, April 2104, "Frank Kitts Park Playground Redevelopment: Results of Public Consultation on Draft Plans"

<sup>5</sup> Op cit, page 10

## 5 RESOURCE MANAGEMENT ASSESSMENT

This section of the AEE presents an assessment of the proposed redevelopment of Frank Kitts Park in relation to:

- the District Plan provisions; and
- the statutory requirements of the RMA.

### 5.1 SECTION 104 OF THE RMA

Section 104(1) of the Act states that, subject to Part 2 and any submissions, when considering an application for resource consent the consent authority must have regard to:

- (a) any actual and potential effects on the environment of allowing the activity; and
- (b) any relevant provisions of a national policy statement, other regulations, New Zealand coastal policy statement, a regional policy statement or proposed regional policy statement, and a plan or proposed plan; and
- (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

Each of these matters is now addressed in turn.

At this point, however, it is noted that in relation to s.104(1)(b) it is the Applicant's opinion that the application principally needs to be assessed and determined with reference to the District Plan. The proposed development does not, in the Applicant's opinion, raise any matters of national or regional significance. Nevertheless, comment is made on the consistency of the proposal with the New Zealand Coastal Policy Statement and the Regional Policy Statement for the Wellington Region.

### 5.2 ASSESSMENT APPROACH

In view of the above matters under s.104(1), the approach taken in this AEE report is as follows:

- assess the environmental effects of the proposal (5.3 below)
- address District Plan objectives and policies (5.4 below)
- address Part 2 (5.5 below)
- assess any "Other Matters" (5.6 below)
- provide a summary s104 assessment (5.7 below)
- national and regional policy considerations (5.8 below)
- outline potential consent conditions (5.9 below).

### 5.3 Environmental Effects of the Proposal

In terms of actual and potential effects, it is considered that the following matters are relevant and require assessment:

- open space effects
- visual amenity effects (including effects on public viewshafts)
- urban design effects
- heritage effects
- cultural effects
- public safety and security (CPTED) effects
- earthworks effects
- demolition and construction effects
- positive effects

### 5.3.1 Open Space Effects

Frank Kitts Park is a very important and much valued public open space. It accommodates space(s) for a wide range of both formal and informal public events and activities.

Key features of the proposal include the redevelopment of the children's play area which will incorporate a wider range of activities thereby increasing its overall attractiveness to its client market - young children and their families. For example, a 'flying fox' will be installed which is expected to be a very popular attraction.

The creation of a significant 'green space' ('Harbour Lawn') in the middle portion of the park, which essentially replaces the current 'amphitheatre' space. The Harbour Lawn will be level with its frontages to Jervois Quay and the waterfront promenade thereby opening up views of the harbour for users of the space, as well as pedestrians on Jervois Quay. The Harbour Lawn will continue to act as a 'gathering space' for larger public events.<sup>6</sup>



**PHOTO 2:** existing 'amphitheatre' and steps and harbour facing wall which are to be removed and 'replaced' by the Harbour Lawn

Towards the south end, generally opposite Willeston Street, it is proposed to install the Chinese Garden. A full description of the 'make-up' of the garden is provided in the Landscape and Architectural Design Statement (refer **Appendix 1**).

By 'definition' the Chinese Garden is an outdoor/open space environment, although one offering a new experience on the Wellington Waterfront; an experience with a significant cultural dimension. The Chinese Garden is expected to be a major attraction for visitors to the waterfront.

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<sup>6</sup> The WCC's City Events Team has endorsed the Harbour Lawn, as the proposed 'levelling' and expansion of the 'green space' will increase its flexibility and capacity for events, compared to the current 'amphitheatre' space.

Viewed 'in the round' the redeveloped Frank Kitts Park will continue to be a "large green park" (Wellington Waterfront Framework (2001), pp 27 and 35) which will continue to be a "centre for outdoor activities".

### 5.3.2 Visual Amenity Effects

In terms of visual amenities a key consideration is the degree of any 'new' intrusion on the identified public viewshafts.

Two viewshafts cross Frank Kitts Park:

- VS10 Hunter Street
- VS11 Willeston Street

**Viewshaft 10 (Hunter Street):** the viewpoint location is located at 318-324 Lambton Quay. The Focal elements are Oriental Bay and Te Ranga a Hiwi Precinct. The context elements are Frank Kitts Park, Inner Harbour and the Mt Victoria Ridgeline.

**Viewshaft 11 (Willeston Street):** the viewpoint location is at 'Stewart Dawson's Corner'. The focal elements are St Gerards and Frank Kitts Park. The Context elements are the Overseas Passenger Terminal (now Clyde Quay Wharf Apartments), and any ships berthed there, Oriental Bay, Roseneath and Te Ranga a Hiwi Precinct.

The District Plan 'information sheets' for the two viewshafts are attached (refer **Appendix 5/1**).

#### *Policy and Rule Context*

The policy context for 'protecting' views is set by:

*Objective 12.2.6      Enhance the public environment of the Central Area by guiding the design of new building development, and enhancing the accessibility and usability of buildings.*

*Policy 12.2.6.6      Protect the panoramic view from the public viewing point at the top of the Cable Car.*

*Policy 12.2.6.7      Protect, and where possible enhance, identified public views of the harbour, hills and townscape features from within and around the Central Area.*

In explanation of Policy 12.2.6.7 it is stated that:

*Specific views of the harbour, local hills and townscape features are an important part of the cityscape that Council seeks to preserve. Rules in the Plan protect identified viewshafts, making it a Discretionary Activity (Restricted) for developments that intrude upon a listed viewshaft*

*When assessing an application to intrude on an identified viewshaft Council will consider:*

- *whether the development frames the view horizontally or vertically from the edges of the viewshaft. The relationship between context and focal elements should be retained*
- *whether the development breaks up the view vertically or horizontally. This in general will be unacceptable unless the intrusion is minor*
- *whether the development intrudes upon one or more of the view's focal elements. This in general will be unacceptable*
- *whether the development removes existing intrusions or increases the quality of the view. Particularly in relation to focal elements*
- *in the case of proposed verandahs, the extent to which it would be screened by another verandah or building element in the foreground, or contained within the outline of a building (that is not a context or focal element) in the background.*

*It is noted that vegetation intruding into a viewshaft will generally be disregarded when assessing applications, particularly where pruning or a plant's deciduous nature would restore the viewshaft's quality.*

*The environmental result will be the protection of significant public views.*

Where there is some element of intrusion on the viewshaft, consent is required under Rule 13.3.8 for a Discretionary Activity (Restricted).

#### **Assessment - Viewshaft VS10 Hunter Street <sup>7</sup>**

Refer attached viewshaft drawings (**Appendix 5/3**) <sup>8</sup>

Under the redevelopment of the park the existing large pohutukawa trees that are a significant feature in the viewshaft are moved further south and outside the frame of the viewshaft. No new structures are proposed that intrude into the viewshaft. The relocated children's slide is outside the viewshaft (as it is presently).

Following redevelopment of the northern part of Frank Kitts Park, as proposed, the view to Oriental Bay (a focal element of the viewshaft) will be enhanced through the removal of the 'blocking effect' of the existing large pohutukawa trees. There will be no effect on the other focal element Te Ranga a Hiwi (Mt Victoria) Precinct.

Frank Kitts Park itself is one of the three identified 'context elements', with the other two being the Inner Harbour and the Mt Victoria Ridgeline.

Whilst the 'view' of Frank Kitts Park itself will change, the change is not considered to be adverse but rather an enhancement of the viewshaft through the removal and/or relocation of the existing large pohutukawa trees and Norfolk pines.

There will be no effect on the Mt Victoria Ridgeline.

#### **Assessment - Viewshaft VS11 Willeston Street**

Refer attached viewshaft drawings (**Appendix 5/4**)

The focal elements of VS11 are St Gerard's and Frank Kitts Park.

While a number of the new structures associated with the Chinese Garden will be located within the frame of the viewshaft, they are an integral component of the redeveloped Frank Kitts Park and therefore part of the focal element of the view.

The viewshaft is from a fixed position (i.e. Stewart Dawson's Corner). However, as one approaches Jervois Quay a wider panorama is available (as opposed to the narrow-focused viewshaft), which enables a more open view to the harbour than presently exists.

In terms of the identified 'context elements' (the Clyde Quay Wharf Apartments aka Overseas Passenger Terminal, Oriental Bay, Roseneath and Te Ranga a Hiwi (Mt Victoria) Precinct) there will be no intrusion.

The overall conclusion is that the viewshafts are maintained and in some respects enhanced.

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<sup>7</sup> The 'technical explanation of the "Verified Simulation Methodology" is attached (refer **Appendix 5/2**)

<sup>8</sup> Note: the drawing package consists of three 'photographs': a photograph of the existing situation; and photograph showing in 'red outline' the new elements in the viewshaft; and a photograph showing the situation following the redevelopment of Frank Kitts Park.

### 5.3.4 Urban Design Effects

A key consideration from an urban design perspective is how the proposed redeveloped park integrates into its wider urban setting - in short, Frank Kitts Park is not just a waterfront park but an important element in the city/waterfront transition; notwithstanding the separation of the park from the city centre by the six-lane Jervois Quay.



**PHOTO 3:** existing western edge of Frank Kitts Park adjacent to Jervois Quay (looking north)

The photomontages included in **Appendix 6** show the nature of this relationship, with a focus on the Jervois Quay edge of the redeveloped park, as viewed from the western (cityside) of Jervois Quay.

Overall the change is considered to be positive, particularly through the 'opening-up' of the view of the harbour across the expansive Harbour Lawn.



**PHOTO 4:** existing western edge of Frank Kitts Park adjacent to Jervois Quay (looking south)

### 5.3.5 Heritage Effects

There is one listed heritage object in the vicinity of Frank Kitts Park - the Tanya Ashken Fountain (Symbol Ref 57) on the Whairepo Lagoon promenade immediately south of Frank Kitts Park.

The proposed redevelopment of Frank Kitts Park will have no effect on the fountain or the Whairepo Lagoon promenade which provides the curtelage to the fountain.

Other items that have some important historical significance, but which are not listed heritage objects, are:

- Wahine mast
- Memorial plaques

The proposed redeveloped Frank Kitts Park incorporates these items, albeit in different locations from the present situation.

Overall it is concluded that the redeveloped Frank Kitts Park will not result in any adverse effects on any historic heritage items or values.

### 5.3.6 Cultural Effects

As noted in Section 4 above, initial consultation has been undertaken with iwi.

An initial concern identified by iwi was the potential for any effects on the Whairepo Lagoon. The redevelopment of Frank Kitts Park will take place within the 'footprint' of the existing park, it will not 'encroach' on the waterfront promenade or the Whairepo Lagoon promenade, or the lagoon itself.

During the redevelopment works (demolition, earthworks and construction) measures will be implemented and maintained to ensure that there is no water-borne sediment discharging from the site to either the Wharirepo Lagoon or the harbour. The *mauri* of the lagoon and harbour waters will be protected.

### 5.3.7 Safety and Security Effects

Improving the design of developments to reduce the actual and potential threats to personal safety and security is a key Central Area policy (Policy 12.2.6.15).

In explanation of the policy it is stated, inter alia, that:

*Urban design measures can minimise or reduce threats to personal safety and security. Guidelines for crime prevention through environmental design are used by Council to promote the development of a safe city.*

The Applicant commissioned a 'crime prevention through environmental design' (CPTED) report from Dr Frank Stoks - refer **Appendix 7**.

The report assesses the CPTED features of the existing Frank Kitts Park and the CPTED considerations associated with the proposed redevelopment.

The assessment acknowledges that the:

*"... safety and security of the proposed landscape redevelopment in Frank Kitts Park is very sensitive to the public realm that it is contained within"*

hence, the importance of a careful assessment of CPTED issues.

In relation to the major components of the redeveloped park, aside from the Chinese Garden, the report comments that:

*The redeveloped playground, Harbour Lawn, City Lawn and new southern steps to the Lagoon are assessed as likely to make a positive contribution to the safety and security of the park overall and to be an improvement on the existing pre-development areas.*

In relation to the other major component of the redeveloped park, the Chinese Garden, the report comments that:

*The Chinese Garden of its nature is perhaps the most screened, fragile and vulnerable amenity on a very public waterfront. It has no transitional controllable buffer spaces around it, such as may occur when special gardens of this sort are contained within a securable park. The combination of its detachment from the City, screening from its environs, the through route, a series of 'private' chambers, and vulnerable materials and finishes - all of which are the very purposeful essence of the garden - make the garden itself vulnerable to occasional disrespectful, unintended, disorderly use and damage, and conceivably place vulnerable members of the public at risk when the gardens are lightly occupied.*

*The intention to lock off the gardens afterhours will go some way to mitigating risk to the public and the gardens themselves. The different types of perimeter walls and gates which allow the gardens to be locked off afterhours have but a nominal access security function. They can be breached with some unusual effort, but importantly, the perimeter screens and walls help to signal precursor behaviour with negative intent. Under these circumstances, the emphasis should be less on preventing determined breaches of the perimeter afterhours than promptly detecting and intervening when clear breaches of perimeter security occur [Note: emphasis in the original]*

As a consequence of the identified risks, and accepting that the location and context of the Chinese Gardens on the waterfront along with the essential design elements as givens, Dr Stoks recommended that consideration be given to:

- (a) *how the gardens will be operated and managed to ensure they are not used for unintended purposes;*
- (b) *locking and unlocking regimes;*
- (c) *detecting incursions after the gates are locked - e.g. by use of discrete motion activated and monitored CCTV cameras;*

- (d) *how detected incidents will be responded to promptly;*
- (e) *sustainable appearance retention of vulnerable finishes and materials;*
- (f) *reviewing the detailed design of the perimeter walls and screens with the objective of making them less easily breached while at the same time balancing the need for visual transparency and thematic objectives.*

In addition, Dr Stoks recommends that during the detailed design stage, the following areas are reviewed to make them safer and feel safer:

- (a) *the stairs of the promenade to the upper terrace and Pavilion, in the southwest corner; and*
- (b) *northern entry to the underground car park entry.*

In the conclusion to the report, which is headed "CPTED Statement", the statement is made that:

*"... it is Stoks Limited's view the proposed design for the landscape redevelopment for Frank Kitts Park has taken CPTED matters well into account. With the recommendations above, the design, on this site, will satisfy CPTED factors that apply at the level of design detail required in documents for Resource Consent.*

Given the recommendations made by Dr Stoks the Applicant accepts that the preparation and implementation of a 'CPTED management plan' for the redeveloped Frank Kitts Park should be the subject of a consent condition - refer Section 5.8 below.

In addition to the CPTED assessment the Applicant also commissioned a lighting assessment (refer **Appendix 7**), as ensuring the installation of appropriate lighting (levels and location) is an important consideration in respect to public safety and security.

### **5.3.8 Earthworks Effects**

Significant earthworks are proposed as part of the park's redevelopment. As stated in the Aurecon Report "Earthworks and Erosion and Sediment Control Measures (refer **Appendix 9**):

*The complete site is in the order of 13,500m<sup>2</sup>, all of which will be exposed to some sort of landscaping activity as part of the proposed development. Grassed areas of the site comprise approximately 6,750m<sup>2</sup>. Assuming a topsoil depth of around 150mm across the site, stripping will yield around 1,000m<sup>3</sup> for on-site stockpiling and respreading as part of the project. It is envisaged that all of the topsoil stripped will be able to be respread.*

*Indicative estimates for earthworks volumes (less topsoil, pavers and concrete – solid measure) are in the order of:*

- *topsoil cut to stockpile/respread = 1,000m<sup>3</sup>*
- *cut to fill = 2,610m<sup>3</sup>*
- *imported fill = 910m<sup>3</sup>.*

As the Aurecon Report further states, the intention will be to only work areas that require landscape changes so as to minimise disturbance and to only open up areas that are intended to be worked on within a reasonable timeframe, complete and close those areas before opening up further areas.

The relevant District Plan rule under which consent for the earthworks will be required is Rule 30.2.2 for a Discretionary Activity (Restricted). The matters over which discretion is retained are:

- earthworks stability
- erosion, dust and sediment control
- the transport of material

In the Applicant's opinion the principal matter for assessment and appropriate management is 'erosion, dust and sediment control' and the potential for any discharge of sediments to the coastal marine area.

Section 5 of the Aurecon Report addresses the proposed erosion and sediment control measures to be put in place for the duration of the project. The detail is not repeated here, but two important points to note are:

1. the project is proposed to be carried out over one earthworks season and is therefore timed to minimise the risk of exposure to rainfall events and resulting runoff erosion and sediment transfer; and
2. erosion and sediment controls will be the first step in site establishment and will be in place prior to any significant site works.

With the preparation, approval and implementation of a robust 'Erosion and Sediment Control Plan' for the duration of the site works, any adverse effects associated with the earthworks will be appropriately mitigated

### 5.3.9 Demolition and Construction Effects

As with any land development and construction project there will be some adverse effects, including, in this case, disruption to public access and enjoyment of the existing park. There will also be noise effects, construction traffic effects, in addition to the effects associated with the earthworks.

However, these effects will be relatively localised and limited to the construction period (which is anticipated to be in the order of 12-15 months).<sup>9</sup>

The focus of the assessment (and the recommended consent conditions) is on mitigation measures which are directed toward minimising the scale, extent and duration of the construction effects, to the greatest extent practicable.

The key 'method' through which the construction effects will be managed will be a demolition and construction management plan (D&CMP), which, in addition to overall construction management, will also address construction noise and construction traffic. This D&CMP will be in addition to the 'Erosion and Sediment Control Plan' referred to in the previous section.

Matters to be covered in the D&CMP, which will be submitted to the Wellington City Council for approval prior to any site works commencing, will include, but not be limited to:

- contact (mobile) telephone number(s) for the on-site manager where contact could be made 24 hours a day / 7 days a week;
- details of appropriate local signage/information of the proposed work including the location of a minimum of four large (greater than 1m<sup>2</sup>) noticeboards on the site that clearly identify the name, telephone number and address for service of the site manager, including cell-phone and after-hours contact details;
- a communication and complaints procedure;
- safety fencing and associated signage for the construction site;
- details of the locations of any temporary construction hoardings to be erected;
- specific consideration for loading areas, truck waiting areas and access to the site;<sup>10</sup>
- measures to ensure dirt, mud or debris or other materials are not left on the road;
- measures to control dust, silt and sediment and to minimise the associated nuisance effects of earthworks (including in relation to the Council's stormwater system); and
- the covering of soil and other material to be trucked on or off the site.

A key consideration will be the retention of safe, unimpeded public access along the waterfront promenade at all times; and also along the Whairepo Lagoon promenade linking the 'city to sea' bridge with the waterfront promenade.

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<sup>9</sup> Subject to Contractor's confirmation following appointment of contractor.

<sup>10</sup> Note: vehicle access to the site should be restricted to the Hunter Street intersection at the north end and the existing carpark access at the south end.

## Construction Noise

In addition to the D&CMP, a construction and demolition noise management plan (C&DNMP) will be prepared by a suitably qualified person experienced in Acoustic Engineering or construction management practices. The C&DNMP will be prepared and submitted to Council for approval prior to any works commencing on site and must describe the methods by which noise associated with the work will comply in all respects with the controls set out in NZS 6803:999 and how all persons undertaking day-to-day activity management will adopt the best practical option at all times to ensure emission of noise from the site does not exceed a reasonable level in accordance with s16 of the Resource Management Act 1991.

### 5.3.10 Positive Effects

Under the RMA there tends to be a focus on the avoidance, remediation or mitigation of adverse effects, given the requirement of s5(1)(c). However, the RMA definition of effect includes 'any positive effect'.

In Elderslie Park v Timaru District Council the High Court stated that:

*"To ignore real benefits that an activity for which resource consent is sought would bring necessarily produces an artificial and unbalanced picture of the real effect of the activity".<sup>11</sup>*

The Project will deliver a number of positive effects, including:

1. enhancing the overall public amenity of Frank Kitts Park, one of two principal 'green area' open spaces on the waterfront;
2. providing an appropriate location of the Chinese Garden which can be anticipated to be a principal drawcard for visitors to the waterfront;
3. enhancing the amenity and attractiveness (especially to young children and their parents/caregivers) of the playground;
4. opening more direct views across the park to the waterfront promenade and the harbour beyond; and <sup>12</sup>
5. providing a more flexible/useable attractive space for public events.

These positive effects should be had regard to when forming a broad judgement on the overall impact of the Project.

### 5.3.11 Environmental Effects Conclusion

The overall conclusion is that in terms of 'environmental effects' the outcome is a positive one. Where there is potential for adverse effects these are largely limited to temporary construction-related effects and these can and will be mitigated to the greatest extent practicable through the implementation of a robust demolition and construction management plan.

Potential public safety and security effects will be avoided/mitigated, firstly through design and secondly through the implementation of a "Frank Kitts Park Public Safety and Security Management Plan".

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<sup>11</sup> Elderslie Park Ltd v Timaru District Council [1995] NZRMA 433

<sup>12</sup> The Wellington Waterfront Framework (at page 35) comments that: *"There is a concern that the park faces the city and does not open out to the water's edge"*.

## 5.4 DISTRICT PLAN OBJECTIVES AND POLICIES

The relevant District Plan objectives and policies were identified in section 3.2.1 of this assessment.

Referring to them, it is considered that the proposed redevelopment of Frank Kitts Park is consistent with the outcomes sought for the Lambton Harbour Area generally and Frank Kitts Park in particular. The redeveloped/'modified' Frank Kitts Park will:

1. maintain and enhance one of the unique and special components and elements that make up the Lambton Harbour Area [Objective 12.2.8];
2. maintain and enhance the public environment of the waterfront [Policy 12.2.8.1];
3. enhance the overall environmental quality and general amenity of the waterfront [Policy 12.2.8.3];
4. provide a new activity (Chinese Garden) that will add to the waterfront character and diversity of experience [Policy 12.2.8.6]; and
5. reinforce the sense of place and identity of Frank Kitts Park [Policy 12.2.3.2].

For these reasons, it is the Applicant's assessment that the proposal is consistent with the relevant District Plan objectives and policies applying to the Lambton Harbour Area. - aka Wellington Waterfront.

## 5.5 PART 2 RMA

An assessment under Part 2 of the Resource Management Act 1991 requires consideration of the proposal against the Act's principal purpose as follows:

### Section 5

Will the proposal meet the purpose of the Act which is "*promote the sustainable management of natural and physical resources*"?

which in turn 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 –*

*... avoiding, remedying, or mitigating any adverse effects of activities on the environment"*.

In the Applicant's opinion the proposal is consistent with maintaining and enhancing amenity values and the quality of the environment.

At the same time, any adverse environmental effects, including any public safety effects, will not be significant.

Thus, the proposal is generally consistent with:

- S7(b) the efficient use and development of natural and physical resources;
- S7(c) the maintenance and enhancement of amenity values; and
- S7(f) the maintenance and enhancement of the quality of the environment.

The proposed amendments will enhance public access to and public use and enjoyment of Frank Kitts Park.

The assessment (and conclusion) in its simplest form involves a weighting of the positive effects of the proposal against the adverse effects (post mitigation) to arrive at an overall assessment as to whether the proposal should be approved and, if so, what conditions if any should be imposed to mitigate actual adverse effects.

In making such an assessment, the High Court in *Elderslie Park v Timaru District Council* stated that:

*"To ignore real benefits that an activity for which resource consent is sought would bring necessarily produces an artificial and unbalanced picture of the real effect of the activity".*<sup>13</sup>

For the reasons outlined above, it is considered that the proposed redevelopment of Frank Kitts Park will result in an overall positive outcome.

## 5.6 SECTION 104(1)(C) OF THE ACT - OTHER MATTERS

One matter to which regard should be had under s104(1)(c) is the Wellington Waterfront Framework (2001) (the "Framework"), the Council's strategic policy for waterfront development.

Not surprisingly given the significance of Frank Kitts Park to the overall amenity of the waterfront, the Framework references the park as one of the waterfront's "key features".

At page 35 of the Framework (4.4 Frank Kitts Park) it is stated that:

*This is a large green park and a centre for outdoor activities both on and off the water. There is a concern that the park faces the city and does not open out to the water's edge. However, with the exception of the need for improvements around the quay edge and the water edge, and the end of the Events Centre, work in this area is not seen as a priority.*

The current proposal reinforces the 'role' of Frank Kitts Park as a large green park and centre for outdoor activities. It also responds to the concern that the park does not open out to the water's edge, and significantly improves both the quay edge and the water edge either side of the Harbour Lawn.

Given that the adoption of the Framework by Council in April 2001, it is 'silent' on the possible location of a Chinese Garden in Frank Kitts Park.

However, and also relevant as an "other matter" under s104(1)(c) is the 2006 design brief issued for the redevelopment of Frank Kitts Park, as by this time (5 years after adoption of the Framework) the possibility of a Chinese Garden was part of the forward planning for Frank Kitts Park. A copy of the design brief is attached - refer **Appendix 10**.

The design brief was prepared for the Council's Waterfront Development Subcommittee by the Technical Advisory Group (TAG).

The Design Brief's Intention was stated as:

*This brief provides criteria for the redesign of Frank Kitts Park, including a Chinese Garden. This is and will remain a major green open space (Framework pp27, 35), complementing the new larger space at Waitangi Park.*

## 5.7 NATIONAL AND REGIONAL POLICY

At the commencement of this section of this AEE it was noted that it is the Applicant's opinion that the proposed redevelopment of Frank Kitts Park does not raise any matters of national or regional policy significance. Nevertheless, s104(1) of the Act requires that a consent authority when considering an application for resource consent must have regard to:

- a national policy statement;
- a New Zealand coastal policy statement; and

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<sup>13</sup> *Elderslie Park v Timaru District Council* [1995] NZRMA 433 (HC)

- a regional policy statement.

The two policy statements that the Applicant considers to be relevant for development on the Wellington Waterfront are:

- New Zealand Coastal Policy Statement
- Regional Policy Statement for the Wellington Region

#### 5.7.1 New Zealand Coastal Policy Statement (2010)

The purpose of the NZCPS is to state policies in order to achieve the purpose of the Act in relation to the coastal environment. In the Preamble it is noted that New Zealand's coastal environment is facing a number of key issues, including:

- *loss of natural, built and cultural heritage from subdivision, use and development; and*
- *compromising of the open space and recreational values of the coastal environment, including the potential for permanent and physically accessible walking public access to and along the coastal marine area.*<sup>14</sup>

There are seven objectives in the NZCPS, with Objective 4 being particularly relevant in the context of the current application for the redevelopment of Frank Kitts Park:

##### *Objective 4*

*To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:*

- *recognising that the coastal environment is an extensive area of public space for the public to use and enjoy;*
- *maintaining and enhancing public walking access to and along the coastal marine area without charge, and where there are exceptional reasons that mean that this is not practicable providing alternative linking access close to the coastal marine area; and*
- *recognising the potential of coastal processes, including those likely to be affected by climate change, to restrict access to the coastal environment and the need to ensure that public access is maintained even when the coastal marine area advances inland.*
- *historic heritage in the coastal environment is extensive but not fully known, and vulnerable to loss or damage from inappropriate subdivision, use, and development.*

Additional to the seven objectives, the NZCPS outlines a total of twenty-nine policies to guide the sustainable management of the coastal environment.

Policies that are considered to be of actual or possible relevance to an assessment of the proposed redevelopment of Frank Kitts Park include:

- Policy 6: Activities in the coastal environment
- Policy 18: Public open space
- Policy 19: Walking access

##### **Activities**

*Policy 6(2)(b): Recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area.*

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<sup>14</sup> New Zealand Coastal Policy Statement 2010, page 6

### **Public Open Space**

*Policy 18: Recognise the need for public open space within and adjacent to the coastal marine area. For public use and appreciation including active and passive recreation, and provide for such open space, including by:*

- (a) ensuring the location and treatment of public open space is compatible with the natural character, natural features and landscapes, and amenity values of the coastal environment;*
- (b) taking account of future need for public open space within and adjacent to the coastal marine area, including in and close to cities, towns and other settlements;*
- (c) maintaining and enhancing walking access linkages between public open space areas in the coastal environment;*
- (d) considering the likely impact of coastal processes and climate change so as not to compromise the ability of future generations to have access to public open space;*
- (e) recognising the important role that esplanade reserves and strips can have in contributing to meeting public open space needs.*

### **Walking Access**

*Policy 19 (1): Recognise the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use.*

*Policy 19(2) Maintain and enhance public walking access to, along and adjacent to the coastal marine area, including by:*

- ...*
- (b) avoiding, remedying or mitigating any loss of public walking access resulting from subdivision, use, or development;*
- (c) identifying opportunities to enhance or restore public walking access, for example where:  
(i) connections between existing public areas can be provided.*

### **Comment**

The proposed redevelopment of Frank Kitts Park is considered to be consistent with the above NZCPS objective and policies in that it will:

- (a) maintain and enhance the overall attractiveness of Frank Kitts Park, a well established open space immediately adjacent to the coastal marine area; and*
- (b) maintain and enhance walking opportunities within the park with linkages to the well established waterfront promenade.*

In the Applicant's opinion there is no aspect of the redeveloped Frank Kitts Park which is contrary to the NZCPS.

### **5.7.2 Regional Policy Statement for the Wellington Region**

The Regional Policy Statement for the Wellington Region (RPS) was made operative on 24 April 2013. Under the heading 'Integrating management of natural and physical resources' in 2.4 it is stated that:

*"This Regional Policy Statement for the Wellington region has a key role in integrating the management of natural and physical resources. It identifies the resource management issues of regional significance, recognising the shared responsibility and the need for a common understanding of issues. It then sets out*

*objectives, policies and methods that recognise the interaction and connection between different resources, the range of scales in which an issue can be addressed and the need to consider the social, economic, cultural and environmental factors alongside one another. Ultimately, the Regional Policy Statement focuses on the matters that it can influence to make progress towards a sustainable region".*<sup>15</sup>

In turn, the RPS organises the Region's resource management issues, objectives, policies and methods under eleven topic headings or themes, including:

- Coastal environment, including public access

Thus, RPS objectives and policies for the coastal environment which are relevant to an assessment of the proposed redevelopment of Frank Kitts Park are:

*Objective 3: Habitats and features in the coastal environment that have recreational, cultural, historical or landscape values that are significant are protected from inappropriate subdivision, use and development.*

*Objective 8: Public access to and along the coastal marine area, lakes and rivers is enhanced.*

*Policy 53 Public access to and along the coastal marine area, lakes and rivers - consideration.*

#### **Comment**

The redevelopment of Frank Kitts Park as proposed is consistent with these regional policy directives. There is no diminution in public access. Indeed public access is arguably enhanced. In all respects, it is considered that the proposed redevelopment of Frank Kitts Park, including the installation of the Chinese Garden, is 'appropriate' - the redevelopment does not constitute inappropriate use and development. The primary purpose of the redeveloped park is public open space and recreation, activities that are entirely appropriate within the coastal environment.

## **5.8 SUMMARY S.104 ASSESSMENT**

In section 3.4 of this assessment five questions were posed. These questions were in turn derived from the relevant objectives and policies for the Lambton Harbour Area.

It was noted that 'answers' would be provided as part of the overall summary of the s.104 assessment.

The questions were:

**Question 1: will the proposed modification of the existing open space (Frank Kitts Park) maintain and enhance the 'sense of place' and overall public amenity of the waterfront generally and Frank Kitts Park specifically?**

The redeveloped Frank Kitts Park will continue to provide an opportunity for a wide range of open space and recreation activities, both formal and informal.

**Question 2: what adverse effects, if any, will there be on the 'character' of Frank Kitts Park / will Frank Kitts Park retain its role as a unique and special component of the wider Wellington waterfront?**

Frank Kitts Park will retain its role as a 'large green park' but with an added dimension of a Chinese Garden which will add a new dimension to its 'makeup' and diversity of experience. As the Wellington Waterfront Framework notes (p18), "cultural uses" are particularly appropriate for the waterfront.

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<sup>15</sup> Regional Policy Statement for the Wellington Region, 24 April 2013, page 12

**Question 3: will the redevelopment of Frank Kitts Park have any adverse effects on the heritage values associated with the waterfront?**

There will be no impact on the heritage features and values associated with Frank Kitts Park and the adjacent promenades.

Although the Wahine mast and the numerous memorial plaques have significant historic interest and value to specific groups in the community, they are not listed items. Nevertheless, the redeveloped park provides appropriately for their retention.

**Question 4: will the proposed structures associated with the children's playground and the Chinese Garden result in a diminution of the open space qualities of Frank Kitts Park?**

No. Both activities are 'open space' activities.

The expanded and enhanced children's playground will strengthen its attractiveness as a 'recreation activity' zone for children and their children.

The Chinese Garden will introduce a new element into the park, but an open space element nevertheless. Although the park will be 'secured' during late evening/early morning hours such that public access through this section of Frank Kitts Park will, to that extent, be restricted. However, public access through the park (outside of the Chinese Garden) and along the adjacent promenades will not be restricted during these times.

The Chinese Garden will be a positive feature and make a significant contribution to enhancing the 'diversity' of open space opportunities and experiences on the waterfront.

The various structures associated with both the playground and Chinese Garden will not adversely affect the visual amenities or open space qualities of Frank Kitts Park. Rather, both will add an opportunity for recreation, one active and one more passive.

**Question 5: will the redevelopment of Frank Kitts Park have any adverse effects on the Hunter Street and Willeston Street public viewshafts?**

No. The viewshafts will be enhanced through the removal of existing vegetation and the 'opening-up' of views to the harbour and beyond, including the former Overseas Passenger Terminal (now Clyde Quay Wharf Apartments), in the case of the Hunter Street viewshaft; and through the focus on a new major waterfront amenity (the Chinese Garden) in the case of the Willeston Street viewshaft.

The redeveloped Frank Kitts Park, and the new structures, principally those associated with the Chinese Garden, will not intrude on the focal elements or on the context elements identified in the two viewshafts.

In the case of the Hunter Street viewshaft those elements are:

- focal elements: Oriental Bay and Te Ranga a Hiwi Precinct
- context elements: Frank Kitts Park, Inner Harbour, Mount Victoria Ridgeline

In the case of the Willeston Street viewshaft those elements are:

- focal elements: St Gerards, Frank Kitts Park
- context elements: Overseas Passenger Terminal and any ships berthed there, Oriental Bay, Roseneath and Te Ranga Hiwi Precinct

**Question 5: what will be the temporary construction-related effects and how will these effects be managed and mitigated?**

A comprehensive and robust construction management plan (CMP), including construction noise management plan and construction traffic plan(s), will be in force for the duration of the 12-15 month construction period. The CMP will have a primary focus on ensuring that inconvenience to the public moving through and along this central section of the waterfront is minimised to the greatest extent practicable. Public safety will be a prime consideration.

Another important aspect will be ensuring that a comprehensive earthworks and sediment control plan is in place for the duration of the construction period to ensure that there is no sediment discharge to the adjoining Whairepo Lagoon or to the harbour.

## 5.8 SECTION 104B CONSIDERATIONS

Section 104B of the Act states that:

*After considering an application for a resource consent for a discretionary activity or a non complying activity, a consent authority -*

- (a) may grant or refuse consent; and*
- (b) if it grants consent, may impose conditions under section 108.*

Comment:

In the Applicant's opinion, the proposed redevelopment of Frank Kitts Park is consistent with the District Plan's provisions for the modification of existing open space in the Lambton Harbour Area.

Consequently, consent should be granted in the knowledge that any adverse effects on the environment, including any adverse effects on the public amenity of the waterfront, will be acceptable given the imposition of appropriate consent conditions, which in the case of the present application can be limited to:

1. the proposal proceeding in general accordance with the supporting information and plans supplied with the application;
2. the consent holder being required to prepare the following management plans:
  - Demolition and Construction Management Plan, incorporating a Demolition and Construction Noise Management Plan and a Demolition and Construction Traffic Management Plan;
  - Earthworks and Sediment Control Management Plan; and
  - Frank Kitts Park Public Safety and Security Management Plan<sup>16</sup>

along with the standard review and monitoring conditions.

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<sup>16</sup> The Frank Kitts Park Public Safety and Security Management Plan should 'action' the CPTED recommendations listed in Section 5.3.6 above.

## 6 CONCLUSION

**Wellington City Council City Shaper**) proposes to redevelop Frank Kitts Park, including the establishment of a Chinese Garden.

Under the District Plan the required land use resource consent is for a Discretionary Activity (Unrestricted) under Rule 13.4.5 for the "modification" of existing open spaces in the Lambton Harbour Area.

Consent is also required for a Discretionary Activity (Unrestricted) for the structures associated with the Children's Playground and the Chinese Garden under Rule 13.4.7; and for a Discretionary Activity (Restricted) under Rule 30.2.2 for the earthworks.

The overall conclusion is that where there is potential for adverse effects, including effects in relation to public safety and security, such effects will not be significant, and indeed are assessed as being less than minor and therefore acceptable.

Viewed 'in the round', the proposed redevelopment will add significantly to the public amenity of Frank Kitts Park as one of the major 'green' open spaces on the waterfront.

Accordingly, this assessment concludes that the proposed redevelopment of Frank Kitts Park is consistent with:

1. the District Plan's objectives and policies for the Lambton Harbour Area;
2. the Wellington Waterfront Framework; and
3. the purpose and principles of the Resource Management Act 1991.

In these circumstances, the overall assessment is that the proposed redevelopment of Frank Kitts Park can be appropriately granted resource consent.

### Public Notification of Application

Pursuant to s95A(2)(b) the Applicant has requested public notification of the application. The conclusion reached in this assessment of environmental effects (AEE) report will therefore be reviewed and evaluated through the submission and hearing process to follow.



Alistair Aburn  
Environment and Resource Management Consultant  
Director  
Urban Perspectives Ltd

5 May 2016

### APPENDICES

1. Landscape and Architectural Design Statement
2. Record of Pre-Application Meeting
3. Minutes of Technical Advisory Group (TAG)
4. Correspondence with Iwi
5. Viewshaft Analysis
6. Photomontages
7. CPTED Statement
8. Lighting Statement
9. Earthworks and Erosion and Sediment Control Measures
10. Design Brief - Frank Kitts Park Redevelopment



**Memorandum of Understanding  
For Deepening Bilateral Cooperation and Sister-City Tie  
Between Wellington City of New Zealand and Xiamen City of China**

With a view to further strengthening the cooperation and sister-city tie between Wellington and Xiamen, Wellington City Council and Xiamen Municipal People's Government (hereinafter referred to as the "two parties") have reached the following agreement through friendly consultation on the basis of equality and mutual benefit:

**I. Intergovernmental Exchanges**

The two parties as well as their pertinent international relations departments shall keep close contact with each other, facilitate the exchange of visits and the sharing of information, and support each other in important events hosted by the two cities, so as to promote bilateral collaboration across all sectors and leverage the resources brought by each other to better serve the citizens and business communities of both cities. The Mayor of Wellington plans to lead a delegation to Xiamen in February 2015 when the Wellington Business and City Promotion Events will be held.

**II. Economic Cooperation**

The two parties agree to explore opportunities for cooperation and collaboration between technology businesses and local government technology developments in the future, and shall maintain close contact and work together to promote bilateral economic and trade ties, facilitate the interactions between the tourism sectors of both cities, and encourage the enterprises of both cities to partner in forestry as well as the trading of aquatic and agricultural products.

**III. Educational Exchanges**

The two parties acknowledge that educational exchanges play a significant role in enhancing bilateral cooperation, consolidating mutual friendship and improving public awareness. Both parties shall encourage their universities, vocational colleges, high schools and primary schools to partner in forms of joint programs by educational institutions, teachers' training programs, and student exchange projects, youth study tours and art exchanges.

**IV. Cultural and Art Exchanges**

The two parties agree to enhance mutual understanding by advancing friendly art and cultural exchanges. Both parties support to further cultural exchanges by continuously conducting interactive activities in the fields of culture, art and creativity, which could include organizing an art troupe from Xiamen to perform at the 2016 Chinese New Year Festival celebration in Wellington.

**V. Wellington Xiamen Association**

The two parties acknowledge that sister-city associations play an important role in initiating and promoting partnership between our two cities. In all the following inter-city exchanges, the two participants in this MOU acknowledge the actions of the Wellington Xiamen Association in initiating, supporting and often managing projects in the fields of culture, visual arts, performing arts, medicine, sport and education. The Wellington Xiamen Association also provides back-up and support where needed in commercial ventures. In all these co-operative efforts the sister city association actively promotes understanding and goodwill between the people of our two cities, with a particular emphasis on people-to-people relationships.

**VI. Wellington Chinese Garden Project**

The two parties agree to sign another MOU to officially launch the Wellington Chinese Garden Project and shall endeavor to complete it by the end of 2016, which marks the 30th anniversary of sister-city relationship.

**VII. Miscellaneous**

This MOU is signed in Wellington on November 22, 2014, done in duplicate in the Chinese and English languages, with each party holding one copy. The two texts are equally authentic.

**Ms. Celia Wade-Brown**  
Mayor of Wellington

**Mr. Liu Keqing**  
Mayor of Xiamen



## 新西兰惠灵顿市与中国厦门市 关于加强友好合作增进友城关系的谅解备忘录

为进一步加强两市之间的友好合作,增进友城关系,惠灵顿市政府与厦门市政府(以下称“双方”)在友好协商、平等互利的基础上达成如下谅解:

### 一、 政府间交流

双方及其国际部门将保持密切联系,加强人员往来和信息交流,推动两市各领域的合作与交流,支持两市举办的大型活动,让友城资源造福两市市民和工商界。惠灵顿市长代表团计划2015年2月访问厦门,同期举办惠灵顿经贸和城市宣传展等活动。

### 二、 经贸合作

双方同意在技术产业发展和研发方面寻找合作机会,并将保持密切联系,共同推动两市的经贸合作,增进两市旅游业界的联系,支持两地企业开展林业、水产品及农副产品等贸易合作。

### 三、 教育交流

双方都认可教育交流在加强两市合作、增进友谊和公众理解方面的重要性。双方支持两市高等职业院校、中小学开展办学合作、教师培训和学生交流,支持两市青少年访学和艺术交流。

### 四、 文化交流

双方认可通过友好交流与合作增进两地市民的互相了解,推动两地文化交流。双方支持继续通过开展文化、艺术和创意领域的互动增进两市文化领域的交流与合作。这包括每年组织美术家互访交流展览、厦门中学生艺术团体访问惠灵顿演出、厦门文艺团体参加惠灵顿2016年春节庆祝活动。

### 五、 厦门惠灵顿友好协会

双方认可惠灵顿厦门协会在倡议、支持和承办两市文化、视觉艺术、表演艺术、医疗、体育和教育领域的友好交流项目中所发挥的重要作用。必要时,惠灵顿厦门协会可以从商业角度对合作项目给予支持。友城协会希望通过共同的努力,积极地推动两市市民的相互了解与友谊,尤其是人与人之间的联系。

### 六、 惠灵顿中国花园项目

双方一致同意另行签订“备忘录”正式启动惠灵顿中国花园项目,并努力在2016年前底实现建成,为两市结好30周年献礼。

### 七、 其他事宜

备忘录于2014年11月22日在惠灵顿签署。一式两份,以中英文写成,双方各持一份。两种文本具有同等效力。

新西兰惠灵顿市市长  
西莉娅·韦德-布朗 女士

中国厦门市市长  
刘可清 先生



**Memorandum of Understanding on  
Jointly Building the Wellington Chinese Garden  
Between Wellington City of New Zealand and Xiamen City of China**

With a view to further promoting the civic and cultural exchanges between Wellington and Xiamen as well as to enhancing the mutual understanding and friendship between the people of both cities, Wellington City Council and Xiamen Municipal People's Government (hereinafter referred to as the "two parties") have agreed, after years of friendly consultation, to jointly build a Chinese Garden in Wellington.

On the occasion of the Xiamen Delegation visiting New Zealand in November 2014, the two parties have reached the following understanding through consultation:

- I. **The two parties agree, subject to the required funding being secured, to work together on building a Chinese Garden in Wellington City to celebrate the sister city relationship between Wellington and Xiamen.** It is agreed that the current conceptual design shall be reviewed, agreed and confirmed by Xiamen by February 2015; the necessary resource consents pertaining to land use approval for the whole of the Frank Kitts Park re-development sought by December 2015; and, dependent on the outcome of the resource consent process, construction commenced as soon as possible thereafter. It is the parties' current intention for the project to be completed by the end of 2016.
- II. **Wellington City Council shall provide the following assistance:**
1. To facilitate the land use approval procedures (without restricting its exercise of its regulatory functions as a territorial authority)
  2. To seek to secure part of the funding from the local Chinese community.
  3. To take charge of the construction of foundation works including earthwork modeling, vegetation, premises, wall structure, permeation-proof treatment of the ponds, and water and power supply.
  4. To provide project management expertise and the necessary professional and logistical leadership to the design and construction technicians from Xiamen during their work stay in Wellington.
  5. To take care of other relevant procedures and transport the construction materials from the Port of Wellington.
- III. **Xiamen Municipal People's Government shall provide the following support:**
1. To review and confirm the project design known as the Chinese Garden on a mutually agreed land lot, encompassing Pailau, tea house, pavilion, terraces, ponds, and courtyard stone carving.
  2. To provide Chinese construction materials such as bricks, tiles and stones, consistent with the requirements of NZ laws, and ship them to the Port of Wellington.
  3. To send Chinese technicians to Wellington to assist with the construction of the Garden.
- IV. **Miscellaneous**
- This MOU is signed in Auckland on 21 November, 2014, done in duplicate in the Chinese and English languages, with each party holding one copy. The two texts are equally authentic.

**Ms. Celia Wade-Brown**  
Mayor of Wellington

**Mr. Liu Keqing**  
Mayor of Xiamen



## 新西兰惠灵顿市与中国厦门市 关于合作共建惠灵顿中国花园的谅解备忘录

为了进一步推动惠灵顿与厦门之间的城市与文化交流，增进两市市民的相互了解与友谊，惠灵顿市政府与厦门市政府（以下称“双方”）经过多年的友好协商，一致同意在惠灵顿合作共建“中国花园”。

值此厦门市代表团访问新西兰之际，两市经过协商达成如下谅解：

- 一、双方同意在所需资金到位的前提下在惠灵顿市合作共建一座“中国花园”，庆祝两市缔结友城关系。双方同意：2015年2月前由厦门方面审核、同意并确认概念设计方案；2015年12月前启动 Frank Kitts 公园整体再开发项目土地使用的资源许可申请；获得资源许可后，双方将尽快启动项目建设。双方目前的意向是在2016年底前完成该项目建设。
- 二、惠灵顿市政府将提供如下安排：
  1. 推动项目用地手续的批准（在不违反其作为二级行政区划管理机构行使监管职能的前提下）。
  2. 寻求当地华人社区提供部分资金支持。
  3. 负责包括土方造形、植被绿化、房屋基础及墙体结构建造、道路基础、水池防渗透处理、供水供电等基础工程的施工。
  4. 负责配合提供厦门的设计施工团队在惠灵顿工作期间的项目管理和必要的工作和生活保障。
  5. 负责办理其它相关手续，从惠灵顿港提取并运输厦门方提供的建筑材料。
- 三、厦门市人民政府将提供如下支持：
  1. 审核并确认在双方认可的土地上制订的设计方案，包括牌楼、茶坊、亭、台、榭、中式水池、庭院石雕等公园建筑。
  2. 提供具有中国特色、符合新西兰法律的砖、瓦、石等建材，并海运至惠灵顿港。
  3. 负责组织中国工匠到惠灵顿实地协助工程的建设。
- 四、其他事宜：备忘录于2014年11月21日在奥克兰签署，一式两份，以中英文写成，双方各持一份。两种文本具有同等效力。

新西兰惠灵顿市市长  
西莉娅·韦德-布朗 女士

中国厦门市市长  
刘可清 先生

# Wellington Chinese Garden meetings– Record of discussions and agreement

Following two (2) days of meetings between the Xiamen Municipal Bureau of Public Facilities and Landscaping and the Wellington City Council design team (supported by the Wellington Chinese Garden Society) general agreement was reached regarding the underlying philosophy of the Wellington Chinese Garden, its dimensions, and context within a highly popular and significant Wellington Waterfront location.

Technical challenges including the site's exposure to high winds, site gradient and Wellington's seismic activity risk were also discussed and agreed as fundamental issues to be taken into account in the garden design and construction.

The philosophy of a Garden telling the story of the Chinese community's settlement and contribution to a new and growing New Zealand was agreed by all as the basis for delivery of a special and unique garden. The garden will symbolically increase the link between Wellington and Xiamen as sister cities and New Zealand and China. Agreement was reached on the contribution Xiamen and Wellington (through the Wellington Chinese Garden Society and Wellington City Council and partners) will each provide to enable the Garden to be constructed.

These are summarised as follows:

## **Xiamen**

Construction materials 'above ground' including:

- Granite Pai Lau
- Granite for surface paving, stairs, seating, and bridges
- Granite wall cladding and capping
- Granite pond linings and finishes
- Rockwork for pond and waterfall
- Building construction materials (excluding significant structural steel) for the pavilions and tea house

Engraving of specified artworks and interpretative material, including an inscribed Chinese poem

Decorative screens

Provision of Chinese construction team to install the above mentioned materials including payment of travel costs, labour and insurances

Furniture and furnishings for the tea room

Chinese- style light fittings

Adhesive for granite cladding and steel pillar facings

## **Wellington**

Design work to finalise the design and the production of working drawings and specifications for construction

All consent and approvals required

Site preparation including demolition of the existing structures, provision of infrastructure services, and foundations

All mechanical services

All Electrical services for lighting and security

Structural steel

Concrete structural walls and base layer for paths which form the base for granite facing

Landscaping plants and trees

Content, design and layout of Interpretative panels

Project management of the construction

Accommodation for Chinese construction team

## **Next steps**

February 2015; The Wellington design team will develop the design to incorporate the agreed principles discussed and noted above and the elements that were agreed as requiring design refinement at the meeting in Xiamen on 6 February 2015

March 2015; The Wellington Design team will provide the final concept design to the Xiamen Municipal Bureau of Public Facilities and Landscaping for discussion, review and development of specification and quantities

End March 2015; Agreement on the final developed design and specifications

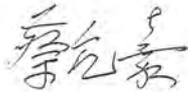
April May 2015; The Wellington design team will complete working drawings and specifications and will prepare application for resource consent

End June 2015; Wellington City Council to lodge resource consent application

February 2015- December 2015; Fundraising by Wellington Chinese Garden Society

Provided that the Chinese Garden project obtains the resource consent as required by New Zealand Law, the Wellington Chinese Garden Society's fundraising efforts are successful, and the contribution to be borne by the Xiamen Municipal Government is within the scope of affordability of Xiamen City, the construction work of the Chinese Garden project will commence by the end of 2016, and will strive for completion in 2017 when the two cities celebrate the thirtieth anniversary of the Wellington and Xiamen Sister City Relationship.

The above information will add to the Memorandum of Understanding on Jointly Building the Wellington Chinese Garden which was signed by Wellington City and Xiamen in 2014.



Cai Yunjia  
Director  
Xiamen Municipal Bureau of  
Public Facilities and Landscape



Sally Dossor  
Director  
Governance  
Wellington City Council

# 惠灵顿中国花园项目会谈备忘录

就在惠灵顿海边一块极为重要和使用率极高的地段兴建中国花园一事，厦门市人民政府与惠灵顿市政府（及惠灵顿中国花园协会）经过2月5至6日两天的深入讨论，就惠灵顿中国花园内涵的理念、整体大小及其它各方面都达成了共识。

洽谈期间，双方提到与花园设计和兴建有关的技术性重点议题，包括惠灵顿的强风、所选园址的高低差及惠灵顿地震风险。

惠灵顿中国花园内涵的理念是以园林形式讲述华人移民侨迁新西兰的历史，及对新西兰发展所做的贡献，并以此为基础建设一座独一无二的现代中国花园。花园象征了厦门市和惠灵顿市两所友好城市之间的情谊，并具体体现了中新两国的友好关系。

厦门市和惠灵顿市（包括惠灵顿市政府及中国花园协会）就惠灵顿中国花园设计与建筑的具体责任分配达成以下协议：

## 一、厦门市负责的部分

（一）将提供地面上有中国特点的建筑的物料，包括：

- 1、花岗石牌坊；
- 2、花岗石（以用于建筑小径、座椅、石桥等设施）；
- 3、花岗墙覆面及柱头；
- 4、花岗石水池隔板及装饰；
- 5、假山、假石及瀑布景观所需的特形石材；
- 6、梁柱及茶馆的建筑物料（结构性钢材除外）。

（二）将提供所有浮雕、影雕，包括厦门市赠送的宋词碑石（以及相关的解说材料）

（三）将提供漏窗、雕花窗

（四）将提供安装上述建筑材料的厦门工人（含所有旅费、工资、保险费）

（五）将提供茶馆的桌椅、摆设

（六）将提供中国特点的灯饰

（七）将提供砂浆（供粘贴用，由厦门市出资于新西兰采购）

## 二、惠灵顿负责的部分

（一）将提供所有与公园设计、施工图、建设明细有关的工作；

（二）所有建筑许可；

（三）工地准备工作——包括现有建筑物的拆卸、地基、底层结构；

（四）施工机器；

（五）水电工程及保安工作；

（六）结构性钢筋；

（七）混凝土结构墙及公园小径铺设花岗石之前的底部工作；

（八）植物及园林设计与布置；

（九）展示品（包括互动展览品）的布置及内容；

（十）建筑期间的项目管理工作（包括监督工作）；

（十一）厦门工人的住宿安排。

## 三、指标性时间表

（一）2015年2月：惠灵顿设计团队将按2015年2月6日双方讨论所达成的共识，以及上述列出的明细，对惠灵顿中国花园的设计图进行相应修改。

（二）2015年3月：惠灵顿设计团队将向厦门市市政园林局提交惠灵顿中国花园设计图的修订版本，以供双方讨论最终设计方案及各项设施的建筑物料、大小及数量。

（三）2015年3月底：双方就最终设计和各设施大小达成最终共识和协议。

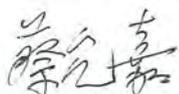
（四）2015年4月及5月：惠灵顿设计团队将制作施工图、施工明细，并准备所有建筑许可申请文件。

（五）2015年6月底：惠灵顿市政府提交建筑许可的申请。

（六）2015年2月至12月：惠灵顿中国花园协会进行筹款活动。

如果根据新西兰法律资源许可证获得批准，惠灵顿市的中国花园协会筹款顺利且惠灵顿市需要厦门市承担的费用也在厦门市能力的范围内，则中国花园项目应在2016年内动工，并争取于2017年惠灵顿厦门两市结为友好城市三十周年之际完成。

以上条款可作为2014年惠灵顿厦门两市签订中国花园协议备忘录的补充。



厦门市市政园林局

蔡允嘉 局长

2015年2月9日

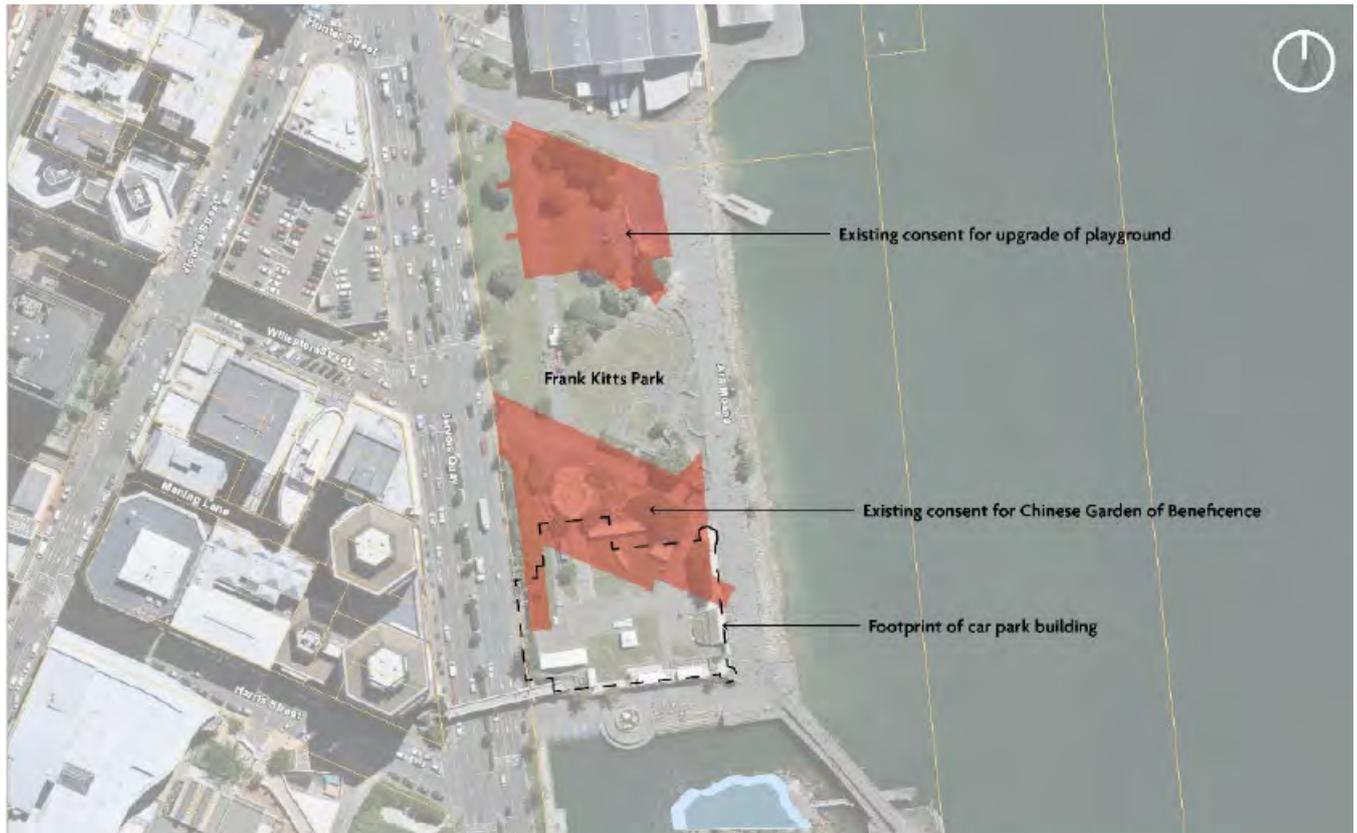


惠灵顿市政府城市管理局

赛莉-多萨 局长

2015年2月9日





## Chinese Garden - Timeline of agreements and garden proposal development

<b>June 1987</b>	Xiamen sister city relationship was established between Wellington City Mayor Jim Belich and Xiamen city Mayor Zou Erjan.
<b>1998</b>	The Wellington Xiamen Association was established to continue to forge the relationship between the two cities.
<b>October 2000</b>	A Memorandum of Understanding was signed between Wellington City Council and Xiamen Municipal People's Government to create a Chinese Garden on the transition site adjacent to Waitangi Park.
<b>August 2003</b>	A memorandum of understanding between Wellington Waterfront limited, Wellington City Council and the Wellington Chinese Garden Society was signed that outlined the following responsibilities: Wellington Waterfront Limited - Provide 3000sqm site (the transition site), obtain resource consent and, own, manage and maintain the garden upon completion. Wellington Chinese Garden Society - Design, plan, develop, construct, and fund the garden and, upon completion transfer the ownership to Wellington Waterfront Limited.
<b>2006</b>	Wellington Waterfront Limited and Wellington Chinese Garden Society explore alternative sites for the Chinese garden due to issues with the transition site and potential development of the art gallery. It is agreed that Frank Kitts Park would be a suitable site.
<b>2014</b>	A new memorandum of understanding is signed between WCC and XMPG. The MoU sets out the way in which the two cities will work together, key responsibilities are as follows: Wellington City Council - Land use approval, seek part of the funding from the local Chinese community, lead the construction of foundations, earthworks, structures, water and power supply, provide project management expertise and support any design and construction technicians from Xiamen and, transport construction materials from the Port of Wellington Xiamen Municipal People's Government - to review and confirm the design, to provide Chinese construction materials and ship them to the Port of Wellington and, to send Chinese technicians to Wellington to assist with construction
<b>2014 – 2016</b>	The development of the concept design for the Chinese garden as part of the broader Frank Kitts Park revitalisation. This included public consultation and culminated in a resource consent process that was open for public submission for the month of June 2016. The consent was granted and immediately appealed by Waterfront Watch and a regional Councillor.
<b>April 2018</b>	The appeal was dismissed by the environment court and the consent was granted.

## **2.5 The Fale Malae Proposal**

**Moved Mayor Foster, seconded Councillor O'Neill**

### **Resolved**

That the Strategy and Policy Committee:

1. Receive the information.
2. Support the establishment of a Fale Malae in Wellington.
3. Note that the Trust is seeking funding from the Ministry of Culture and Heritage to progress detailed design work for the site and requires an agreement in principle from Council to be able to progress those discussions.
4. Note that the Trust's preferred site for the proposed Fale Malae is Bunny Street between Rutherford House and Old Government House.
5. Note that development on the preferred site will trigger a number of council processes including road stopping and resource consent or alternatively Council agreement to develop a Local Bill.
6. Note that no other financial contribution is being sought from the Council.
7. Note that any future decisions around the process and gifting or leasing of land remain Council's to make.
8. Agree in principle for the Fale Malae Trust to continue investigating the Bunny Street site between Rutherford House and Old Government House for the establishment of a proposed Fale Malae to enable the detailed design work to progress.
9. **Note that Mana Whenua, Taranaki Whanui, and Te Ati Awa are represented on the Trust.**

**Carried**

### Options development

As information about the carpark building and ground seismic performance became available, a range of interdependent and competing factors were emerging that impacted the future of Frank Kitts Park (Table 2).

Table 2: Outline of competing factors

2000s >>	Physical/Social/Political change		>> 2021
Chinese Garden	Children's Playground	Open Space	Waterfront connection
LGWM interface	Carpark resilience	Ground stability	Sea level rise
Events space	Fale proposal	Funding availability	City priorities

Given these competing factors and the timeframes within which they were needing to be addressed, in September 2020 The Property Group (TPG) provided independent advice on future options for the park.

The TPG analysis and options list has informed Officer advice, overlaid with the new information about ground conditions and remediation costs since the TPG options were produced.

### Councillor Feedback LTP Options

At an October 2020 Waterfront LTP options workshop, the dynamics and options within the precinct were discussed with councillors. Drawing from the TPG advice, the option most favoured by councillors was for:

- a rescoped Children's Playground
- retaining the car park with no strengthening budgeted, noting a 15 year timeframe to strengthen
- not proceeding with the Chinese Garden given the uncertainty of funding from the Chinese community
- and completing deferred maintenance on the balance of the park.
- This option was estimated at the time to cost \$6.5m.

Given the above factors three options have been considered (Table 3).

Table 3: Options to address the carpark building

Option 1	<p><b>Redevelop</b></p> <p>Develop a programme for demolition and redevelopment. This may be through Council acting alone or as part of a redevelopment scheme that integrates the Chinese Garden, and Fale Malae proposal - if that is successful. A demolition and redevelopment programme would need to include (not exclusive):</p> <ul style="list-style-type: none"> <li>• Demolition scope definition: <ul style="list-style-type: none"> <li>• to include carpark building</li> <li>• assess impact and inclusion/exclusion in scope of the Jervois Quay pedestrian overbridge</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• make good works to adjoining areas, including affected pedestrian and vehicle corridors</li> <li>• Financial implications</li> <li>• Timing and programming implications</li> <li>• Consenting and other regulatory requirements, e.g. Reserves Act, LGA, GWRC</li> <li>• Stakeholder management and communications</li> <li>• Construction and traffic management planning</li> <li>• Impact on the Chinese Garden design, construction and use, particularly along the southern edge.</li> <li>• Impact on the small businesses currently occupying the edge of the carpark building, and loss of dragon boat storage.</li> <li>• Impact on the future use of the area for events and passive/active recreation</li> <li>• Councillor approvals, e.g. demolition is a disposal of a Council asset.</li> <li>• Review the future options for the site, recognising integration of existing (Chinese Garden) and future proposals (Fale Malae), e.g. open grassed area, at grade carpark</li> </ul>
Option 2	<p><b>Strengthen</b> Retain the building for use as a carpark and plan for its remediation within the allowed timeframe (by 2034).</p> <ul style="list-style-type: none"> <li>• Allows receipt of the carparking income, approx. \$300k pa.</li> <li>• Does not prudently address the full cost of remediation, which will only increase with time</li> <li>• Does not address the short to medium term risk to public safety</li> <li>• Impacts giving effect to the consented development, including Chinese Garden.</li> <li>• Frustrates the Fale Malae proposal</li> <li>• Increased uncertainty: for the small businesses, and use of the event space while planning and decisions are made</li> </ul>
Option 3	<p><b>Delay</b> Close the carpark and retire it while a decision is made on its future.</p> <ul style="list-style-type: none"> <li>• Delays decisions on remediation</li> <li>• The short to medium term risk to public safety for users of rooftop and promenade areas immediately adjacent, is not addressed</li> <li>• Impacts giving effect to the consented development, including Chinese Garden.</li> <li>• Parking income would not be received</li> <li>• Frustrates the Fale Malae proposal</li> <li>• Frustrates decisions for small businesses and event space</li> </ul>

The recommended course of action is Option 1 – demolish the carpark and redevelop the site. This option is the most economic and efficient way of addressing the above challenges and would support either the consented redevelopment of the park or some other redevelopment option such as the Fale Malae.

Given the increased understanding of what is required to remediate the carpark, what it would cost to do so, and the timeframes, the position taken following the 2020 DSA should be

reviewed, with updated advice provided to the Chief Executive on whether to retain the carpark and upper park open for public access and use.

It is anticipated that a range of consents will be required, including resource consent and those administered by Greater Wellington Regional Council – and include:

a) District Plan Rule

3.4.5 The development of new, or the modification of existing open space in the Lambton Harbour Area, is a Discretionary Activity (Unrestricted). Except that this rule does not apply to:

- the maintenance of existing open space (which is a Permitted Activity)

b) Greater Wellington Regional Council

- Operational Stormwater from a new urban development (Regional Freshwater Plan, Rule R48A)
- Earthworks (Regional Freshwater Plan, Rule R99) – there is a 3000m<sup>2</sup> trigger and no required setback from CMA
- Consent requirements of possible land contamination
- Coastal disturbance and structure rules if the works are below Mean High-Water Mark
- Seawall is currently not listed.
- The sea immediately adjacent to Frank Kitts Park is a site with significant mana whenua values

### *Risks*

There are a range of risks arising from the challenges to the future of Frank Kitts Park. Fully addressing these risks is outside the scope of this paper. A full risk analysis will be a primary workstream within the recommended option of investigating and developing a programme for redevelopment. However, an outline of the risks identified premised on Option 1 being adopted include:

- Clarity on costs and sources of funding including:
  - Chinese garden
  - Ground remediation
  - Contributions to the Fale Malae
  - Loss of event space
- Scope clarity and containment
- Resourcing across the lifecycle
- Regulatory environment including
  - Future status of the existing resource consent
    - Requirements for demolition, ground remediation
    - Landowner approvals
    - Role of the LGA and Reserves Act in the context of a park
- Immediate and short term future and use of the carpark and adjoining park areas
- Public expectations and obligations to consult and engage
- Strategic role of Frank Kitts Park in the city scape
- Programming – aligning decisions and actions between stakeholders – Council, Chinese Garden Society, Fale Malae Trust
- Obligations to the Chinese Garden Society; legal and reputational
- The reputational and political risk in relation to the aspirations and expectations of the Fale Malae Trust

Where the Act requires Council to consult on a particular draft policy or decision, Council will prepare and make available:

- a description of what it intends to do, and why;
- an analysis of the practical options (with advantages and disadvantages); and
- a draft of the policy or relevant document (or details of the changes to any policy or document).

### 7. Strategic assets

The Act requires that any decision that significantly alters the level of service provided by the Council of a significant activity (including a decision to commence or cease such an activity) or transfers ownership or control of a strategic asset to or from the Council must be explicitly provided for in the Long-term Plan and can only be consulted on in the Long-term Plan, in accordance with section 93E of the Act<sup>8</sup>.

*Legal framework Strategic assets are defined in section 5 of the Act as: "...an asset or group of assets that the local authority needs to retain if the local authority is to maintain the local authority's capacity to achieve or promote any outcome that the local authority determines to be important to the current or future well-being of the community; and includes:*

- a) any asset or group of assets listed in accordance with section 76AA(3) by the local authority; and*
- b) any land or building owned by the local authority and required to maintain the local authority's capacity to provide affordable housing as part of its social policy; and*
- c) any equity securities held by the local authority in:*
  - a port company within the meaning of the Port Companies Act 1988:*
  - an airport company within the meaning of the Airport Authorities Act 1966."*

Section 76AA (3) of the Act requires that the Council "must list the assets considered by the local authority to be strategic assets." These assets are determined to be important to achieving the Council's community outcomes. In addition, assets or groups of assets are listed as strategic if the Council ownership or control is essential to the long-term provision of the associated service.

### Group or Whole-of-Asset Approach

The Council takes a group or whole-of-asset approach<sup>9</sup> i.e. it means the group assets as a whole and not each individual asset within the group. Without limiting the application of this provision to other assets, the following examples of the application of this policy to group assets are given:

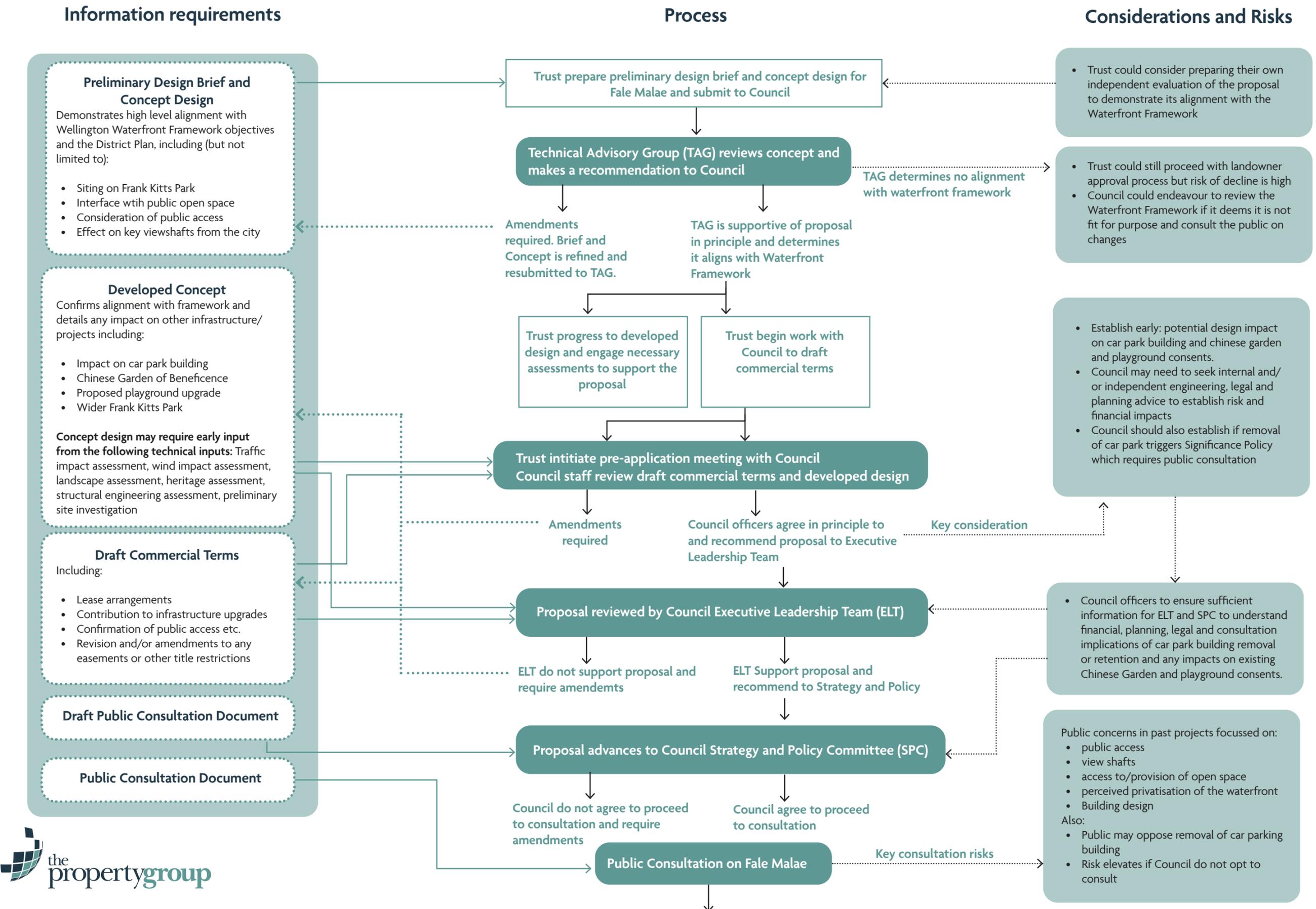
- "Water supply network assets" means those group assets as a whole and not each individual pipeline, reservoir, and pump station. The Council does not consider that the addition or deletion of parts of that group asset (being a part of the group asset as a whole) will affect the overall group asset's strategic nature.
- "Roading assets" and "reserve assets" mean those group assets as a whole. Therefore, if the Council acquires land for a new road (or the formed road itself) or new reserve lands as a result of subdivision, those additions are part of the day-to-day business of managing the roading and reserves assets.
- Decisions that involve the transfer of ownership or control of an element of a group strategic asset where the remaining assets of the group still enable the Council to meet its strategic outcome will not on their own be regarded as a strategic asset. Examples include:
  - decisions to facilitate the development of the waterfront in accordance with the Waterfront Framework (April 2001) or other similar policy for the waterfront
  - disposal of former roads, provided that the Council has followed the road stopping processes under the Public Works Act 1981
  - disposal of individual reserves, provided that the Council has followed the procedures in the Reserves Act 1977 or the Local Government Act 2002 for areas managed as reserve but not covered by the Reserves Act. The Wellington Town Belt Act 2016 does not allow removal of land from the Wellington Town Belt except under the provisions of the Public Works Act 1981.

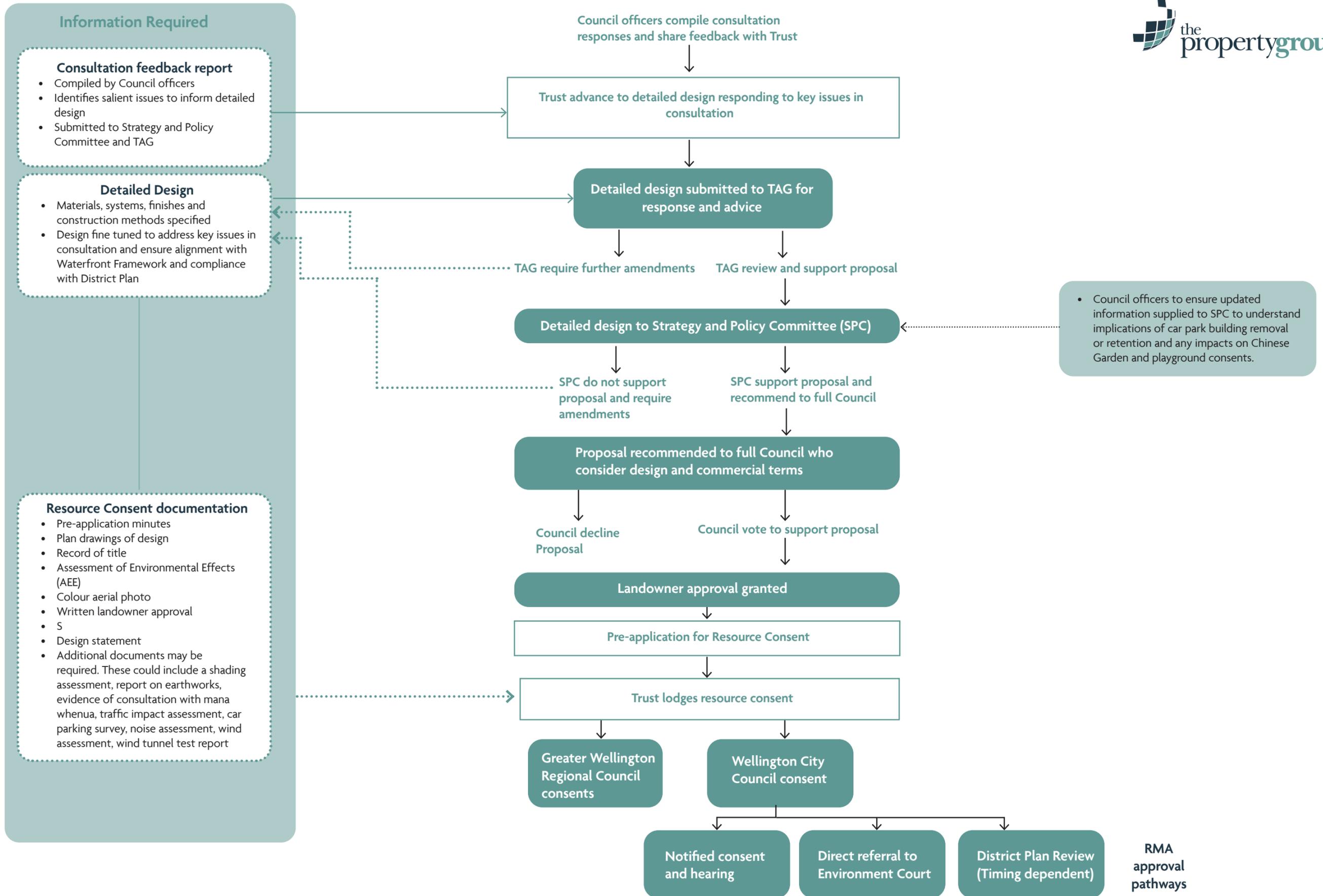
<sup>8</sup> Section 93E of the Local Government Act 2002 covers the additional content of consultation documents for adoption or amendment of a Long-term Plan where section 97 applies to proposed decision.

<sup>9</sup> Does not apply to equity securities in Wellington International Airport Limited



Figure 1: Wellington Waterfront Landowner Approval Process





## **Resource Consent considerations for Fale Malae- excerpt from TPG 'Fale Malae report'**

### *Fale Malae*

Resource consent will be required. The following matters will be considered in relation to the Fale Malae proposal:

- whether the ground floor of the building has an 'active edge' that supports the public use of the space and which is predominantly accessible to the public.
- whether the addition or alteration will result in a building that will be complementary to, and of a scale appropriate to, other existing buildings adjacent and nearby.
- whether the addition or alteration respects the form and scale of the existing building.
- whether the addition or alterations will have a material effect on sunlight access to any open space.
- whether the addition or alteration will intrude on an identified viewshaft.
- whether the addition or alteration adversely affects the heritage values or significance of the heritage building.
- the adverse effects of the building work on wind, views, shading and sunlight on adjacent properties in the Central Area.

### *Waterfront Framework*

The Wellington Waterfront Framework is a key document in any assessment of proposed new buildings or structures. Key guiding principles and objectives include:

- Any development will be of a high quality.
- Any new buildings will be complementary to, and in a scale appropriate to, the existing buildings around them.
- The waterfront is part of Wellington and new work will complement the buildings and public spaces in the adjacent city
- Recreational, cultural and civic uses are particularly appropriate for the waterfront, complementary to similar uses in other parts of the city.
- There will be an allowance for some commercial development on the waterfront
- New buildings can be considered for the waterfront.
- The public should be consulted – either through the stage two process or through a statutory planning process – about any proposed new buildings and any significant changes to existing buildings.
- Ground floors of buildings will be predominantly accessible to the public.



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## **TE ATAKURA FIRST TO ZERO 2021 UPDATE**

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### **Purpose**

1. This report asks the Pūroro Āmua | Planning and Environment Committee to note the Te Atakura First to Zero 2021 Update document and approve it for publication on our website following this meeting.

### **Summary**

2. The attached document is the start of annual updates to *Te Atakura First to Zero* plan. It includes a review of what has been done to date, as well as what is planned in the short and medium term as per the agreed Long Term Plan initiatives. Te Atakura was always intended to be a “live” and evolving plan, and this update is the first iteration of this approach.
3. In addition to being an update on the status of agreed Te Atakura initiatives, the attached also updates the City’s 2030 target to be in alignment with the cities guidance from the Science Based Target initiative. The new City target is a 57% reduction in emissions by 2030 compared to 2020.
4. Resetting our 2030 target also allows us to commit to the Race to Zero pledge, a campaign to show that cities, businesses, universities and NGOs are all united in wanting the upcoming international climate action talks in Glasgow (COP26) to result in stronger national targets and climate action policies.

### **Recommendation/s**

That the Pūroro Āmua | Planning and Environment Committee:

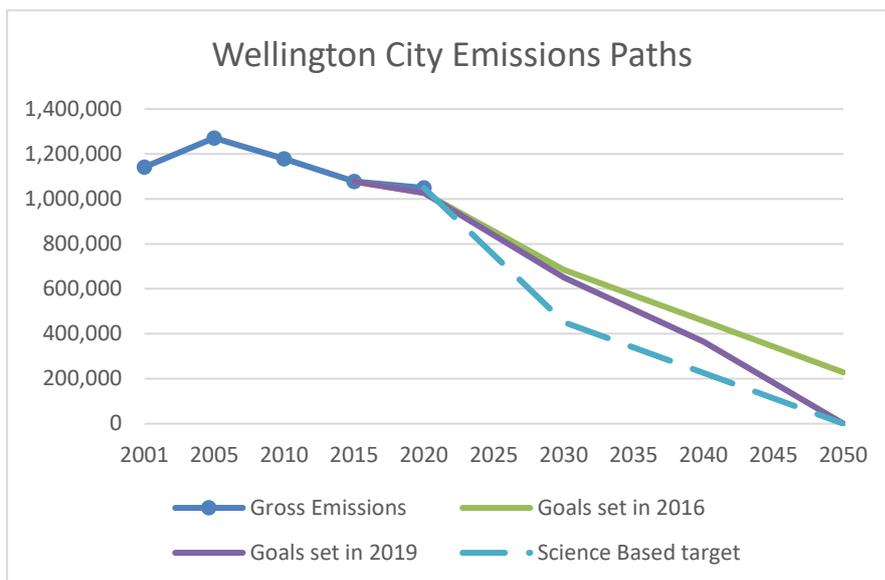
1. Receive the information.
2. Agree that officers publish the Te Atakura First to Zero 2021 Update on the Council website.
3. Note that the City target for 2030 has been updated to a 57% reduction compared to 2020.
4. Note that Council will sign up to the Race to Zero pledge via the CDP website, and will participate in events and publicity of Race to Zero in the lead up to COP26.

### **Background**

5. Wellington City Council declared a climate and ecological emergency in 2019, and approved the Te Atakura First to Zero blueprint. This was followed by the 2020 Implementation Plan, and information in the 2021-2031 Long Term Plan as to what specific actions are being undertaken by Council to respond to the climate emergency.

**Discussion**

6. Updating our target
7. The decade leading up to 2030 is recognised as a crucial timeframe in order to have a chance of staying below 1.5°C of global warming. For this reason we have realigned our target to use 2020 as our baseline, and have re-set the level of ambition to meet the requirements for a science- based target. Using the One Planet City Challenge (OPCC) methodology for city target setting, Wellington City needs to reduce its emissions by 57% between 2020 and 2030, and then continue to reduce to net zero carbon by 2050.
8. The OPCC methodology is recommended by the Science Based Target Initiative in their City Guidance document SBTs-for-cities-guide.pdf (sciencebasedtargetsnetwork.org). The methodology ensures that each sector of the economy is doing their part, that targets are equitable, and likely to meet the Paris Agreement ambition of limiting global warming to 1.5 degrees.
9. Figure 2 from the update shows the previous targets set by Council in 2016 and 2019, and compares that to the new science-based target.
10. **Figure 2 – Actual GHG reductions 2001-2000 and different pathways to 2050**



11. Race to Zero pledge
12. Resetting our 2030 target also allows us to commit to the Race to Zero pledge, a campaign to show that cities, businesses, universities and NGOs are all united in wanting the upcoming international climate action talks in Glasgow (COP26) to result in stronger national targets and climate action policies.
13. In joining Race to Zero, Council commits to:
  - Publicly endorse the following principles:
    - We recognise the global climate emergency.

- We are committed to keeping global heating below the 1.5°Celsius goal of the Paris Agreement.
  - We are committed to putting inclusive climate action at the centre of all urban decision-making, to create thriving and equitable communities for everyone.
  - We invite our partners--political leaders, CEOs, trade unions, investors, and civil society--to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.
  - Reach (net)-zero in the 2040s or sooner, or by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.
  - In advance of COP26, explain what steps will be taken toward achieving net zero, especially in the short- to medium-term.
  - Set an interim target to achieve in the next decade, which reflects a fair share of the 50% global reduction in CO2 by 2030 identified in the IPCC Special Report on Global Warming of 1.5°Celsius.
  - Immediately proceed to planning at least one inclusive and equitable climate action as listed on [www.citiesracetozero.org](http://www.citiesracetozero.org) that will help to place your city on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022.
  - Report progress annually to CDP, from no later than 2022.
14. Note that content in the Te Atakura First to Zero 2021 Update and preceding two documents cover all the above requirements.

## Options

15. Not updating our reduction target for 2030 would mean that our City target does not support limiting global warming to 1.5 degrees, in alignment with the Paris Agreement and New Zealand’s national goal in the Zero Carbon Act.
16. If we choose not to join the Race to Zero pledge we miss the opportunity to demonstrate our leadership on climate action through the publicity of the pledge planned by the British High Commission and others. Auckland Council are joining the pledge, and Christchurch City Council and Hutt City Council are also likely signatories.

## Next Actions

17. Officers will publish the update report on Council’s website.
18. Officers will sign up to the Race to Zero pledge.

## Attachments

Attachment 1. Te Atakura First to Zero 2021 Update - Draft

Page 128

Author	Alison Howard, Manager Climate Change Response
Authoriser	Liam Hodgetts, Chief Planning Officer



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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Te Atakura has been through community consultation, including as part of the LTP consultation earlier this year.

### **Treaty of Waitangi considerations**

We have started discussions with Mana Whenua on how to bring a stronger Te Ao Maori point of view to the work. These discussions are ongoing.

### **Financial implications**

There are no financial implications as this is an update report, and doesn't change the scope of agreed initiatives as per the LTP.

### **Policy and legislative implications**

N/A

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

As discussed above.

### **Communications Plan**

As discussed above.

### **Health and Safety Impact considered**

N/A

# ***Te Atakura – First to Zero*** **2021 Update**

23 September 2021

**[INSERT PHOTOS ACROSS BOTTOM OF THIS PAGE]**

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# Executive Summary

In 2019 Wellington City Council declared a climate emergency and committed to ensuring Wellington City becomes a net zero carbon city by 2050 – including making the most significant reductions this decade to help limit global temperature increases to 1.5 Celsius above pre-industrial levels.

The last 12 months since the release of the implementation plan for *Te Atakura – First to Zero* have been significant in creating the foundations at both a local and national level to achieve Wellington City's targets for emissions reductions and address climate change adaptation. This is our first annual update of that plan, and provides a progress report on the actions we committed to under *Te Atakura* and how the city's emissions are tracking.

## Increasing the ambition

We recognise the urgency with which we need to approach the implementation of *Te Atakura* and the importance of the next decade for emissions reduction. Accordingly, we have reset our 2030 reduction target to 57% of 2020 emissions, using the city guidance produced by the Science Based Target Initiative. We are also joining the Race to Zero pledge, an initiative that is seeking cross-sector support for higher levels of national ambition leading into the global climate action negotiations, referred to as COP26 (the United Nations' 26<sup>th</sup> "conference of the parties), in Glasgow later this year.

## We can't do this alone

This plan update does not yet lay out a roadmap for how the city will achieve these goals. Partnerships and collaborations are being kicked off this year, through the Wellington Climate Lab initiative and other forums. These conversations are intended to develop new initiatives across the economy and society of Wellington, to supplement the actions that the Council can take as a local government authority. We see the Council's role as facilitating, city shaping, leading, and supporting all of Wellington to participate in this challenge. There is a long way to go, and a short period of time to get there.

## Central government policy is key

The *Te Atakura* blueprint acknowledged the crucial role central government needs to play in order for Wellington to achieve its carbon reduction targets. The Climate Change Commission's advice to government has provided a strong indication of the policies, regulation and funding that are likely to be put in place at a national level, and Council is eagerly awaiting central government's draft National Emissions Reduction Plan, which will be released shortly and finalised by December 2021.

**We encourage you to read this update and engage with us on climate change, particularly where you can help accelerate the journey to net zero.**

## **Our plan is fully funded**

The initiatives outlined in this plan are fully funded in Council's 2021-2031 Long-term Plan, and continue to focus on the key action areas outlined in the implementation plan released in August 2020, with slight amendments. A full list of initiatives that have been considered, are in progress, under investigation, or have been investigated and discontinued, is included in the Appendix. All of these initiatives are underpinned by the climate action measurement framework and strong partnerships.

### **Action areas to become a net zero carbon city**

#### Transport and urban form

We need immediate actions to change how we move around the city to low-carbon options, supported by a compact urban form.

#### Building energy

We need substantial gains in energy efficiency, and a shift from natural gas to renewable electricity.

#### Advocacy

We must use our relationships and position to argue for stronger central and regional climate action, and better regulatory and policy frameworks.

#### City-wide actions

We must foster the innovation and creativity of Wellingtonians to develop and deliver solutions with support of Council

### **Actions to lead by example**

We must walk our talk and demonstrate leadership by reducing our own emissions. Council emissions arise from the stationary energy we consume, our landfill, and our supply chain.

### **Actions to adapt to the changing climate**

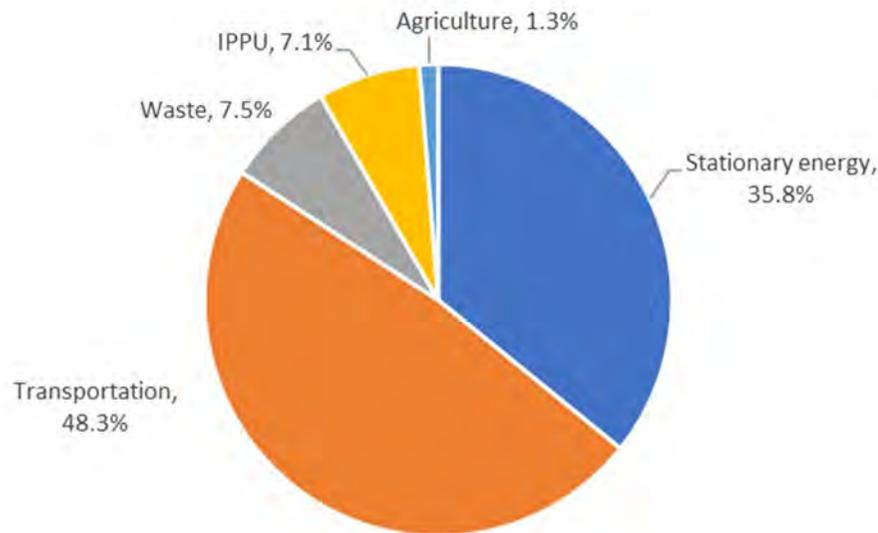
We must both support Wellingtonians in their journey to understand and prepare for climate change impacts, and ensure Council assets are resilient in the face of natural hazards exacerbated by climate change.

# Wellington city's emissions

Wellington city's net greenhouse gas emissions<sup>1</sup> between 2001 and 2020 have fallen by 7%. This is an encouraging sign that our emissions have decoupled from economic growth and population growth, however the rate of reductions needs to significantly increase in order to limit global warming to 1.5 degrees as outlined in the Paris Agreement and the Zero Carbon Act.

The city's Greenhouse Gas Emissions Inventory has been updated for the year ending 30th June 2020. Figure 1 provides a breakdown of the city's emissions. Total gross emissions for the year were 1,049,016 tCO<sub>2</sub>e, dominated by road transport (petrol and diesel) and stationary energy consumption in homes, office buildings and industry (electricity and natural gas consumption).

**Figure 1: Wellington City's gross emissions split by sector (tCO<sub>2</sub>e)**



<sup>1</sup> Net emissions take into account carbon sequestration from forests. Gross reductions during this timeframe were higher (8%) however there was also an increase in forestry harvesting, leading to lower net reductions.

## Consumption based inventory

Our greenhouse gas inventory and the targets we set are focused on scope 1 and 2 emissions<sup>2</sup>. We don't include Scope 3 'consumption emissions', which refers to the emissions associated with producing, transporting, selling, using and disposal of the product. For example, in the Wellington Region, emissions from agriculture are small, yet as a region we consume significant amounts of meat and dairy.

While we don't currently calculate these emissions, we still want to reduce them. Our upcoming Waste Strategy for example, includes a focus on changing Wellingtonian's approach to purchasing, and supporting those choices through advocating for a transition to a waste-free, circular economy.

<sup>2</sup> Scope 1 emissions occur from sources located within the city boundaries, e.g. fossil fuel consumption for transport and heat, methane from organic waste and animals, and industrial product use (refrigerants and other chemicals). Scope 2 emissions occur from the use of grid-supplied electricity.

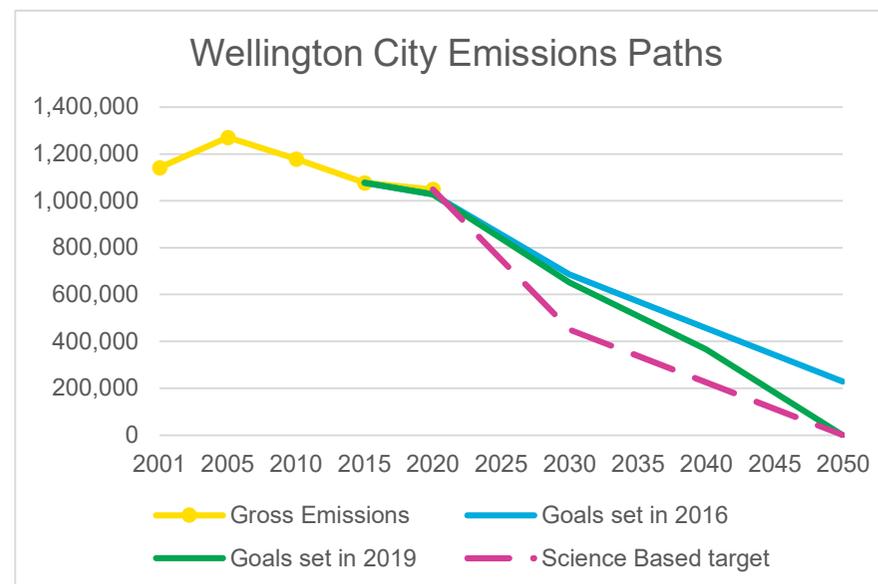
# The City targets

The decade leading up to 2030 is recognised as a crucial timeframe in order to have a chance of staying below 1.5°C of global warming. For this reason, we have realigned our target to use 2020 as our baseline, and have re-set the level of ambition to meet the requirements for a science-based target. Using the One Planet City Challenge (OPCC) methodology for city target setting<sup>3</sup>, Wellington City needs to reduce its emissions by 57% between 2020 and 2030, and then continue to reduce to net zero carbon by 2050.

Resetting our 2030 target also allows us to commit to the Race to Zero pledge, a campaign to show that cities, businesses, universities and NGOs are all united in wanting the upcoming international climate action talks in Glasgow (COP26) to result in stronger national targets and climate action policies.

Figure 2 shows the previous targets set by Council in 2016 and 2019, and compares that to the new science-based target.

**Figure 2 – Actual GHG reductions 2001-2000 and different pathways to 2050**



<sup>3</sup> Current best practice is to set a science-based target, which is a methodology developed by the Science Based Target Initiative to ensure that each sector of the economy is doing their part, that targets are equitable, and likely to meet the Paris Agreement ambition of limiting global warming to 1.5 degrees. We have used the One Planet City Challenge (OPCC)

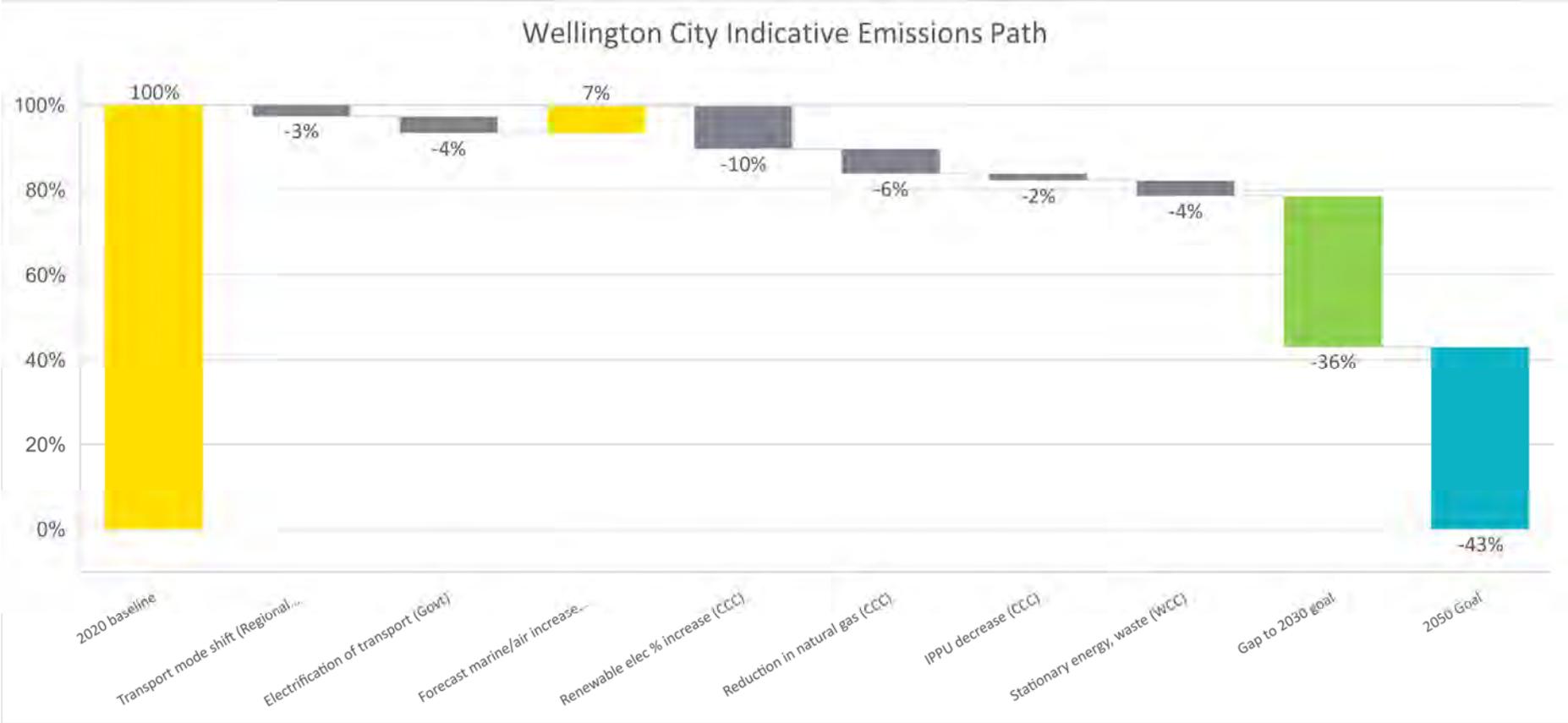
methodology, as outlined in the SBTi's City Guidance document. [SBTi's City Guidance document. SBTi's-for-cities-guide.pdf \(sciencebasedtargetsnetwork.org\)](https://sciencebasedtargets.org/sites/default/files/2021-06/2021-06-01_SBTi_City_Guidance.pdf). Note that we used 2018 to set the target in alignment with the methodology, and then re-calculated it to use 2020 as the base year.

# Delivering the plan – in partnership with others

Achieving our reduction targets will require a concerted effort from all parties that control or can influence emissions. This includes the Council delivering on its committed actions as well as providing the catalyst for new innovative thinking; central Government delivering on plans to decarbonise both transport and electricity generation; and key emitters within the city implementing robust plans for decarbonisation.

Figure 3 summarises potential sources of emissions reductions based on existing, planned and funded initiatives, either led by Council or others, and modelling by the Climate Change Commission of the emissions reductions of their recommended policy settings that could be adopted by central government in the National Emissions Reduction Plan.

This highlights the importance of our role in advocating for policy change, and the investments we are making to foster innovation and support others to act. We will update this graph every year as we develop new actions or identify actions that others are taking that will impact on the City’s emissions.



## **We can't do it on our own**

The Council recognises that becoming a net zero carbon city will only happen with the support of our entire community. Both systematic transformation by the public and private sectors and individual behaviour changes are needed to achieve zero emissions – one without the other will not get us the necessary scale of change at the necessary pace.

## **Community engagement**

Community feedback in Wellington on climate change and climate action has been consistent and overwhelmingly in favour. In 2019, 92% of survey participants asked if the Council should prioritise becoming zero carbon by 2050 answered “yes, it must be done no matter what.” In 2020, our residents survey showed that 93% of residents were a little, somewhat, or very worried about climate change. The focus of community engagement for the coming year is to create connections for Wellingtonians between the way they live and move around the city, and the contribution those choices make to reducing carbon emissions.

## **Behaviour change**

While the Council has the ability to create the potential for low-carbon living, Wellingtonians are the ones who will make that come alive in their day-to-day choices. We have a dynamic, committed community; with business, community groups and individuals already taking climate action. Council acknowledges it has a key role to play in supporting the work already underway, and facilitating more action over the coming decade, through practical support, and helping to facilitate changes in our lifestyles.

## **Te Atakura Steering Group**

This group has been extremely valuable in providing feedback on the Council's plans, and the specific initiatives taken forward into consultation on WCC's 2021-2031 Long-Term Plan. Membership includes representatives from Wellington's educational institutions, iwi, business and community groups. Members bring a range of perspectives representative of the Wellington community including youth, health and wellbeing, communications, air travel and city connections, and business. In the coming year, the group will continue to meet to share ideas and support each other in the carbon reduction challenge.

## **Wellington Climate Lab**

Several members of the Te Atakura Steering Group have been involved in the design of the Wellington Climate Lab and will carry that participation forward in the hope of creating impactful collaborations to deliver carbon reductions at scale and with urgency. This will be a key way in which we will capture the thinking of others.

## **Regional collaboration**

The Council is a member of the Wellington Region Climate Change Forum, and through this forum is working on two of the Regional Growth Framework's workstreams - on carbon reduction and climate change adaptation. This work will integrate climate change mitigation and adaptation into Wellington Regional Growth Framework, which is creating a framework for development over the next 30-years that is low-carbon and resilient. These active collaborations with other councils within the Wellington Region, including mana whenua representation, are an opportunity for officers and Councillors from across the Wellington region to network, discuss issues, share information and achieve a regional approach to climate change mitigation and adaptation.

## Partnership with iwi

Climate change is recognised as a key issue for local tangata whenua Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangātira. Both iwi have mātauranga Māori, as well as narratives of the past climate, that will be important in developing their own responses to climate change but also in contributing to our collective knowledge. Council will be working alongside the local iwi authorities to honour both its obligations under the Treaty of Waitangi and to ensure Te Atakura respects the knowledge of tangata whenua.

## National leadership

The Climate Change Response (Zero Carbon) Amendment Act 2019 (ZCA) created the Climate Change Commission, which this year delivered its advice to government on carbon budgets and policy settings to achieve the goals of the Act. The government is required to respond and develop a national Emissions Management Plan by December 2021. In addition to this significant piece of work, the government is also planning significant reform of the Resource Management Act, splitting the Act into three parts: a Strategic Planning Act, a Natural and Built Environment Act, and a Climate Change Adaptation Act. How these acts will support the government's response to the climate emergency is not yet clear. Council is committed to advocating to central government for strong climate action policy – for more information on the priority advocacy initiatives refer to page xx.

## Global partnerships

The Council is a member of several international initiatives in which we are recognised globally as a city leading on climate action and transparency. In 2021 Wellington was named the number one city worldwide for environmental security, in the Economist's Safe Cities Index 2021. This index considers how the city has incorporated sustainability parameters into its urban planning to reduce carbon

emissions and manage climate risks. We are also part of the 100 Resilient Cities Network and the Global Covenant of Mayors.

In 2021 Council is joining the Race to Zero, pledging to:

- Publicly endorse the following principles:
  - We recognise the global climate emergency.
  - We are committed to keeping global heating below the 1.5°Celsius goal of the Paris Agreement.
  - We are committed to putting inclusive climate action at the centre of all urban decision-making, to create thriving and equitable communities for everyone.
  - We invite our partners--political leaders, CEOs, trade unions, investors, and civil society--to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.
- Reach (net)-zero in the 2040s or sooner, or by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.
- In advance of COP26, explain what steps will be taken toward achieving net zero, especially in the short- to medium-term. Set an interim target to achieve in the next decade, which reflects a fair share of the 50% global reduction in CO2 by 2030 identified in the IPCC Special Report on Global Warming of 1.5°Celsius.
- Immediately proceed to planning at least one inclusive and equitable climate action as listed on [www.citiesracetozero.org](http://www.citiesracetozero.org) that will help to place your city on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022.
- Report progress annually to CDP, from no later than 2022.

## Action areas to become a zero carbon city:

### Transport & urban form

We need immediate actions to change how we move around the city - to low-carbon options, supported by a compact urban form.

### Advocacy

We must use our relationships and position to argue for stronger central and regional climate action, and better regulatory and policy frameworks.



### Building energy

We need substantial gains in energy efficiency, and a shift from natural gas to renewable electricity.

### City-wide actions

We must foster the innovation and creativity of Wellingtonians to develop and deliver solutions with support of Council.

## **Action area: Transport and Urban Form**

Road transport contributes about 34% of the city's emissions and is an area where we need to see significant reductions due to the challenges of other sources of transport emissions. There are positive signs that the city is beginning to transition to low emissions modes of transportation and funding has been approved to support the delivery of key infrastructure to enable this. Crucially, central Government has put in place policies that will facilitate the uptake of low emission vehicles while the Climate Change Commission's advice to Government includes key recommendations for transport.

There have also been positive technological advances for both marine and aviation sectors in the last year to commence the shift to lower emission or zero emission forms of energy.

### **What's underway**

#### **Planning for Growth**

The Planning for Growth project includes a range of key decisions that will influence the future of urban form in Wellington over the next 30 years.

The adoption of the Spatial Plan this year was the first significant step in this project, supporting the transformation of the city to accommodate an increased population while maintaining a compact and low carbon urban form. Medium to high density housing encouraged by this Plan, coupled with cost-efficient public transport delivered by Greater Wellington Regional Council and Let's Get Wellington Moving, will reduce travel distances, increase public transport use and active transport, and reduce city emissions.

The next step in the project is the District Plan. Wellingtonians will have the opportunity to provide feedback on the draft District Plan later this year.

### **Let's Get Wellington Moving (LGWM)**

LGWM is a key programme of work for addressing transport emissions. Through investments in mass rapid transit and improving public and active transport LGWM will provide the infrastructure to enable the shift to lower emissions modes of transport. The early focus of LGWM has been on improving the speed and reliability of bus travel times through the central city and creating a better environment for people walking or cycling.

Changes are already evident with speed limits on most streets within the CBD lowered from 50km/h to 30km/h to encourage more people to walk and cycle.

Three key business cases were released in the past year to lay the foundations for delivering the LGWM programme of work. These include:

- The City Streets Indicative Business Case with an investment of \$350m to improve public and active transport across 19 key routes into the city.
- The preferred option for the Golden Mile Single Stage Business Case has been agreed on which will transform the space, improving public spaces, removing car parks, prioritising pedestrians, giving priority to buses, and improving cycle safety.
- Proposed improvements for Thorndon Quay/Hutt Road with a focus on fast and reliable bus priority, better and safer cycleways, great places to walk, and reliable freight access.

Public engagement will occur later this year around the options for Mass Rapid Transit and strategic highway improvements.

## Creating Streets for People – starting with people on bikes

Through the Long Term Plan, Council has committed an additional investment of \$226m over the next decade to deliver a connected city-wide bike network. This involves accelerating the development of a network of safe bike paths, lanes and connections so it is possible for more Wellingtonians of all ages and abilities to make some trips by bike or choose cycling as their main mode of transport. A refreshed draft Bike Network Plan will be consulted on later this year.

In the short-term parts of the network will be delivered through a transitional programme using lower cost, adaptable solutions so we can roll out an interim bike network and gain feedback in real time. This will help to inform future permanent changes while gaining benefits earlier.

Part of the city bike network will connect into Te Ara Tupua, the Wellington to Hutt Valley cycling and walking link to be built by Waka Kotahi NZ Transport Agency.

Key developments in the bike network in the last year include:

- Cobham Drive paths opened – new two-way bike pathway and separate footpath
- Evans Bay - Section 1, between Carlton Gore Road on Oriental Bay and around Evans Bay Parade as far as the National Institute of Water and Atmospheric Research (NIWA) at Greta Point, is under construction.

## Story – Increased number of cyclists commuting

The number of Wellingtonians commuting by bike continues to grow with the latest data showing more people than ever riding into the central city during the busy morning peak. The increases correspond to the parts of the city where the Council has built safer cycling routes.

The data from the latest cordon counts, which are done every year over five working days, monitors travel into the city between 7am and 9am. Latest figures show that on average 2,462 people a day biked into the city from key directions during that time.

While the COVID-19 pandemic has somewhat skewed cordon counting the last two years, cycling commuting behaviour based on these surveys has increased 50% since 2010.

Weekly totals from several key intersections are up, and are in some cases, the highest to date. Some of the biggest gains are from the east, where new bike and walking paths are progressively being developed.

## Shared mobility

In order to facilitate an increase in the number of car share vehicles available in the city the Council has approved parking fee concessions and removed the cap on the number of vehicles that can utilise the parking concession. This will ensure there is sufficient parking space available to be used by car share schemes and keep costs manageable.

Car sharing schemes, Mevo and Cityhop, have proved popular with residents. Over the last year there has been a 75% increase in membership of the city's two car sharing schemes with over 12,000 members now accessing these services.

Micro-mobility has now been formalised in the city with the issue of two licences to e-scooter operators. This comes after the completion of an 18-month trial in December 2020, which allowed the Council to better assess how the schemes would work including consideration of safety, the number and duration of trips, where people go, and where scooters are parked.

## **Story – Rise in the shared economy**

New business models are emerging that provide access to a range of goods and services through a collaborative approach that offer convenience, improve equity and reduce environmental impacts – particularly waste and carbon emissions. Transportation is one of the more visible forms of the shared economy that we see on Wellington streets with Mevo and Cityhop offering car sharing services while Flamingo and Beam provide a micro-mobility solution with e-scooters. Users of these services benefit from access to modern vehicles and e-scooters without the costs and headaches of owning them. The city benefits from less vehicles on the roads with data showing that across the two car sharing schemes one car share vehicle now replaces 11 private vehicles.

Other services with sharing at their heart include Reusabowl (reusable bowl for takeaways), Again Again (cup lending), Mechanical Tempest (bike workshop), toy libraries, Designer Wardrobe (clothing rentals) and the Newtown Tool library (shared tool use). These services are all helping to reduce unnecessary emissions from the making, moving and disposing of products while offering convenience to their customers.

## **Charged up Capital**

The Council will be installing around 60 electric vehicle fast chargers across approximately 30 public locations around our city by June 2025. The chargers will form part of a network of chargers across the Wellington region in partnership with the Hutt City Council and the Energy Efficiency and Conservation Authority (ECCA). Over the next year the plan is to install 15 chargers in the Wellington City area.

## **Travel behaviour change**

Over the last year the Council continued to work with partners across the city and region to encourage the uptake of active and sustainable transport choices. The focus has been on increasing bike parking around the city, funding the Active Workplace Travel grant, sponsoring local events and community bike workshops, managing the e-scooter-share programme, working on shared pathways markings and increasing bike safety, and supporting the local roll out of the Bikes in Schools programme.

## Marine/aviation

East by West ferries have completed the construction of an electric harbour commuter ferry capable of carrying 129 passengers which will operate between Queens Wharf and Days Bay. A corresponding charging station has also been constructed. The ferry will come into service in September 2021.

KiwiRail will be replacing the three Interislander ferries they currently operate with two new ferries from 2025. The ferries will have improved fuel efficiency and batteries that can be used during the last part of the journey and while at their berth saving around 40% of current emissions. The ferries will also have the ability to be shore powered when at berth. This will help to reduce a significant source of marine emissions for the city.

Sounds Air also announced plans to purchase electric planes, with the intention of using them on for their routes departing from and arriving in Wellington with Blenheim and Nelson. The airline is planning to have planes in the air by 2026 with charging infrastructure in place to support the operation.

## What else is planned

### Fossil fuel free streets

The Council is exploring the idea of fossil fuel free streets focusing on the central business district. A report will be delivered this coming year to consider how this concept could work. The intention is to build on the investment that is already being made in LGWM to create an inner-city area that supports active and zero emission modes of transport.

## Key indicators of change

Indicators	2020 (as at 30 <sup>th</sup> June)	2021 (as at 30 <sup>th</sup> June)
Car Sharing – total members	7,512	12,955
Electric vehicles – total charge points		
Residential	28	28
Fast Charges	6	6
Walking – number of pedestrians entering the CBD during peak times	9,157	10,375
Cycling – number of cyclists entering the CBD during peak times	2,475	2,462
Private vehicles – number of private vehicles entering the CBD during peak times	21,787	26,281
Bus passengers – number of bus passengers entering the CBD during peak times	11,285	11,392
Train passengers – number of train passengers from the North entering the CBD during peak times	14,504	14,254
Cycling - daily average of cyclist across the city based on cycling meters	6,372	7,765
Cycling – Kms of cycleways	37	38
Vehicle registrations - % of EVs in the city fleet	1%	1.4%

## **Action area: Building energy**

Building energy is a key focus area of Te Atakura as stationary energy accounts for 36% of Wellington City's total carbon emissions, through the consumption of electricity and natural gas.

### **What's underway**

#### **Supporting home energy efficiency**

Through the Long-term Plan the Council has included funding to continue to promote warm, dry homes. This will enable the expansion of the Home Energy Saver Programme to eventually achieve coverage of 30% of Wellington homes by 2029. Over the last year the Sustainability Trust delivered 833 assessments. The current target of 1,000 homes a year is being increased to 1,400 homes for this coming year.

The Council continues to support the EECA Warmer Kiwi Home scheme enabling low-income homeowners to receive insulation and heating retrofits. Over the last year 132 homes received insulation upgrades.

Both of these initiatives help to ensure that Wellingtonians, especially our most vulnerable populations, have comfortable, healthy homes to live in.

#### **Neighbourhood Grids Trial**

The trial involving a combined solar and battery system along with emergency water storage and gas bottles was a partnership between the Council, Contact Energy and Wellington Electricity. While the trial demonstrated the potential for community resilience it was concluded that a more durable business model would need to be established for it to progress further.

## **Story – Home Energy Saver programme supports healthier homes**

The city's ratepayers have been able to access free home energy assessments for the last eight years in a service provided by the Council and delivered by the Sustainability Trust. The hands-on assessment involves a thorough walkthrough of each home and a review of lighting, heating, insulation and ventilation, checking for any moisture and draught issues and identifying ways to minimise water and energy use. The advice that homeowners get is practical and provides simple changes homeowners can make to reduce their energy costs and contribute to reducing emissions.

## What else is planned

### Business Energy Saver Pilot

Funding has been approved to commence a five-year pilot to provide Wellington business owners and landlords with a free energy and carbon emission audit and action plan, and subsequently connect them with a solution provider. The pilot will target up to 180 businesses per year. The Council will now look for suitable partners to co-fund the pilot which will start in the second half of 2022.

### Development contributions

The current Green Building Remission will remain in place while a larger review of the Development Contributions policy is underway. Options to expand incentives will be put forward in 2022. There are currently four applications pending for a Green Building Remission.

### Supporting building sustainability improvements

Energy savings and emissions reductions will be achieved through the incorporation of sustainable design and planning requirements into the design guidance for the draft District Plan, which is out for consultation in late 2021.

## Key success indicators

Indicators	2020 (as at 30 <sup>th</sup> June)	2021 (as at 30 <sup>th</sup> June)
Home energy saver - % of Wellington homes audited	5%	7%
Warmer kiwi homes – total homes insulated since 2011	9,065	9,197

## Action area: Advocacy

The past year saw the release of a number of significant policies and guidance relating to climate change. Headlining these was the Climate Change Commission's advice to Government but there were other actions taken by Government that will help us to achieve our climate goals.

### Climate Change Commission Advice to Government

The Climate Change Commission's draft advice to Government was released in January 2021 for consultation with the final advice presented to the Government in May 2021. The emissions budgets and the policy recommendations contained in this advice are crucial for creating the supporting and enabling actions we need at a local level. Our submission encouraged the Commission to be bold and to drive transformational change over the next 15 years, consistent with our own approach through *Te Atakura - First to Zero*. Specifically, we had five key messages:

- Be more ambitious in setting budgets
- Increase the speed and scale of the transport recommendations
- Prioritise the role of behaviour change
- Be clear that a significant increase in funding and support is required
- Recognise the significance of local governments' contribution and role

The Commission's advice is comprehensive and covers off a number of the advocacy initiatives we set out in *Te Atakura*.

## Progress on key areas of advocacy

### Transport and urban form

#### *EV subsidies from central Government*

The introduction of the clean car scheme on 1 July 2021 gradually introduces a regime that will provide the incentives to shift to electric, hybrid and lower emission vehicles while placing a fee on higher emitting vehicles. With around 34% of our city's emissions coming from road transport, we had already signalled that strong government policies on EVs would be key to achieving our targets.

#### *Hikina te Kohupara – Transport Emission Pathways to Net Zero by 2050*

Following on from Climate Change Commission's (CCC) report the Government sought feedback on options to accelerate the transport sector to meet the draft advice and recommendations and move to a net zero carbon transport system by 2050. Council has advocated through its submission for a pathway that aligns with the CCC's recommendations and adopts a more aggressive reduction for transport emissions. Broadly the Council also sought to ensure there was appropriate support for public and active modes of transport and that mechanisms would be available to encourage a behaviour shift from private vehicles.

#### *Fuel economy import standards*

The government announced in January 2021 that a clean car import standard would be introduced. A target of 105 grams of CO<sub>2</sub>/km by 2025 is being phased in through annual targets that get progressively lower to give importers time to adjust. With the average vehicle in New Zealand having CO<sub>2</sub> emissions of around 171 grams/kilometre this is another key move to reduce transportation emissions.

#### *Commercial scale production of biofuels*

In June 2021 the Government began consultation on a proposal to increase the use of sustainable liquid biofuels to reduce greenhouse gas (GHG) emissions from transport. Biofuels are seen as a way to reduce emissions while the transition to electrification happens and

to fuel forms of transport that are not easily electrified. Wellington would benefit from the proposal to gradually increase the percentage of biofuel in all fuels sold as well as specific applications of higher blend biofuels such as in heavy vehicles, aviation, rail or marine.

#### *Road pricing*

Road pricing is a potentially useful tool that could reduce congestion, make getting around the city easier, encourage more people onto public transport, and reduce emissions. It could be implemented via a small charge being applied to vehicles entering the city at certain times of day. In August 2021 the Transport and Infrastructure Select Committee completed an inquiry into the use of Congestion Charging (a form of road pricing) in Auckland. WCC submitted to the Select Committee requesting that these tools be made available for cities other than Auckland. As a result, the Committee recommended the Government pass legislation allowing all cities to use congestion charging as well as investigate providing for low-emission zones.<sup>4</sup> We will continue to advocate for the Government to follow the recommendation of the committee.

## **Building energy**

### *Building for Climate Change Programme*

The Ministry for Business, Innovation and Employment (MBIE) commenced consultation on the Building for Climate Change programme in September 2020 asking for views on proposals to increase the operational efficiency of buildings, and to reduce the embodied carbon across the lifecycle of buildings. Council has been involved in this consultation as well as plans to raise minimum levels of insulation for buildings. We continue to take part in ongoing consultation with MBIE, and advocate for stringent building code improvements to see new builds reach net zero carbon by 2030 and improving existing buildings.

### *Energy efficient government buildings*

New expectations have been set for the public sector when leasing or building new office accommodation. This includes minimum energy efficiency ratings using NABERSNZ. With Wellington hosting the majority of government office space this will have a positive impact on energy emissions over time.

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<sup>4</sup> [https://www.parliament.nz/resource/en-NZ/SCR\\_115680/822bf3a0a73ab30ad20c15c02adf334e1548bb67](https://www.parliament.nz/resource/en-NZ/SCR_115680/822bf3a0a73ab30ad20c15c02adf334e1548bb67)

## **Waste**

### *Waste Disposal Levy expansion*

Council has advocated for a waste levy increase nation-wide, and supports the Ministry for the Environment's recent expansion plan to increase the waste levy and include all landfills between 2021 -2024. With changes coming into effect from 1 July 2021 the levy will gradually increase by \$10 per year and facilities that are currently excluded are being brought into the scheme. These moves will support the Council's goal of reducing waste at the Southern Landfill by a third by 2026.

### *Product stewardship for plastic packaging*

Plastic packaging was included as one of six new priority products declared for regulated product stewardship in August 2021. This requires a product stewardship scheme to be developed and accreditation obtained. This will have the effect of removing plastic packaging from our landfills as the scheme comes into effect.

### *Construction and building waste*

We continue to work with developers around waste minimisation on building sites, and advocate for construction and demolition waste minimisation requirements to be considered at a national level.

## **Other advocacy areas**

### *All of government procurement*

The announcement of the Carbon Neutral Government Programme has implications for public sector agencies procurement choices. The expectation is that all public sector agencies will be carbon neutral by 2025. As part of the programme all replacement and new vehicles are required to be electric or hybrid except under special circumstances. The Government has also this year released methodology for reducing carbon emissions in building and construction.

### *Policies we will continue to advocate for*

There are a number of other policy areas that were identified in *Te Atakura - First to Zero* and we will continue to advocate for these on behalf of the city including:

- Proposed 2030 fossil vehicle importation ban
- Supporting sustained public and active transport investment
- Sustained investment in renewable energy and decentralised energy creation
- Reducing reliance on and use of natural gas
- Building performance certificates at residential point of sale
- NABERSNZ rating requirements for all commercial office buildings of 1,000sqm or more

## **Action Area: City-wide initiatives**

Te Atakura included a number of enabling actions where Council can play a role, whether that is supporting or partnering, to foster innovation and drive climate action from within the community. Over the last year the City has seen the launch of key new initiatives to enable more participation by businesses and residents to come up with solutions for addressing climate change and the creation of funding to harness these efforts.

### **What's underway**

#### **Wellington Climate Lab**

Building on the work of The Council under the Zero Carbon Challenge and Climathon initiatives, Climate Lab is an evolving initiative that will support the business community in the Wellington Region to drive innovation and accelerate climate-positive impact – at scale and with urgency. This initiative will provide the support-structure for Wellington to become a global leader in climate change mitigation, and for the business community to embrace the emerging employment opportunities of a sustainable economy.

A design sprint to determine the structure of the Lab has been undertaken involving 50 cross-sector participants over four workshops.

#### **Carbon Farming**

In FY21 the Council formed a partnership with Victoria University to establish forestry for carbon sequestration purposes in the Outer Green Belt. Council provided access to suitable land, and the university is undertaking the planting of 28,000 trees. The project enables researchers and students to learn what native species and planting methods will sequester the most carbon.

### **Story – Climathon –**

This year's Climathon in Wellington focused on three climate challenges – waste, transport and food systems – chosen for their impact and urgency for the City. The winning ideas included a new approach to making events more sustainable, repurposing hotel linen, a smart disposal technology to help people make the right decisions on waste, a perennial cropping solution to bring more carbon and nutrients into the soil, and a clothing subscription service. To help bring the ideas to fruition the winners received both funding and access to courses and resources.

### **What else is planned**

#### **Te Akatura action investigation**

The actions identified in the Te Atakura Implementation Plan, combined with the work of Let's Get Wellington Moving, and policy changes by central government, are still insufficient for Wellington City to meet its carbon reduction goals. There is a need to keep investigating what comes next, and to develop partnerships and initiatives that will deliver on the fast, significant and at scale reductions we need by 2030, and in the two decades after that. A dedicated funding stream has been approved over the next three years to support new idea development for city reductions, in addition to those ideas that come from the Wellington Climate Lab.

#### **Climate change culture – Wellington in 2030**

FY22 will see the development and execution of a communications, engagement and behaviour change strategy to engage Wellingtonians in what climate action will mean for them as they live in and move around the City differently.

### **Climate and sustainability fund**

The Fund is intended to support community groups and not-for-profit organisations to undertake climate action in their local communities. Fund application criteria and procedure is currently being developed alongside the Wellington Climate Lab. Applications are anticipated to be open in FY22.

### **Sustainable Food Programme**

Projects being investigated for the coming year include community composting hubs, Maori food sovereignty, signing the Milan Urban Food Policy Pact, integrating a food lens into Council's Green Network Plan and District Plan, finalising Council's Sustainable Food Procurement Plan, and connecting with Regional Planning Meetings.

### **Future living skills programme**

The Future Living Skills project is an in-house initiative to support behaviour change and promotion of a lower-carbon lifestyle. The project helps harness the growing demand by residents to take individual action on climate change and provides a range of social co-benefits. A programme leader will be appointed by the end of 2021 to lead the project.

### **Key success indicators**

<b>Indicators</b>	<b>2020 (as at 30<sup>th</sup> June)</b>	<b>2021 (as at 30<sup>th</sup> June)</b>
tCO <sub>2</sub> e sequestered annually in Council owned forestry (measured in carbon credits granted)	975	932

# Action Area: The Council itself

Alongside the City target, the Council has also set a target to reduce emissions to net zero by 2050. Emissions from Council operations reduced by 4% from FY19 to FY20. This was largely due to a 6% reduction in our major source of emissions from waste and landfill.

Council has put in place key actions or identified options to tackle the major sources of Council emissions from waste and stationary energy.

## What's underway

### Staff engagement

Reducing Council's emissions is going to be a challenge that all Council staff have a role in achieving. Planning staff engagement activities started in June this year. In addition to presentations on climate action to all staff, we have also established a rapidly growing Climate Action Champions Network with over 135 Council staff as members. The network look to empower staff members to become climate leaders, championing adaptation and mitigation across council's activity.

Work is also underway to embed climate action into the organisation's competency frameworks and training programmes, and various teams have been supported on progressing emissions reduction in the Council's supply chain.

### Transport

#### *EV first fleet*

The goal of this project is to replace all Council's fossil-fuel-driven vehicles with zero emission, electric replacements, by 2030. More vehicles have been converted to EVs over the last year and currently 6% of the fleet is electric.

#### *Flexible working*

Council supports those staff who are able to work from home to do so up to 2 days per week, and is supporting of flexible working options where appropriate.

### Building Energy

#### *Energy Management Strategy*

This project will contribute to the broader Council Emissions Reduction Plan over the next year. A Sustainable Procurement Plan has been developed to partner with an electricity retailer to help us replace our hydrocarbon fuel sources with renewable alternatives, and reduce energy consumption. This is due to go through the procurement process late 2021 and commence July 1st 2022.

#### *Natural Gas Displacement*

A gas displacement strategy has been completed for the Council's largest sources of gas consumption, and the new Sustainable Procurement Plan to partner with an energy retailer will help us replace these hydrocarbon fuel sources.

#### *Social housing*

Through Council's Housing Strategy and Action Plan we are seeking to achieve energy efficiency standards on new build developments, where possible.

A current example is the Harrison Street project which sees the redevelopment of a social housing site in Brooklyn. Due for completion at the end of 2022, this redevelopment is targeting a Homestar 6 rating.

As a commitment on delivering more energy efficient homes in future developments, the Council's Housing Development Team have all undergone Homestar Practitioner training and are committed to expanding their technical expertise in this area.

In our existing social housing stock, upgrades are necessary but not fully funded in Council's 2021-2031 Long Term Plan. Where possible,

these upgrades will also include energy efficient and sustainability elements.

### *Climate smart buildings*

The creation of a Climate Smart Building policy is underway, which will establish Environmentally Sustainable Design requirements for new Council building projects and will support the Energy Management Strategy to reduce emissions across existing Council buildings. Work on this policy will be completed in FY22.

It is anticipated that the policy will include committing to certify all new building projects and substantial upgrades over \$5M to minimum green building standards, requiring minimum sustainable design targets for projects below \$5M, developing a suite of supporting tools to upskill our people, and creating consistent internal processes to achieve the objectives.

As an example of what will soon apply to all our building projects, Tākina, the new convention centre, received 5-Star Green Star Design certification in 2021.

Climate smart buildings will also consider the integration of renewable energy generation and storage where this is feasible.

## **Story – Smart buildings**

The Wellington Museum and the City Gallery are great examples of smart buildings in action, with technology used to control the atmospheric conditions inside both buildings. With increased control over the temperature and better matching with how space is being utilised the technology has led to a reduction in annual energy consumption of these buildings by 37 percent and 25 percent respectively.

The programme reduced the building's annual carbon emissions by 179 tonnes, which is equivalent to 30 New Zealand households. Like most energy efficiency initiatives, both projects paid for themselves within the first 18 months through the energy savings.

## **Waste**

### *Sewage sludge processing solution*

Removing sludge from the landfill will allow for waste minimisation efforts to be increased, as the current resource consent requires a specific amount of municipal waste to be mixed with the sludge for landfill stability. The Long Term Plan has identified the development of a new sewage sludge plant as the preferred solution. Council is currently exploring the funding options to deliver this and begin building from 2023.

### *Waste reduction*

Council's Long Term Plan has set a clear priority for waste minimisation on food waste, biosolids and green waste. These waste types are the greatest contributors to emissions from our landfills due to their organic content which releases methane as it breaks down.

Para Kai is one initiative that is looking at how we can divert food waste from landfill. Commencing in October 2020, the trial has two parts. Roughly 450 households were recruited to try composting their food waste in either a compost bin, worm farm, or a bokashi system. And at the same time, a kerbside collection of binned food scraps is being trialled with 500 households. This pilot will be reviewed in Oct 2021 and the results brought to Council for future consideration.

In 2021 Council released a Waste Minimisation bylaw, requiring building projects of over \$2M to create and submit to Council a waste management plan.

In our Te Kainga programme (Council's Housing Plan) we are ensuring that the developers we contract will recycle concrete from any future demolition, as well as recycling all of the waste from the Harrison Street building site. Council is also encouraging developers to divert clean demolition concrete instead of sending it to the landfill.

An updated Waste Strategy is currently being created, focusing on reduction of waste across the City and the transition to a circular economy.

## What else is planned

### Carbon measurement and management

This coming year Council is planning to improve measurement of Council emissions, and further develop carbon reduction opportunities for the organisation, including working with suppliers on carbon reporting as well as setting and achieving science-based carbon reduction targets.

Council will be working on an overall Emissions Reduction plan over the next year, which will combine aspects of the Energy Management Strategy and Council Smart Buildings policy, as well as looking at specific actions and emissions reduction potential across different Council working areas.

### Water

Water metering was identified as a means of reducing water consumption and therefore energy use. This may be considered when the Three Waters reform has been concluded.

### Procurement

Council's procurement strategy was refreshed this year and includes consideration of a range of sustainable outcomes, including climate action. More work is planned for the coming year to embed these principles into Council procurement processes and practice.

### Governance

Templates for Council papers are currently being reviewed, and there are continuously improvements being made to how internal decisions are made, and the processes that need to be followed. More progress on this is expected in the coming year.

## Key success indicators

Indicators	2020 (as at 30 <sup>th</sup> June)	2021 (as at 30 <sup>th</sup> June)
Waste – annual landfilled rubbish	97,745	89,287
Waste – diverted from landfill	17,900	18,174
Green waste	5,210	5,482
Commercial Food waste (Kai to Compost)	1,392	1,521
Recycling	10,679	10,568
Tip Shop removal	19	19
Scrap metal	571	557
Hazardous	29	27
Transport - % of Council fleet converted to EVs	5%	6%

# Action area: Adaptation

Alongside the city's efforts to reduce emissions we are also accelerating efforts to manage the impacts of climate change that are already locked in. Like many other places around Aotearoa, Wellington has experienced another year with new extremes, including big swells on the South Coast, that highlight the vulnerability of our low-lying coastal communities, ecosystems, and infrastructure.

## What's underway

Over the last year there has also been considerable efforts to build our capacity to adapt to climate change across all levels of government, including at Wellington City Council.

The Council's climate adaptation work programme builds on its Resilience Strategy. Over the past few years there has been a range of actions implemented to reduce exposure to climate risks including improvements to stormwater infrastructure, maintenance of seawalls, and targeted community engagement with high-risk communities to begin planning for climate change. We have also been working to update the natural hazards maps included in the draft District Plan, which will give better access to information about future risks.

Central government has announced significant changes to create the necessary policy frameworks to better enable adaptation to the impacts of climate change including the first National Adaptation Plan being drafted, in response to the First National Climate Change Risk Assessment released in 2019. The Climate Adaptation Act is also due to be introduced as a Bill this coming year, which will likely provide greater clarity on complex issues associated with managed retreat and funding and financing adaptation across levels of government. The Ministry for the Environment is developing new national guidance for local governments on undertaking climate change risk assessments, which will support local climate risk assessments going forward.

## What else is planned

The Greater Wellington Regional Council has also led significant efforts to support climate change adaptation for the region. The regional council produced updated climate change projections in 2019 which will help to inform our approach. The Wellington Region Climate Change Forum is supporting the adaptation workstream of the Wellington Regional Growth Framework, which Wellington City Council is a part of alongside other local authorities and mana whenua. This forum will help ensure a consistent approach on climate change adaptation for councils in the region.

Wellington City Council has committed to an increased focus on adaptation, with a dedicated advisor for climate change adaptation appointed to support the work programme. Wellington City Council will lead the development of a Climate Change Risk Assessment for the greater Wellington region, develop a strategic approach to adaptation, and engage with communities to start preparing for climate change.

## Story – Collaborating with communities to adapt

Wellington City Council was selected a Bloomberg Champion City for the 2021 Bloomberg Global Mayors Challenge and received seed funding that enables the Council to develop a prototype of a two-way communication platform that will enable better engagement and collaboration between the Council, mana whenua and the community on adaptation planning. The project brings together climate science, community engagement, and technology – using our 'Digital Twin' we are developing, a photorealistic 3D model of the city similar to this one. The tool will be used to educate, engage and tell stories about the city as it was, as it is now and how it could be in the future, including the impact of climate change. Our goal is also to enable many more Wellingtonians to provide input into climate change adaptation planning.

## Next steps

Over the coming months, we will be updating our website information on climate change, Te Atakura, and sustainability. We will also be producing updates on Te Atakura's progress annually. We are always keen to hear from Wellingtonians and other interested people and organisations. You can contact us at [ClimateAction@wcc.govt.nz](mailto:ClimateAction@wcc.govt.nz)

# Appendix 1 – Status of Current Actions

Action	Focus area	Lead	GHG Reduction	Status
Let's Get Wellington Moving	Transport and urban form	WCC, GWRC, NZTA, Central Govt	Major	Underway
Creating Streets for People – starting with cycling	Transport and urban form	WCC, GWRC, NZTA, Central Govt	Major	Underway
Planning for Growth	Transport and urban form	WCC	Major	Underway
Travel behaviour change	Transport and urban form	WCC	Enabling	Ongoing
Car sharing	Transport and urban form	Business sector	Moderate	Ongoing
E-scooter sharing	Transport and urban form	Business sector	Minor	Underway
Charged up Capital – Public EV chargers	Transport and urban form	WCC	Moderate	Underway
Clifton Park charging hub	Transport and urban form	WCC	Minor	Absorbed into Charged Up Capital
Fossil fuel free streets	Transport and urban form	WCC, GWRC, NZTA, Central Govt	Enabling	Scoping
Incentivising city-wide flexible working	Transport and urban form	WCC, GWRC, NZTA, Central Govt	Major	More R&D required
Identify aviation and marine opportunities	Transport and urban form	Business sector	Unclear	More R&D required
Warmer Kiwi Homes	Building energy	EECA (10-20% top up by WCC)	Minor	Ongoing

Action	Focus area	Lead	GHG Reduction	Status
Home Energy Saver	Building energy	Sustainability Trust	Minor	Ongoing
Neighbourhood grids	Building energy	Contact energy	Minor	Completed
Business Energy Saver Pilot	Building energy	WCC with delivery partner	Moderate	Scoping
Development contributions	Building energy	WCC	Minor	Scoping
Supporting building sustainability improvements	Building energy	WCC	Enabling	More R&D required
Te Akatura action investigation	City-wide	WCC	Enabling	Scoping
Wellington Climate Lab	City-wide	WCC, business sector, community sector, academia	Enabling	Scoping
Zero Carbon Challenge and Climathon	City-wide	WCC, business sector, community sector, academia	Enabling	Absorbed into Climate Lab
Climate and sustainability fund	City-wide	Community Services	Enabling	Underway
Climate action campaign	City-wide	WCC	Enabling	Scoping
Future living skills programme	City-wide	Community Services	Enabling	Underway
Sustainable Food Programme	City-wide	WCC	Enabling	Underway
Accelerate opportunities to support carbon farming	City-wide	WCC	Enabling	Underway
Carbon measurement and management	Council	WCC	Enabling	Underway

Action	Focus area	Lead	GHG Reduction	Status
Emissions Reduction Plan	Council	WCC	Enabling	Scoping
Sewage Sludge Solution	Council	Wellington Water	Major	Awaiting funding
Organics Collection Trial	Council	WCC	Minor	Underway
Waste Strategy Review	Council	WCC	Major	Scoping
EV First Fleet	Council	WCC	Minor	Underway
Energy Management Strategy and Plan	Council	WCC	Enabling	Scoping
Displacing natural gas	Council	WCC	Minor	More R&D required
Solar community facilities	Council	WCC	Minor	Scoping
Climate Smart Buildings policy	Council	WCC	Enabling	Underway
Flexible working	Council	WCC	Minor	Underway
Procurement	Council	WCC	Enabling	Underway
Improve Governance	Council	WCC	Enabling	Underway
Staff engagement	Council	WCC	Enabling	Underway

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

[ClimateAction@wcc.govt.nz](mailto:ClimateAction@wcc.govt.nz)

Climate Change Response Team

[wellington.govt.nz](http://wellington.govt.nz)



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## **FORWARD PROGRAMME**

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### **Purpose**

1. This report provides the Forward Programme for the Pūroro Āmua | Planning and Environment Committee for the next two meetings.

### **Summary**

2. The Forward Programme sets out the reports planned for Pūroro Āmua | Planning and Environment Committee in the next two meetings that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

### **Recommendation/s**

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

### **Discussion**

4. Thursday 20 October 2021:
  - Draft District Plan approval for consultation (Chief Planning Officer)
5. Thursday 27 October 2021:
  - Hearing - Cobham Drive Speed Limit (Chief Strategy and Governance Officer)
  - Island Bay Parade Upgrade - Design Options (Chief Planning Officer)
  - Green Network Plan (Chief Planning Officer)
  - Fossil Fuel Free City Centre Update (Chief Planning Officer)
  - LGWM Golden Mile Single Stage Business Case (Chief Planning Officer)

### **Attachments**

Nil

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

N/A

### **Treaty of Waitangi considerations**

N/A

### **Financial implications**

N/A

### **Policy and legislative implications**

Timeframes and deliverables are reliant on organisational resourcing and priorities.

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

N/A

### **Communications Plan**

N/A

### **Health and Safety Impact considered**

N/A

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## **ACTION TRACKING**

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### **Purpose**

1. This report provides an update on the past actions agreed by the Pūroro Āmua | Planning and Environment Committee at its previous meetings.

### **Summary**

2. This report lists the dates of previous committees and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
  - No action required: Usually for clauses to receive information or note information, or actions for committee members rather than council officers.
  - In progress: Resolutions with this status are currently being implemented.
  - Complete: Clauses which have been completed.
4. All actions will be included in the subsequent monthly updates but completed actions and those that require no action will only appear once.

### **Recommendation/s**

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

### **Background**

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
6. The Review Report recommended an increase focus on monitoring the implementation of Council resolutions and delivery of the work programme. A monthly update at each committee meeting on its previous decisions is part of the implementation of this recommendation.
7. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

### **Discussion**

8. Of the 18 resolutions of the Pūroro Āmua | Planning and Environment Committee on 25 August 2021:
  - 14 require no action from staff.
  - 3 are in progress.

- 
- 1 is complete.
9. 33 in progress action were carried forward from the last action tracking report. Of these:
- 32 are still in progress.
  - 1 is complete.
10. Further detail is provided in Attachment One.

## **Attachments**

Attachment 1. Action Tracking

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Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

N/A

### **Treaty of Waitangi considerations**

N/A

### **Financial implications**

N/A

### **Policy and legislative implications**

Timeframes and deliverables are reliant on organisational resourcing and priorities.

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

N/A

### **Communications Plan**

N/A

### **Health and Safety Impact considered**

N/A



Date	Meeting	Item	Clause	Status
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.4: Thorndon Quay Parking Changes - Traffic Resolution	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008: TR53-21 Thorndon Quay Pipitea – Convert angled parking to parallel parking (amended)	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.4: Thorndon Quay Parking Changes - Traffic Resolution	3. Agree that the four new P10 parks operate between 3pm and 6pm in the evening.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	6. Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	12. Agree to seek advice on the establishment of inclusionary zones in the inner city, CBD and around key public transport routes and instruct officers to report back on how these zones might be implemented as part of the District Plan review work through the Pūroro Āmua   Planning and Environment Committee.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	14. Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	15. Request officers to provide a report by September 2021 to identify underutilised sites across the city that are close to major public transport routes; including land that is: a) vacant or occupied by derelict buildings; or b) used largely or solely for car parking, or storage of cars or machinery; or c) occupied by lower quality 1-3 storey commercial buildings that do not contribute to streetscape or do not have heritage value.”	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	16. Propose measures to prioritise and significantly increase the rate of realisation of residential and mixed-use development capacity on underutilised sites over the next three, ten and 20 years.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	17. Instruct officers to investigate options and tools for encouraging/incentivising contributions through developments to city outcomes, such as affordability, accessibility, seismic resilience, open green space and low carbon buildings through the District Plan review and report back to the Pūroro Āmua Committee and Council for decision making on what initiatives to take forward.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	18. Note the design scheme for the Newtown Character area from the Newtown community and agree that council officers will recommend it to Kainga Ora for consideration as part of their planning work. Agree that consideration will be given to prioritizing the needs of healthcare workers in this area in any work that the council undertakes in this area.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	22. Agree to change the ‘Type 4: Enable 6 storeys’ housing typology in the proposed final Spatial Plan maps and text to ‘Type 4a: Up to 6 storeys’ and ‘Type 4b: Enable at least 6 storeys’, consistent with the Draft Spatial Plan.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	23. Remove the unlimited heights proposal in Central City and Te Aro and revert broadly to the heights proposed in the Draft Spatial Plan.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	24. Increase the walking catchment from all rapid transit stops to 10 minutes.	In progress

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	25. Request officers include best practice universal design principles in the review of the Wellington Design Manual and development of District Plan design guides.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	26. Seek to increase stock of accessible housing by encouraging accessible units on the ground floor of new multi-unit developments.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	27. Include a stream network map which shows above and underground streams to complement the Green Network Plan, as part of the District Plan review and on the Spatial Plan.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	28. Report back to Council how to daylight more of our underground streams.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	29. Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	31. Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	32. Request that officers change Our Place engagement to city wide engagement to be focused on young people, renters, disabled people, and other communities that Council has less engagement with, about their future housing needs that can be enabled through the District Plan.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	33. Implement the pre-1930s character sub-areas as proposed in the draft spatial plan released in August 2020 and remove the general character overlay.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	34. Request officers identify incentives such as enabling more height if developments include a percentage of affordable housing, outdoor shared space, community gardens, green roofs as part of the District Plan review.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	35. Request officers to report back to the District Plan Review Councillor Working Group on the benefits of quality building design on mental health and wellness indicators as part of the District Plan review.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	36. Request officers to investigate incentives for developers to enable more common space, and space for community gardens, composting solutions, and green roofs.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	37. Request officers include provision for more vegetable/community gardens and composting systems throughout the central and inner suburbs in the Green Network plan.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	39. Note that staff will need to conduct a cost benefit analysis related to exempting character precincts from the National Policy Statement on Urban Development as part of the section 32 reports for the District Plan.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	42. Request officers prepare additional evidence as part of the draft District Plan to support the extension of the 10 minute walking catchment where it extends beyond that approved for the Medium Density Residential Area in Johnsonville.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	43. Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	44. Increase the walking catchment for the central city to 15 minutes.	In progress

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	45. Request officers to report back within three months on the ability and capacity of the Johnsonville train line to support the planned potential population growth along the Johnsonville/Onslow corridor taking into account the Regional Council's planned future investment strategy on the line.	In progress
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Submission to the Select Committee Inquiry on the Exposure Draft of the Natural and Built Environments Bill	4. Appoint Mayor Foster, Councillor Pannett and Councillor Paul to speak to the submission at the Environment Select Committee.	Complete
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	3. Agree to recommend to Council that the new Traffic and Parking Bylaw 2021 is adopted and the current Part 5: Traffic of the Wellington Consolidated Bylaw 2008 is revoked.	In progress
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	13. Request officers report back to the Infrastructure Committee, within six months, on the implementation of changes in the Traffic Bylaw, including but not limited to introduction of new signage to prevent parking beyond seven days, improving design of shared use zones for pedestrian safety, enforcement of parking on footpaths and berms, and the potential need for more broken yellow lines on narrow streets, near bus stops and within six metres of intersections.	In progress
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	15. Request officers add to the work programme to request engine braking noise monitoring by Waka Kotahi NZ Transport Agency on Brooklyn Hill Rd and Ohiro Road due to the high number and frequency of trucks that travel to and from the three landfills. Officers to commence engagement with waste operators to explore voluntary measures to reduce engine braking noise disturbance.	In progress
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.2 Let's Get Wellington Moving - City Streets - Indicative Business Case.	2. Approve the Let's Get Wellington Moving – City Streets, Indicative Business Case.	complete
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.2 Let's Get Wellington Moving - City Streets - Indicative Business Case.	3. Note that Wellington City Councils partner share of costs to undertake the work in the next phase has been allowed for in the 2021-2031 Long Term Plan.	No action required
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.2 Let's Get Wellington Moving - City Streets - Indicative Business Case.	4. Note that the partner agreement for LGWM requires funding approval by each partner for each stage of the projects that sit within the programme.	No action required
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.2 Let's Get Wellington Moving - City Streets - Indicative Business Case.	5. Note that City Street has 19 components, each of which will be subject to more detailed design, costing and public consultation requiring individual partner approvals.	No action required
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.5 Forward Programme	1. Receive the information.	No action required
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.4 Action Tracking	1. Receive the information.	No action required
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	1. Receive the information.	No action required
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	2. Agree to formally consult on implementing permanent infrastructure between south of the intersection of Victoria Street/Karo Drive (SH1) and the intersection of Ohiro Road/Todman Street.	In progress
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	3. Agree that upgraded pedestrian facilities will be investigated as a part of this work.	In progress
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	4. Note that council officers will look into the extension to the 30kmph speed limit on Ohiro Rd north of the Brooklyn village, once the new legislation has been confirmed later this year.	No action required

Wednesday, 25 August 2021

Pūroro Āmua | Planning and Environment 3.3 Traffic Resolution - TR94-21 Courtenay Place

1. Receive the information.

No action required

Wednesday, 25 August 2021

Pūroro Āmua | Planning and Environment 3.3 Traffic Resolution - TR94-21 Courtenay Place

2. Approve the following amendment to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 as per Attachment 1:

In progress

a) TR94-21 Courtenay Place, Te Aro - P30 time limited parking:

i) at all times for four spaces,

ii) outside of charging hours for five "pay by space" spaces, and

iii) outside loading zone hours for two loading zone spaces.

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## TE NGĀKAU CIVIC PRECINCT FRAMEWORK HEARINGS

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### Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to recognise the speakers who will be speaking to their submissions regarding Te Ngākau Civic Precinct Framework.

### Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for speaking to their submissions.

### Discussion

2. Wellington City Council consulted on the Te Ngākau Civic Precinct Framework between 19 May 2021 and 16 June 2021.
3. Submitters were asked if they would like to make an oral submission to Councillors.
4. Oral submitters' written submissions have been attached. A copy of all submissions is available online.

### Next Actions

5. Following the hearings, the analysis of submissions and accompanying report is due to come to Te Kaunihera o Pōneke on 30 September 2021.

### Attachment 1

Attachment 1. Oral Submissions

Page 171

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submissions.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

### **Financial implications**

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

### **Policy and legislative implications**

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

### **Risks / legal**

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

### **Climate Change impact and considerations**

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

### **Communications Plan**

Not applicable.

### **Health and Safety Impact considered**

Participants are able to address the Committee either in person or via audiovisual link. Democracy Services staff have offered full assistance to submitters in case of any unfamiliarity with using the audiovisual technology.



**Respondent No:** 20

**Login:** Registered

**Responded At:** Jun 15, 2021 20:06:45 pm

**Last Seen:** Jun 08, 2021 07:54:39 am

Q1. **The proposed vision for the civic and cultural heart of Wellington is: "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." Do you support the following vision (tick one):** Strongly support

Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

not answered

Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

I feel skateboarders should be made to feel welcome in Civic Square. Skateboarding is a healthy activity that promotes creativity and inclusivity. Wellington CC has an opportunity to show its progressive and inclusive approach by including skateboarders and skateboarding in the redevelopment of Te Ngākau.

Q4. **ObjectivesThe Framework sets out seven objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements.Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processesDo you support this objective (tick one):** Strongly support

Q5. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

Q6. **Objective 2: Te Ngākau is a place that respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city.Do you support this objective (tick one):** Strongly support

Q7. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

Q8. **Objective 3: Te Ngākau is a place that is vibrant, welcoming and supports a range of uses to locate alongside its core civic role** Do you support this objective (tick one):

Somewhat support

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Q9. **If you strongly support or oppose the objective (above), please explain why briefly below:**

I feel skateboarders should be made to feel welcome in Civic Square. Skateboarding is a healthy activity that promotes creativity and inclusivity. Wellington CC has an opportunity to show its progressive and inclusive approach by including skateboarders and skateboarding in the redevelopment of Te Ngākau.

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Q10. **Objective 4: Te Ngākau is a place that integrates with the city and the waterfront** Do you support this objective (tick one):

Somewhat support

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Q11. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

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Q12. **Objective 5: Te Ngākau is safe, inclusive, comfortable and green** Do you support this objective (tick one):

Somewhat support

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Q13. **If you strongly support or oppose the objective (above), please explain why briefly below:**

I feel skateboarders should be made to feel welcome in Civic Square. Skateboarding is a healthy activity that promotes creativity and inclusivity. Wellington CC has an opportunity to show its progressive and inclusive approach by including skateboarders and skateboarding in the redevelopment of Te Ngākau.

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Q14. **Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring.** Do you support this objective (tick one):

Somewhat support

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Q15. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

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Q16. **Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.** Do you support this objective (tick one):

Somewhat support

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Q17. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

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**Respondent No:** 18

**Login:** Registered

**Responded At:** Jun 15, 2021 12:23:13 pm

**Last Seen:** Aug 16, 2021 02:37:08 am

Q1. **The proposed vision for the civic and cultural** Somewhat support

**heart of Wellington is: "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." Do you support the following vision (tick one):**

Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

The Draft Framework should be abandoned as Council already has policy. See my extensive submission

Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

See my extensive submission attached

Q4. **ObjectivesThe Framework sets out seven** not answered

**objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements. Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processes Do you support this objective (tick one):**

Q5. **If you strongly support or oppose the objective (above), please explain why briefly below:**

See my extensive submission attached

Q6. **Objective 2: Te Ngākau is a place that respects** not answered

**and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city. Do you support this objective (tick one):**

Q7. **If you strongly support or oppose the objective (above), please explain why briefly below:**

See my extensive submission attached

Q8. **Objective 3: Te Ngākau is a place that is vibrant,** not answered

**welcoming and supports a range of uses to locate alongside its core civic role Do you support this objective (tick one):**

Q9. If you strongly support or oppose the objective (above), please explain why briefly below:

See my extensive submission attached

---

Q10. **Objective 4: Te Ngākau is a place that integrates with the city and the waterfront** Do you support this objective (tick one):

not answered

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Q11. If you strongly support or oppose the objective (above), please explain why briefly below:

See my extensive submission attached

---

Q12. **Objective 5: Te Ngākau is safe, inclusive, comfortable and green** Do you support this objective (tick one):

not answered

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Q13. If you strongly support or oppose the objective (above), please explain why briefly below:

See my extensive submission attached

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Q14. **Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring.** Do you support this objective (tick one):

not answered

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Q15. If you strongly support or oppose the objective (above), please explain why briefly below:

See my extensive submission attached

---

Q16. **Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.** Do you support this objective (tick one):

not answered

---

Q17. If you strongly support or oppose the objective (above), please explain why briefly below:

See my extensive submission attached

---

Q18. **Do you have any other comments or suggestions you'd like to share on the vision and objectives for Te Ngākau Civic Precinct? Please list them below.**

SUBMISSION To: Wellington City Council Te Ngākau Civic Precinct DRAFT Framework April 2021. From: Helene Ritchie 10 June 2021  
Kia ora PREAMBLE My name is Helene Ritchie, and I chaired the Civic centre Project as deputy mayor and Chair in the late eighties, formulating the concept plan and appointing the consortium of leading architects (Athfield, Moller and Tebbs), managed by the City Architect Roger Shand. We, Wellington Council produced the Civic centre heritage precinct as it is known today, protecting, strengthening and saving the heritage buildings - the Town Hall and the old library, and the Municipal Office building (MOB), adding a new council administration building (CAB) and a new library, the City to Sea Bridge, and the Square itself, the nikau and Dawson fern sculptures, significant water features, plantings and green open space. I am most concerned that the Council has seriously neglected and let our civic centre run down. This is a premium, important civic public space not only for Wellingtonians and visitors but for the whole of Aotearoa/New Zealand. The intent expressed in the draft Framework will be to further damage, erode and neglect it, for years or even forever. 1.0 (TE NGĀKAU) CIVIC CENTRE HERITAGE AREA. Our library is our living room, our civic centre is our garden and urban civic marae. We are all Kaitiaki (guardians and stewards) of this taonga. It should be noted that Council has incorrectly named this place in the Draft as Te Ngākau Civic Precinct when it is listed on Council's heritage list as (Te Ngākau) Civic

Centre heritage area. Council has excluded heritage in the draft Framework title. 2.0 SUMMARY Abandon 1. The draft Te Ngakau Civic precinct Framework (hereafter called the Draft and civic centre), should not be adopted by Wellington City Council, and instead should be abandoned. Contrary to District Plan and Council policy 2. It is contrary, and appears to intend replacing the Council heritage objectives and policies eg. District Plan Volume 1. 20. Objectives Policies and Rules Heritage, and contrary to the objectives etc of the Civic centre heritage precinct area and a number of other Council policies, such as i. Civic Centre area and precinct is listed in the Wellington City Council Schedule of Strategic assets "All of the land and buildings within the Civic Square Heritage Area, as defined in the Design Guide in the District Plan (Volume 2-Area 5.) 2018-2028.10 Year Plan. ii. Listed heritage area Civic Centre Heritage Area operative 4 May 2021 (as shown in Appendix 19 to Chapter 21.) RULES. iii. Wellington City Council District Plan Volume 2 Appendix 3 Area 5 Civic centre heritage Precinct Urban design guide iv. The Draft and its intended implementation, is contrary to Council's own waste management by-laws and Zero carbon policy Integrated whole 3. Current Council Policy is to protect maintain and enhance the integrated whole of the public owned civic centre precinct. (See recommendations P.4) District Plan vision 4. Council already has a vision, expressed in excellent objectives and policies for this listed civic precinct heritage area. (Operative 4 May 2021). They are embedded in the District Plan (online-'District Plan, Civic centre heritage precinct principles) but the Draft Framework ignores them, and seeks to replace them, in stark contrast to them. Civic centre heritage area and precinct: Reconfirm in its entirety 5. Instead Council should reconfirm the objectives and policies of the Civic heritage precinct in the District Plan , stick to them, focus on enhancing them and consequently enhancing our civic centre. (These is expanded on below) Privatised commercial opportunity 6. Council as represented in the Draft, now chooses to have a significant part of our civic centre as a privatised commercial opportunity rather than the special public, civic, recreational and cultural space that it is (or was until neglected). The Draft says interalia, "...to develop the precinct, commercial partnerships in some areas of change should be utilised ..." Council despite its heritage area listing, has already made decisions to demolish some buildings in this heritage area. Errors and other intent 7. The Draft is full of error and expresses intent to pull our civic centre apart - eg. Interalia, flattening the City to sea bridge and installing pedestrian crossings instead, demolishing two other buildings etc. . Council policy 8. The Draft appears to be cobbled together by people not familiar with i. Council policy in the District Plan ii. Council's heritage listings iii. A recent decision by Heritage New Zealand Pouhere Taonga regarding the "Athfield"library iv. The physical area itself v. The law-Local Government Act, Resource management Act, and case law vi. Structural and earthquake issues It reads as if written piecemeal by a bunch of people who neither understand the law, nor the importance of the integrity of the civic centre heritage precinct. 'Vision' 9. The Draft Framework's vision is so general as to be meaningless. Why? 10. It is not entirely clear why the Draft has even been produced unless it is to undermine the integrity of the Civic centre heritage precinct, and demolish half of the structures within it. In order to achieve this, Council appears to have recently (4 May 2021) changed the heritage area listing in a non transparent process "removal of non-heritage buildings" in this listed heritage area Resembling waterfront framework - Privatisation 11.The Draft is said to resemble the Waterfront Framework, but it is nothing like the Waterfront Framework, except in one aspect, the privatisation and sale of public land. Disability access barricaded 12. Council has recently closed off ready disability access to the Square and to the waterfront, from Harris Street, and has fenced off the City to Sea bridge lift as well. This seems entirely unforgivable and unnecessary. But in the Framework, it is used as a pretext for flattening. These closed off should be opened immediately. Future Sea level rise. 13. This has been given as a bogey for dismantling, 'unbuilding' and rebuilding, separating titles and building services in civic centre. However, maps in the Draft show that this area is above sea level rise even after 100 year 1.5m predictions. Professor James Renwick confirmed that civic square is raised, at a recent public presentation at the Civic trust seminar. There has sometimes been water seepage, referred to in the Draft as 'inundation'. I speak from experience, there has been by no means "inundation" into the basement. Seepage, is common throughout many buildings in the reclaimed area of Wellington CBD, where some pumping out is sometimes required. Buildings are not torn down because of it. Tick box submission form 14. Most of the questions in the tick box submission form are motherhood and apple pie questions, some without any meaning at all, and will not inform Council about anything. It is so poor that it makes any use of responses invalid. They will provide no meaningful guide to council officers or councillors. RECOMMENDATIONS I am asking: Abandon ` 3.1 Wellington City Council to abandon the draft Framework as an unworkable document based on incorrect information and contrary to Council policy and law. Not privatise 3.2 As a priority Council immediately agree to not privatise or sell any of the land within the precinct Return all civic functions 3.3 As a priority Council agree to the return of all civic and democratic staff, mayor and councillors, the Council as a whole, to civic centre. Maintain 3.4 Council's implementation focus on minor improvement, and maintenance, not on selling some of the land, and on major re and new construction) Retain council's

heritage area objectives and policies and vision 3.5 Council itself already has an adequate vision which could be enhanced. Council should again resolve to protect, maintain and enhance te Ngakau civic centre as a coherent and integrated whole, as expressed in the civic centre precinct heritage listing in the Council's District Scheme, for current and future generations and reconfirm the heritage area listing and principles in Wellington City Council's District Plan which are: "Objective (CC) 3.5.1 To maintain and enhance the values of this area, and its special civic status, by protecting the special configuration of the public space, and protecting and conserving its heritage buildings. Guidelines (CC) G1. 3.5.2 Retain all existing heritage buildings. (CC) G1. (and repurpose in accordance with sound green Council building principles, as appropriate - my words). 3.5.3 Reinstate lost features and decoration on heritage buildings. (CC) G1. 3.5.4 Maintain and enhance the relatively low scale and relationship of existing buildings to the square. (CC) G1. 3.5.5 The construction of new buildings in the open space of the square is not appropriate. (CC) G1. 4.8.6 Retain and enhance the key entrances to the square. (CC) G1. 3.5.7 Promote the development of new active edges in existing buildings on the edge of the square. (CC) G1. 3.6.8 Maintain views into, around, and from the square. (CC) G1. 3.7.9 Maintain the openness and access to sunlight in the square. (CC) G1. 3.8.10 The placement of artworks and signage should respect the heritage values and fabric of the buildings. (CC) G1. 3.9.11 Consider the possibility of uncovering archaeological material when any earthworks or subsurface investigation are planned." 4.0 I ADD AND SEEK ENHANCEMENT OF COUNCIL'S CURRENT OBJECTIVES AND POLICIES (ABOVE) That in order to enhance and improve the precinct I am asking that there be some additions to the principles, design guides and objectives by Council agreeing that it 4.1. Will include and retain all structures within the civic heritage precinct in the heritage listing as intended 4.2. Will not privatise or sell (long lease) any of the land within the precinct 4.3. Will ensure top and urgent priority be given to the return of all civic functions and democratic staff 4.4. Will allow concessions along similar terms as in the Town Belt 2016 Act, but adding a Tourism shop and cafes and a weekend market. 4.5. Will ensure that it remains a safe pedestrian place without motorised vehicles. 4.6. Will reinstate all water features 4.7. Will increase greenery, buildings on the outside, and add green public space 4.8. Will utilise native plants from Aotearoa. 4.9. Will add seats, benches, moveable seats, beanbags, and allow seating on the square side of Nikau (where this has been disallowed in the past, by Council). 4.10. Will not demolish the City to Sea bridge but ensure all access to the Waterfront remains over Jervis Quay, that the unique mountain (Tararua and Orongorongo) views and the views of the stingrays in the lagoon be retained, that the unique Para Matchett sculptures remain there, and that the City to Sea "plaza bridge" be expanded by width when possible. 4.11. Will immediately open up closed off disability accesses from Harris St and the City to Sea Bridge 4.12. Will pay attention to clear signage in te reo and English and to complement the heritage status of the area 4.13. Will add emphasis to celebrate te Ao Maori and te reo. 4.14 Will strive to have the heritage area in one title and in any case, will not allow the piecemeal separating and sell off of titles as suggested in then draft. 4.15. Will annually make public the asset management plan and its monitoring for the precinct. 5.0 SOME DEBATABLE ISSUES In Addition, Council will need to carefully consider and debate: 1. The extent and hours of night time activity allowed "improving the night time economy" is sought in the Draft 2. Whether the square is a family friendly alcohol free space for active and passive recreation, as now or a space for night and daytime alcohol activity or both 3. The extent of retail activity allowed 4. Whether residential and commercial development/occupation is allowed in upper levels as suggested in the Draft 5. Whether height above 27m anywhere is allowed. (as the Draft suggests). 6. Whether sunlight and no shading only between 12-2 is sufficient (as the Draft suggests) 6.0 IMMEDIATE COUNCIL ACTION 1. Council should focus on enhancing the objectives in the District Plan for this heritage precinct area. 2. Council should: i. Carry out immediate Maintenance and structural assessment, fix as required to return Te Ngakau Civic centre heritage precinct to an important attractive public civic precinct. ii. Implement any necessary 'seismic securing' work. (Note: expert engineers today say that some of the DRAFT identified work eg. Demolishing the City to Sea Bridge, MOB and CAB is not at all necessary.) iii. Prepare an annual publicly available asset management plan. (Asset management and maintenance is a clear requirement of the Local Government Act 2002.) NOTE: iv. Prepare a specific two year timeline and funding to achieve minimal structural work as necessary and all maintenance and enhancements etc. 7.0 SOME QUESTIONS TO WHICH I WOULD APPRECIATE ANSWERS 1. By what formal and legal (RMA or other) process and on what authority, on 4 may 2021, did Council nominate (and therefore exclude) the following from the heritage precinct? "Table 1. Civic Centre Non-Heritage Buildings for the purposes of Rule 21B.2.2 Refer to Map 2. Wellington Library 57-71 Victoria St 1. Administration Building (new) and portico 2. Iloft Green (foundations of building) 3. Approaches to bridge (and associated buildings and structures) 4." 2. What (and where) is meant by 'permeability' as it applies to the Civic centre heritage precinct 3. What are Te Aranga Maori design principles. This sounds interesting but lacks clear explanation. 4. As no decision has been made regarding

mass rapid transit or route, (or even whether it will go ahead), where did Council acquire the knowledge that mass rapid transport is to go down Jervois Quay? 5. Why in producing this Draft framework, was there such a very limited stakeholder consultation with only one representative of the general public when this is predominantly a place for the public? 8.0 IN CONCLUSION Misleading myths, untruths And errors Errors 8.1 I have read the entire DRAFT Framework. There are many errors of fact in it. It should not be up to a member of the public such as myself to correct Council documents especially one as crucial as this. Council should put out factually correct documents. Much in it is either without evidence or knowledge and is wrong. But these myths have been perpetuated for some years now by the Council in public statements and official documents, and are used to form the basis of the Framework. 8.2 In particular, the statement below on which the Draft is based, is a misleading statement and a misrepresentation of the cause of the current state of civic centre - the appalling maintenance neglect by the Council "Today, Te Ngākau is subject to a range of complex issues including seismic damage, poor building performance, lack of activation and vibrancy, flooding and inundation, a lack of quality green open space and greenery and poor connection between the waterfront and the central city. These issues are analysed in this section, which then inform the concept, key spatial moves, objectives and policies set out in the following sections of the framework. P. 14 Te Ngakau Civic Precinct draft Framework. Negates 8.3 This statement negates Council's own description of the civic centre heritage precinct (accompanied by the principles, urban design and objectives), in the District Scheme. This is attached below as an Appendix, along with comment from Heritage NZ, Gordon Moller, and Sir Ian Athfield. 8.4. Heritage New Zealand Pouhere Taonga in a letter to me in response to my 24 June 2019, nomination of Te Ngakau Civic centre for entry on the New Zealand Heritage List as a Category 1. Listing agreed to list the Athfield Wellington Central Library as a category 1. Building and have done so. They added, with regard to my nomination of the entire civic heritage precinct wrote, "We consider the application to be a very good candidate for entry (on their category 1.) list...." 29 August 2019. 8.5 I quote Gordon Moller one of the architects of the consortium we appointed when I chaired the civic centre project: "It seems that the council are arriving at decisions based on a series of questionable factors :— — Seismic damage to three buildings —Inactivity in repairing them over a 6 year period, allowing the civic square to run down. —Ideas that the buildings are of a fixed use, whereas they can be regenerated for adaptive new uses - \$179 million for the library, when Adam Thornton's repair could have been done for \$35 million ( + ' say a \$10 million upgrade ) (Council officer report in 2015 was that EQ library work, would cost \$10.5 million.) All three buildings can be repaired — why increase the City's carbon footprint by building new , when existing city fabric can be regenerated ?" Further, on 11 May 2021, Gordon Moller, said, "The view of the current council that the civic centre is in decline omits it is because as the various buildings have succumbed to seismic inadequacy, no action has been taken to repair /strengthen them , so that much of the occupation and people activity has gone" He said, "What our design consortium group tried to do (in the late eighties), — if you remember —was to focus the essence of Wellington- Lambton basin / hills / community/ cultural identity into a strong urban fabric , unique to Wellington, but also creating 'place' and real urban design in the city , where previously it had been there, but dissipated . Urban marae The parameters of what we thought was important i.e:— — Creating the Civic Square from Mercer St — the urban marae as we imagined it then and to be contained by the existing and new buildings — Connecting Victoria Street with Cuba Street with the curving ramp and contrapuntal to the reverse curve of Victoria St into Wakefield Street — Retention of the key buildings of Town Hall , Old library and MOB — Recognising the pivotal location and strength of the proposed new library being the interface between city / community/ cultural , and the meaning of the gathering space of the civic square — Ensuring the gateway from Willis / Mercer Street being the city / urban connection , and celebration of the view shaft to Mt Victoria and St Gerards. — Ensuring the connection to the harbour by the city to sea bridge etc." "As Ath would say: "The importance of a continuum - keeping things and adding things while expressing passage of time - Today's contemporary buildings are tomorrow's heritage." "My view", Gordon Moller said, is not that they are destroying something that we all created, but that they are eroding a piece of important social and built heritage - and a strong expression of Wellington." I wish to be heard. Nga mihi nui Helene Helene Ritchie APPENDIX COUNCIL DESCRIPTION OF CIVIC CENTRE HERITAGE PRECINCT. The wording of the Draft Framework is in stark contrast to Council's heritage listing of the Civic centre heritage precinct, and is quite contrary to Pages. 29 - 31 of Council's own District Plan (last amended 12 September 2012 and heritage listing and operative 4 May 2021. : I include that wording here (which attaches to the Principles quoted above) "Civic Centre Area: Civic Centre Image: WCC, 2014 The Civic Centre Heritage Area has quickly become one of the most important public spaces in Wellington. Formed in 1990-92, it filled an obvious need in a city with many public spaces but no civic centre. Although it is relatively newly established and contains a number of buildings and features of recent vintage, the area contains and is defined by a collection of important civic buildings, two of which have very high heritage values. Civic Centre also represents the long and important association by

the Wellington City Council with this area of the city. The land was reclaimed by the Council in the mid-1880s, then, over time, it built a series of important council buildings Town Hall (1901-04), Wellington Public Library (1938- 40) and Administration Building (1946-51) on three blocks of land that were bounded or intersected by Mercer, Wakefield, Harris and Cuba Streets and Jervois Quay. It is therefore entirely appropriate that this area was eventually transformed into a meaningful enclosed public space. As one of the largest public spaces in central Wellington, it is a very popular place for gatherings and events and is widely used by Wellingtonians and visitors alike. The important heritage values of Civic Centre lie not only in the historic buildings but also in their (mostly) sensitive reuse and their seamless integration into a carefully designed and interesting space. Another important part of Civic Square's character, which emphasises its public role, is the complete exclusion of traffic from the area. There is little doubt that this area will become even more significant as the decades pass.

#### Physical Description Setting

The setting of Civic Centre is a complex one in that it includes the immediate setting of the square itself, a largely self-contained space, as well as the wider heritage area, which includes the MFC carpark and gardens, Ilott Green and the open space to the rear of the City Gallery. More broadly, the area is surrounded by a range of different settings, including the urban cityscapes to the south, west and north (Wakefield, Cuba, Mercer, Victoria and Harris Streets). To the east is the elevated piazza and City-to-Sea bridge, which presage the open space of the waterfront beyond the broad carriageway of Jervois Quay. Fine views of the waterfront buildings and open space, and beyond that the harbour, can be had from the piazza and the bridge, which emphasise the importance of the harbour's proximity on the setting of the square.

#### Streetscape or Landscape

The Civic Centre Heritage Area is a large city block bounded by streets on all sides Jervois Quay, Harris, Victoria and Wakefield Streets. The heritage area contains a significant open public space that is bordered by the principal buildings. There are two buildings of high heritage value, one older building of heritage significance and two modern buildings that contribute to the character and quality of the open space and the Michael Fowler Centre. The square itself is a particularly special public space in Wellington, formed for civic purposes by the closure of Mercer Street and the construction of an elevated outdoor piazza at the floor level of the former public library and the Town Hall. The square is framed and defined by the surrounding collection of civic buildings. The public use of the square reinforces the importance of the building collection and the buildings in turn emphasise the public role and form of the open space. The master-plan for the Civic Centre was principally designed by a triumvirate of architects, led by Ian Athfield, in 1988, and is modelled on the European tradition of enclosed public piazzas. The Civic Centre was formally opened for public use in 1992. The area was quickly adopted by Wellingtonians as a centre of civic activities and is very popular as a meeting place and performance space. The main open public space is defined by the surrounding buildings, which are of a variety of ages, scales and uses but which have strong commonalities of civic purpose and a shared civic history. These buildings are, from the south-east, the Michael Fowler Centre (1983), the Wellington Town Hall (1904), the Old Administration Building (1951), the New Administration Building (1991), the Wellington Public Library (1991) and the Civic Art Gallery (1938 and 1991); the City-To-Sea bridge leads out above Capital E (1991) and across Jervois Quay to the east to connect the Civic Centre to the waterfront and overlooks Ilott Green on the north-east corner of the area. The principal landscape features of the Civic Centre are the square the floor of which is set out in large-scale diamond patterns with coloured paving bricks the ramp walls veneered in Oamaru stone, and a series of fountains and water features and planter and lawn areas adjoining the City Art Gallery and the new Administration Building. The changes in level between the surrounding streets and the square itself are managed with ramps and a variety of steps. The steps to the City to Sea bridge and the pyramid above Capital E are particularly distinctive elements and these complement the original metal nikau palm colonnade devised by Athfield Architects. The Civic Centre features prominent public artwork including the suspended Ferns by Neil Dawson (1998), Silent People by Chris Booth (1991), Prow and Capital by Matt Pine (1991), the Ralph Hotere light sculpture in the windows of the City Art Gallery and a wide selection of others. The square is finished with a variety of contemporary street furniture, including the interesting ponga frond bollards and has a number of large directional signs that harmonise in style with other signs to be found around the central city. The principal values of the Civic Centre are the high quality and generous proportion of the square, which facilitates a broad variety of uses, the degree of enclosure, shelter and sunlight afforded by the relatively low surrounding buildings and the qualities imparted to the edges of the open space by, in particular, the three principal heritage buildings.

#### Contents and Extent 2

The boundary of the heritage area is a straightforward one the contiguous block of land physically bounded by Wakefield Street to the south, Jervois Quay to the east, Harris Street to the north and Victoria Street to the east. It includes all the buildings surrounding the square and the Michael Fowler Centre (MFC) as well as the present MFC car-park area and gardens, with a small extension over Jervois Quay to include the whole of the City-to-Sea bridge. Both the MFC car-park and Ilott Green

have been included so that future development on those sites can be easily managed to protect the heritage values of Civic Square and its buildings and features. The entire extent of the City-to-Sea bridge is logically included, as there is little merit in protecting only the portion that roofs Capital E. Buildings Michael Fowler Centre Standing, half hidden, at the south-eastern corner of the square, the Michael Fowler Centre was commissioned with great despatch by then Mayor Michael Fowler on behalf of the Wellington City Council from Warren and Mahoney. The architects had just completed the Christchurch Town Hall, with which this building, perhaps unsurprisingly, has many similarities. With no design competition or formal tendering process, the completed plans were apparently readied in just six weeks. Built around a structural concrete frame, the MFC has a singular design which, although vaguely Brutalist in detail, eludes simple stylistic description. Its external form largely follows the internal functions, a principle illustrated by the prominent buttressed prismatic rotunda of the auditorium, and is finished in hard materials concrete, glass, marble in the entry area, and, most distinctively, stainless steel cladding around the first floor level of the building. Despite the heights of the main spaces, the building has quite squat proportions, perhaps engendered by the relatively low height of the ground floor. As it was intended to demolish the existing Town Hall, the MFC was built very close to its eastern elevation, now the principal entrance to the Town Hall. Consequently, when the old Town Hall was retained, the two buildings were left uncomfortably close together, to the detriment of the townscape qualities of both. With the construction of the Civic Centre, in particular Capital E and the associated steps, lift, shade sails and water features, the larger part of the MFC is now masked from view from the Civic Centre. The most visible part is the auditorium rotunda which rises rather awkwardly above the line of the City-to-Sea bridge. Although the MFC is a good concert venue, the combination of its singular styling, ungainly proportions, its particularly awkward location in relation to the Town Hall and its lack of ground-level presence on the square means that it effectively does not contribute to the values of the heritage area.

Wellington Town Hall Joshua Charlesworth's winning design for the Wellington Town Hall was a moderately exuberant Classical composition with Edwardian flourishes, complete with a very tall and prominent clock tower and elegant vertical proportions. The principal entrance was from Wakefield Street, sheltered under a massive Corinthian portico beneath the clock tower. Built of rendered masonry with a corrugated iron roof behind the parapets and timber joinery, the carefully composed neo-Classical exterior, designed much in the manner of contemporary English civic buildings, was complemented with rich decoration and high quality finishes on the interior as befitted a first-class civic facility. In 1934 the clock tower and most of the high level decoration on the building was taken down as a precaution, following the experiences of the Napier earthquake. Further earthquake-risk amelioration measures were carried out in 1942. 3 A refurbishment programme completed in 1992 strengthened and altered the building, with the loss of the former Concert Chamber, Wellington's finest men's toilets, the use of the original main entrance and various other important original features. The main hall, organ, and eastern stair are the principal remaining heritage elements of the interior. The close proximity of the MFC to what is now the main entrance is to the detriment of the townscape values of both buildings. Due to the elevated ground level in the square, the strong basalt base of the north facade is barely seen and the building consequently has a somewhat uneasy relationship with the ground on this side. Nevertheless, this is the most important building on the square and is held in high public esteem. Both the care taken with the design and the civic importance of the building is strongly evident in its elegant proportions, patterns of window openings and mouldings and enrichments and the aspirations and pride of the city that built it are manifest in the carefully restrained exuberance of the design. This building makes a significant positive contribution to the qualities of the area.

Old Administration Building (Municipal Office Building - MOB) The old administration building was finished in 1951 to a design by Page, Fearn and Haughton. Executed in a minimally detailed late Moderne style in rendered concrete with steel windows, it is the bulkiest building within the area, although this bulk is largely offset by the elegant vertical proportion and strong patterns of the windows which form the main feature of the facade. Its quite plain style exemplifies the aspirations of the 1950s public service to quiet order and efficiency while its solid construction and quality materials show a building designed to last. Once at street level, the base of the building is now below the general level of the square, although the paved surface is set down locally around the building and the building's plinth can still be seen as originally intended. There is strong evidence of the contemporary alterations carried out in conjunction with the Civic Centre. An incongruous modern entrance in the form of a glazed "bird's beak" supported on mock Corinthian columns and holding a balcony adjoins the Town Hall on the left side, and a series of glazed tower forms sprouts from the top and right-hand side, containing building services and forming part of the transitional atrium between this building and the new Administration Building. Despite the modern alterations, this building is scaled and proportioned such that it sits relatively comfortably with the adjacent Town Hall and makes a positive contribution to the qualities of the area. Its plain nonsense style gives it a stern formal presence that contrasts with and enhances the lively style of the Town Hall. New

Administration Building (Civic Administration Building CAB) This is one of the last Post-modern buildings to be erected in Wellington and was completed in 1992 to the design of architects Stephenson and Turner. The building is distinctive for its quite graceful curved plan form (derived from the master plan for the area and the pre-existing curve of Wakefield Street) and its relatively low scale which is appropriate to the area by providing a visual close to the western end of the open space while still allowing views to the taller city beyond. The building neatly closes the south-west corner of the square and complements the generally low scale of the other buildings. A large "sky-bridge", finished in glossy black glass, once completed the curve by connecting the Administration Building with the new City Library building at high level. (It was found to be "earthquake-prone" and was demolished in 2014-15.) While the exterior finish of the building, with its over-scaled pastiche of mock classical details, heavy aluminium windows and pink colouration, is out of place with its more elegant and carefully considered neighbours, it is at least easy to overlook. This building makes a minor positive contribution to the heritage area and helps define the sweeping curve of the southwest corner of the Civic Centre.

New City Library 4 The new City Library, a substantial concrete edifice, was completed in 1992 to a design by Athfield Architects. Although the building has residual Postmodernist traces, it has its own integrity and a style not easily defined. Its most distinctive element, as seen from the square, is the undulating glass curtain wall which, together with the adjoining reflecting pools and fountains, creates an interesting play of light around the north-west corner of the square. Above this, the main bulk of the building is set well back towards Victoria Street. This helps both to give the building an appropriate scale to the area and to make a visual transition to the taller buildings beyond. The artificial nikau palm colonnade to the ramp at the north side of the building is continued around into the square itself and is one of the area's most talked-about and well-known features. In contrast to the Civic Square elevation, the Victoria Street facade of the Library is a largely plain, concrete wall with a regular pattern of inset windows, relieved only by the large columned entrance way and arcade along the length of the elevation. Although set very much in the corner of the square, this building makes a positive contribution to the values of the area.

City Art Gallery The City Art Gallery was converted from the former Wellington Public Library to a design by Stuart Gardyne in 1991. Completed in 1936, it is a somewhat austere but imposing and dignified stripped Classical building, the sober style being entirely appropriate to its original purpose. The design was the result of a collaboration between the Auckland partnership of Gummer and Ford, and New Plymouth architects Messenger Taylor and Wolfe. The building has a concrete and steel primary structure, with the exterior rendered in coloured plaster and trimmed with bronze windows. The building was originally elevated on a rise above Mercer Street and was approached up a broad flight of steps past extensive lawns. The construction of the square brought the ground level up to the base of the building, but its proportions are not affected and it retains an authentic relationship to the ground. The building remained in its original use and essentially unaltered until its conversion. While significant parts of the original building remain, including the primary facade to the open space with its inscriptions, the original coloured plaster exterior finish, the original steel windows and on the interior the main staircase and associated marble dado panelling, a lot of the original interior finish was stripped away to create the necessary gallery spaces. Modern additions, including a cafe and service areas are clustered at the rear of the building and can be accessed from the long curving ramp from the Library running alongside Harris Street. These additions are finished in stone veneer and zinc, in contrast to, but compatible with, the original materials of the building. This very formal building contributes a degree of gravitas to the square and makes a very important contribution to the values of the heritage area.

City-to-Sea Bridge One of the key concepts in developing the Civic Centre was the idea of creating a strong link between the city and the developing waterfront area. After much debate, the eventual solution adopted was that of a large pedestrian bridge, collaboratively designed by sculptor Para Matchitt and John Grey. The most prominent features of the bridge itself are Matchitt's balustrade sculptures, cut out of wharf timbers. The bridge lands on the square with a substantial flight of steps, flanked at the bottom by the two large Oamaru stone sculptures Prow and Capital by Matt Pine. Under the bridge lies the former Capital Discovery Place, originally an educational facility for children designed by Craig Craig Moller, now reconfigured as "Capital E". The greenstone-capped split pyramid at the top of the steps sits over one of the main spaces of the former Capital Discovery Place and the windows within the split once provided an interesting view down into the activities in the building. Beyond the pyramid is an elevated lawn area to the south and a paved area leading on to the bridge proper to the north. A lift gives access to the landward side of the bridge near the pyramid. The seaward end of the bridge lands at the edge of the lagoon with a series of ramps and stairs and it is appropriate for the heritage area to end here as well to incorporate the entire extent of the bridge. The grand form of the steps from the square and the landmark pyramid gives this end of the bridge a high degree of importance in the design and use of the open space.

Ilott Green The former Ilott Building, ostensibly an

earthquake hazard, was demolished in 1995. Various proposals for the redevelopment of the site failed to gain momentum following the demolition and it was instead re-formed in conjunction with the design of the Civic Centre as a small landscaped green. The green is the only feature of the area that is not entirely bounded by buildings; it instead has a road edge at Jervois Quay. The green features the broken remaining lower walls of the Lloft Building and as the principal "area of the area is a popular location for a wide variety of activities. Various development proposals, including a Conservatorium of Music, exist for this site. Nearby to the green on Harris Street is the principal access to the main City Council car-park, a substantial underground affair extending under most of the open space of the square, a childcare centre mainly built under the ramp connecting the north side of the Library with the open space, and the entrance to the public car-park under the Library. Above this area is a further landscaped garden which meets in to the north-west corner of the City Art Gallery building.

**Historic Context** Historic context Civic Centre is built entirely on reclaimed land, like so much of central Wellington. As a formed public space, it is a relatively recent creation, but it has long been home to significant civic buildings with a history to match. Reclamation Mercer Street crosses the first land reclaimed in Wellington. The work was undertaken by the New Munster Provincial Council from lower Willis Street in 1852 and was just over 3000 square metres in extent. While reclamation continued further north at Lambton Quay, it took another 30 years before the next reclamation extended the available land at this part of the city. That reclamation was an initiative of the Wellington City Council, and took place between 1882 and 1886. It made much of the land it created available for private lease, but it also used a portion of the land for a range of civic purposes. Mercer Street was originally a narrow path formed after the first reclamation and was then known as College Lane. When the street proper was formed in 1889, it was named after the maiden name of the wife of John Duthie, Mayor of Wellington for the one year of 1889. Duthie operated a hardware store and ironmongers in this area and in 1890 became a Member of Parliament for Wellington. After the 1882-1886 reclamation, Mercer Street was extended to Jervois Quay, crossing Victoria Street. The block to the south of the street, a triangle of land bounded by Wakefield (then Victoria) Street and Cuba Street, became the new home of civic affairs. Early development The first building constructed here, in 1891, was the Wellington Technical School, a formal Classical structure. Later known as the Wellington Technical College, it moved to premises in Taranaki Street 6 in 1922 and eventually split into two parts, the Wellington Polytechnic and Wellington High School. This building was followed in 1893, on the wedge-shaped corner site, by the first permanent home of the Wellington Public Library, which traced its origins as far back as 1841 to a library in the Mechanics' Institute on Lambton Quay. Designed by Crichton and McKay, the building was eclectic and lively, with prominent, decorative gables and a crenellated corner tower with a cupola. On the opposite side of the street on the Victoria Street corner was another early building, the Working Men's Club and Literary Institute, also built in the early 1890s. A solid but somewhat ponderous building, it was later demolished. A town hall By the 1890s, the city was growing quickly and the lack of a town hall, where a council administration and a venue for major public events could be combined in one place, was becoming an urgent matter. Only one wing of a town hall in Brandon Street, designed by Thomas Turnbull in 1875, was ever built. In 1900, the decision was made to build a town hall on the corner of Cuba and Mercer Streets, at an estimated cost of £50,000. A design competition was held and the winner was Joshua Charlesworth, who was something of a specialist in grand neo-Classical structures. The foundation stone was laid by the Duke of York (later King George V) on 18 June 1901, but tenders were not called immediately and it was not until the following year Paterson, Martin and Hunter were selected as the successful tenderers. Work began in May 1902 and the building was completed in November 1904. The final cost exceeded £68,000. A pipe organ was commissioned separately; this was provided by Norman and Beard of London at a price of £7,000 and was installed in 1906. When completed, the building included a clock tower over the main entrance, but there was no clock. In 1922, John Blundell, proprietor of the Evening Post, donated a suitable timepiece, but just 12 years later the tower was taken down as a precaution after the 1931 Napier earthquake. The clock was eventually installed in the Central Fire Station (1939) and it remains there. Other changes made in 1934 saw some of the building's ornate exterior decoration removed, including the balustraded parapet, pediments and grand entrance portico. The latter was replaced by a much smaller, squat structure, which was itself later removed. In 1943-44, as a response to the 1942 earthquake, the building was strengthened and the Corinthian capitals on the exterior removed and replaced with plainer Tuscan detailing, perhaps as a response to the diminution of the parapet.

**Other buildings** In the first decade of the 20th century, the civic footprint was beginning to be established in earnest. On the other side of Cuba Street was another triangle of land, already partly used for municipal purposes. There were five buildings on this land by 1901. In 1904, on the intersection of Wakefield Street and Jervois Quay the council built the coal-fired power station that provided Wellington's tramway system with its electrical power. It was demolished about 1930 and the land turned into a park. Opposite the Town Hall's main elevation, on land now partly occupied by the Michael Fowler

Centre, was the Central Fire Station. A handsome building itself and erected some time prior to 1901, its main doors opened on to the intersection of Mercer and Cuba streets and Jervois Quay. This intersection was then a large open space complete with a band rotunda, which was probably built at the same time as the Town Hall and was later moved to Oriental Parade in 1919. The fire station was later replaced by the present building on Oriental Parade in 1937. This entire block was eventually emptied of buildings, and converted into a carpark and park, until the Michael Fowler Centre was constructed in 1979-83. On the block on the other side of Mercer Street bounded by Harris Street and Jervois Quay there was 7 little construction until just before the turn of the 20th century. Then a substantial collection of Edwardian buildings began to emerge, some of them built for the shipping trade. One of them was a building constructed in 1899 and designed by Clere, Fitzgerald and Richmond for Turnbull, Hickson and Palmer (printers, bookbinders and lithographers) at the corner of Harris Street and Jervois Quay (1-7 Harris Street), on land acquired from the Council. This lease was taken over by J. Ilott Advertising in May 1928. The firm, started by John Ilott and continued by his son Jack (1913-1999), a noted benefactor, occupied the building until 1975. The building was later taken over and used by Circa Theatre before it was demolished in 1995. The open space created by the building's demolition came to be known as Ilott Green. The properties to the south of the Ilott building 2, 4 and 6 Cuba Street were leased in 1900 and 1901 for the construction of warehouses. The buildings at 2 and 4 Cuba Street were eventually owned by Hutchwilco Properties Ltd. The owner of 6 Cuba Street (coastal shipping firm A.S. Paterson and Co) also held the lease to 8 Cuba Street by 1943. The new library and administration building In 1938, a design competition was held to build a new library. The joint winners were Messenger and Wolfe of New Plymouth, whose design for the exterior was accepted, and the celebrated firm of Gummer and Ford. Work was completed in 1940. Prior to the construction of the building, the site was occupied by a range of commercial buildings, including a garage. Buildings were cleared from Harris Street as well to make way for the library, and the grounds behind were landscaped. Big changes were also afoot on the other side of the road. With the construction of the new library, the former library and Wellington Technical College were demolished. In their place was to be a park (on the triangular corner) and a new administration building. Designed by Page Fearn and Haughton and built by A. Lemmon (foundations) and Fletcher Construction (building), construction took five years before the new building was opened in 1951. Known as the Municipal Office Building or MOB, the building brought most council staff under the one roof. A nascent Civic Centre Although a number of municipal facilities were concentrated in the area around Mercer, Wellington lacked a city centre and a formal space for civic events. The creation of a civic centre had been mooted as early as the 1940s. As a step towards this, the triangular area in front of the MOB was named Civic Centre and in 1959, planning for a civic centre began. In 1964, the area bounded by Mercer, Cuba and Harris streets and Jervois Quay was zoned as Civic Centre under the draft District Scheme. While the Council had no immediate plans for redevelopment, it wanted to let building occupiers and lease holders know what its long term plans were for the area. The Council requested first option on acquisition if any of the properties were going to be placed on the market. The first opportunity came in 1966, when the Council agreed to purchase the leases for 2 and 4 Cuba Street. Hutchwilco left the buildings in 1972 and a permit for their demolition was issued. In 1969 the Town Planning department prepared plans for a Civic Centre development that set aside the land bordering Jervois Quay (1-7 Harris Street and 4-6 Cuba Street) as the site for a new Town Hall. That same year, Council purchased the leasehold interest in 6 and 8 Cuba Street. The vacant land created was turned into a car park that was used by Councillors, senior staff and corporation vehicles. The Michael Fowler Centre In the early 1970s, the Council decided to develop a concert hall and convention centre to replace the old Town Hall. The scheme was heavily promoted by then Mayor Michael Fowler. Architects Warren and Mahoney were appointed to prepare the plans in March 1975 and they worked with acoustic engineer Professor Harold Marshall of Auckland University to design the main auditorium for orchestral performances. Two months later their design was adopted. Work on foundations 8 began in December 1977 but because the site was on reclaimed land, it was difficult to secure solid foundations. It took some two and a half years to prepare the site. It was not until December 1979 that the major construction tender could be let to Fletcher Construction, and work began early in 1980. The official opening took place on Friday 16 September 1983. Given Mayor Fowler's concerted support for the project, the building bore his name. The MFC was built extremely close to the main entrance of the Town Hall, in clear anticipation of the latter's removal. However, the Wellington Regional Committee of the NZHPT argued strongly that the building should be saved, both because of its historic significance and because it would retain an alternative indoor auditorium. The WCC was persuaded to keep the building. Civic Centre planning and completion During the 1980s planning for a new Civic Centre continued. There were several concepts prepared, including, in 1984, a plan by the Council's own architects for the area. In 1986, urban design consultants John Gray, Ross Whitcher and Frank Boffa

were commissioned to review all the previous schemes and prepare a concept plan for the Civic Centre. Armed with this plan, in 1987, the Council entered into negotiations with Fletcher Development and Construction to carry out the redevelopment with the cost of the work being off-set by selling the leasehold rights to the Ilott Building site, now Ilott Green. Known as the Fletcher Package, it was never realised in this form, but the redevelopment continued. Fletchers assembled an 'architectural consortium' involving three Wellington firms, which led to the 1988 triumvirate of Maurice Tebbs, Gordon Moller and Ian Athfield, with the latter as chief architect. The civic centre project brief was for a new library, conversion of the existing library into the City Gallery, an addition to the MOB and the refurbishment of the latter, strengthening and refurbishment of the Wellington Town Hall, car parking space, the public space and a bridge to the waterfront. Work began in 1989. Mercer Street disappeared under concrete and paving. As part of the work, the Town Hall was refurbished and strengthened and new reception rooms built within the space occupied by the Concert Chamber, which was demolished. The library's conversion into an art gallery saw many changes to its interior and additions built to the rear. In November 1991, Civic Centre opened, and a new heart of the city had been established. The stylised nikau palms encircling the new Central Library (opened a month later) became a new symbol of civic identity. The refurbished town hall opened early in 1992. With the exception of the intermittent addition of open-air sculptures, the Civic Centre has changed little since. Cultural value Additional Information

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Q19. Please provide your full name: Helene Ritchie

Q20. Please provide your address:  
[Redacted]

Q21. Please provide your phone number if you wish to make an oral submission. this is so we can arrange a time with you. [Redacted]

Q22. Please provide your email address: [Redacted]

Q23. I am making this submission: as an individual, or

Q24. If you are making a submission on behalf of an organisation, please provide their name below: not answered

Q25. I would like to make an oral submission to the Councillor Yes

Q26. I would like to make an oral submission to the Councillor I live in Wellington  
[Redacted]  
[Redacted]  
[Redacted]

Q27. What is your ethnicity - tick all that apply:  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

Q28. What's year where you born? [Redacted]

Q29. What gender do you identify with? [Redacted]



**Respondent No:** 2

**Login:** Registered

**Responded At:** Jun 04, 2021 18:01:11 pm

**Last Seen:** Jun 04, 2021 05:39:23 am

Q1. **The proposed vision for the civic and cultural heart of Wellington is: "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." Do you support the following vision (tick one):** Strongly oppose

Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

The vision being claimed is misleading - in fact what is being envisaged is the exact opposite of this

Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

not answered

Q4. **ObjectivesThe Framework sets out seven objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements.Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processesDo you support this objective (tick one):** Strongly oppose

Q5. **If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

Q6. **Objective 2: Te Ngākau is a place that respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city.Do you support this objective (tick one):** Strongly oppose

Q7. **If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

Q8. **Objective 3: Te Ngākau is a place that is vibrant, welcoming and supports a range of uses to locate alongside its core civic roleDo you support this objective (tick one):** Strongly oppose

**Q9. If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

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**Q10. Objective 4: Te Ngākau is a place that integrates with the city and the waterfrontDo you support this objective (tick one):** Strongly oppose

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**Q11. If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

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**Q12. Objective 5: Te Ngākau is safe, inclusive, comfortable and green Do you support this objective (tick one):** Strongly oppose

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**Q13. If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

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**Q14. Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring. Do you support this objective (tick one):** Strongly oppose

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**Q15. If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

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**Q16. Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.Do you support this objective (tick one):** Strongly oppose

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**Q17. If you strongly support or oppose the objective (above), please explain why briefly below:**

The objective being claimed is misleading - in fact what is being envisaged is the exact opposite of this

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**Q18. Do you have any other comments or suggestions you'd like to share on the vision and objectives for Te Ngākau Civic Precinct? Please list them below.**

Submissions from Colin Keating on Civic Square/Te Ngakau Framework 4 June 2021 My submissions are the following: 1. Do not permit any part of the land or buildings on Civic Square/Te Ngakau/Jack Ilott Green to be privatised in any way, including allowing development projects that would result in any private developers or other private interests gaining a legal interest of any kind in any of the land or buildings. 2. Do not allow any development at all on Jack Ilott green. It must be retained as an open and preferably green space. 3. The iconic City to Sea Bridge must be retained. 4. If for seismic related reasons the old "Capital E" building must be demolished, a simple and appropriate access to the bridge can easily be installed. 5. Similarly the curving pathway with its stylised nikau palms which rises beside the Library and Nikau café and gives access to the bridge must be retained. It also is iconic and it is disabled friendly. 6. Do not allow any new development on the sites of the two currently vacant office buildings on Civic Square/Te Ngakau MOB and CAB. 7. If the MOB and CAB buildings are genuinely earthquake risks they should simply be demolished and the land beneath them should become green/open space. 8. WCC staff do not need office space in the Civic Square/Te Ngaka/Jack Ilott Green area. If the MOB/CAB must be demolished staff can perfectly well be accommodated in commercially rented buildings elsewhere. 9. Adopt the options that involve the minimum construction. This is necessary to contain costs and to minimise

the carbon footprint. Remember your climate change responsibilities. 10. Focus on priorities. The projects for remediation of the three waters infrastructure and for progressing LGWM as well as the normal private sector construction activity in the city (including the high priority expansion of housing) will stretch to their limits the capacity of the construction industry in the region. The pressure on availability of construction industry personnel and materials is well documented. WCC must recognise these real world limitations and cut back its ambitions. 11. Minimise disruption to the long suffering ratepayers in the heart of the city. The remediation of the three waters infrastructure and progressing LGWM projects will be hugely disruptive to people and damaging to business. Adding further unnecessary construction as proposed by the WCC will seriously worsen these impacts. This will drive people, shoppers and tourists away. 12. Finally, return Civic Square/Te Ngakau to the people of Wellington in the quickest possible time. The area has been languishing with closed and derelict buildings since 2013. Many of the WCC proposals involve extended construction times that could see this situation worsen due to the necessary closures and are likely to delay full reopening for more than 5 years. Principles underlying these submissions. The submissions above are based on the following principles and considerations: a) Do not permit any part of the land or buildings on Civic Square/Te Ngakau/Jack Ilott Green to be privatised in any way, including allowing development projects that would result in any private developers or other private interests gaining a legal interest of any kind in any of the land or buildings. Land and buildings in high value areas, such as Civic Square/Te Ngakau/Jack Ilott Green, are a fundamental part of the ratepayers heritage and the ratepayers capital investment in the City. They should never be privatised or otherwise alienated in a way that private interests can acquire a legal interest in the land or buildings. Councillors saw the political backlash against suggestions that the library or parts of it should be given over in various ways to private interest. The same factors apply to any suggestion that some of the current space in Civic Square/Te Ngakau or Jack Ilott Green be given over to private interests. This is unacceptable for reasons of principle and especially in view of the opportunity cost in terms of usage of the extremely scarce land in the center of the city that is forfeited. b) Do not allow any development at all on Jack Ilott green. It must be retained as an open and preferably green space. The CBD is already the largest suburb in terms of population. But it has very low allocation of public land for open/green space. Wellington is a significantly poor performing outlier internationally and in comparison to many other NZ cities in terms of green/open user friendly space in the CBD. Moreover, the WCC is promoting further intensification of housing in the area. It is therefore irresponsible to be even discussing the possibility of reducing existing green space. I am mindful of proposals relating to the construction of a Pacifica "Fale" on the Frank Kitts Park open space. This would involve the loss of even more open/green space in the area immediately adjacent to Civic Square. I see the value in the "Fale" proposal in terms of showing recognition to our Pacifica communities. But it then becomes all the more important to gain the additional open space that I am proposing in Civic Square in compensation for this. It is therefore vital to retain and incorporate Jack Ilott Green into the plan and secure for the people open/green space in this Civic Square/Te Ngakau area. For the reasons set out above it would be equally abhorrent for Jack Ilott Green to be developed and in any way alienated commercialised or privatised. c) The City to Sea Bridge must be retained. The City to Sea Bridge is absolutely iconic and is one of the most well-known and recognised symbols of the city. This clever and inviting area provides the only uninterrupted pedestrian access to the waterfront facilities and businesses. And of major importance is the fact that the bridge is integrated with an iconic piece of wood sculpture by a leading Maori artist. It must be preserved. It is also a popular and photogenic meeting, gathering and relaxing place for both citizens and visitors. It provides a critical element linking the open space in Civic Square/Te Ngakau with the popular open space on the waterfront. It is important for citizens, for tourists and for the many businesses on the waterfront. The notion that a pedestrian crossing would be an adequate substitute is farcical. That would be a huge backward step. Remember also the wider context. LGWM planning already envisages shifting traffic out of the centre and onto the peripheral routes such as the Quays. This will result in much more dense traffic and further inhibit smooth access to the waterfront. Access to the bridge may need adjustment or remediation if the old Capital E building is problematic. But there are very simple solutions. d) The curving pathway with its stylised nikau palms which rises beside the Library and Nikau café and gives access to the City to Sea bridge must be retained. It also is iconic and is a highly recognised symbol of the city. It is disabled friendly. e) Do not allow any new development on the sites of the two currently vacant office buildings on Civic Square/Te Ngakau MOB and CAB. If the MOB and CAB are unsafe they should be dismantled in conjunction with the work on the Central Library. The land should be used to provide a small new vital increment of very user friendly open/green space for the people of our city. This can be done in a much quicker time frame than in any of the current proposals and with much less disruption to the owners – the ratepaying people of the city. It is also the best option in terms of climate change including carbon footprint and exposure to long term climate change related risks such as sea level rise. f) WCC staff do not need office space in the Civic Square/Te Ngaka/Jack Ilott Green area. If

the MOB/CAB must be demolished staff can perfectly well be accommodated in commercially rented buildings elsewhere. For more than two decades Central Government has applied the principle that in general taxpayers capital cannot responsibly be used to provide office accommodation for public servants especially where the commercial private market can effectively deliver such capacity. Taxpayers capital is therefore applied to the delivery of services and only to a small number of iconic buildings (such as Parliament itself ) and iconic purposes of which the conservation estate is one. This principle is not politically controversial at the national level. It has been widely supported by successive governments. Why should Wellington City ratepayers be funding capital investment in buildings for Council officers? Politically and financially it makes sense for Council, especially at this time, to adopt the same principle as Central Government and accommodate its staff principally in commercially rented office buildings. I recognise that it is desirable for Council leaders to be located in Civic Square vicinity - the heart of the city. I suggest that the new space approved for the upper floors of the Library could be designed for the Mayor, Councillors their immediate staff and necessary senior Council Officers and for the necessary meeting rooms on site. It is good that the vision for the Library already incorporates space on this site for a public Council information and Service Centre capacity I suggest that the bulk of Council officers - especially back office staff, be accommodated in privately owned rented office space just like the Government's public servants have been for twenty five years or more. Central Government experience shows that this approach significantly improves flexibility in meeting always changing office needs. It does involve additional costs in the operational budget, but central government experience was that in the medium term this was entirely manageable in terms of budgets and actually imposed very useful self-discipline benefits on public servants in terms of their office accommodation wish lists. Some Departments required transitional financial provisions, but in the case of the WCC, a long term transitional feature is already uniquely available. Under any of the current options proposed by the Council for the MOB and CAB rental costs for staff offices are already going to be a feature of the WCC budget for much of the life of the current 10 year plan. This is due to the construction lead times. So this already provides a transition space. Over time lower cost rental space in less central parts of the CBD (or even hubs like Kilbirnie or Johnsonville) could be used. This could enable long term reductions in cost pressures on the operational budget. g) Return Civic Square/Te Ngakau to the people of Wellington in the quickest possible time. The area has been languishing with closed and derelict buildings since 2013. Many of the WCC proposals involve extended construction times that could see this situation worsen due to the necessary closures and are likely to delay full reopening for more than 5 years. In assessing priorities and options within priorities, Councillors and Council officers should always be very mindful of the unintended collateral damage associated with any major project. Public tolerance of the inevitable disruption and ratepayers support for funding projects that cannot be delivered in a timely manner dissipates quickly. So, cost and other project focused variables must be weighed against the other critical variable which is time for delivery. There will be distinct political, economic and credibility costs associated with all major projects when Council adopts options that prolong the project timescale. Councillors must always be alert in this context to the rule that "the perfect is the enemy of the good". Early delivery of the library and keeping all other construction in the Civic Square/Te Ngakau area to an absolute minimum is essential Conclusion These submissions will • preserve truly iconic features of the Wellington built environment • protect the integrity of ratepayers equity from private incursion, • contribute to remedying our CBD open/green space problem, • minimise climate change impact • enable quickest possible delivery of the essential work (the Library) • minimise disruption to citizens and to businesses • stop the allocation of ratepayers capital to unnecessary office accommodation for bureaucrats . These submissions also provide an opportunity for an innovative paradigm shift by the Council. The prospect of Councillors prioritising a shift away from essentially vanity projects for staff office accommodation and replacing that with a focus on investing capital only in essential services would have real political attractions and help offset some of the inevitable backlash against the proposed increases in rates that will be hard for many and intolerable to some.

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**Q19. Please provide your full name:**

Colin Robert Keating

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**Q20. Please provide your address:**

████████████████████

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Q21. Please provide your phone number if you wish to make an oral submission. this is so we can arrange a time with you. [REDACTED]

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Q22. Please provide your email address: [REDACTED]

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Q23. I am making this submission: as an individual, or

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Q24. If you are making a submission on behalf of an organisation, please provide their name below: not answered

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Q25. I would like to make an oral submission to the Councillor Yes

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Q26. I would like to make an oral submission to the Councillor

- I live in Wellington
- I work in Wellington
- I own a business in Wellington
- I am a Wellington City Council Ratepayer

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Q27. What is your ethnicity - tick all that apply: [REDACTED]

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Q28. What's year were you born? xx

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Q29. What gender do you identify with? [REDACTED]

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**Respondent No:** 26

**Login:** Registered

**Responded At:** Jun 16, 2021 14:29:39 pm

**Last Seen:** Jun 15, 2021 22:08:18 pm

- Q1. **The proposed vision for the civic and cultural heart of Wellington is: "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." Do you support the following vision (tick one):**
- Somewhat support

- Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

The Wellington Civic Trust was established in 1981. Its members work to:

- encourage public participation in decisions that affect our city
- ensure good planning and design to address the challenges of the future
- preserve the best of the old, but encourage new development which will enhance our city
- protect and enhance the unique character and the many natural features of the city, including the skyline, the town belt and the harbour
- encourage green space and environmentally conscious development
- develop a pedestrian- and cycle-friendly environment
- safeguard the waterfront as a public amenity
- support transport options that enhance the city and the health and wellbeing of its residents

1. Vision The Trust somewhat supports the proposed vision for the redevelopment of Te Ngākau – Civic Precinct but believes that there are too many unknowns and uncertainties at this stage to construct a coherent vision statement. Further public engagement is required before a vision statement can be finalised. We would like to see reference to the historic context of the area, and its continued role as a focal point for the city's administration and civic institutions. A recent seminar organised by the Trust highlighted the need to include concepts of neighbourhood, creativity, discovery and democracy in encouraging active involvement in building and maintaining a sense of place. These concepts should be integrated into the vision for Te Ngākau.

- Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

The Trust is concerned that the framework is not clearly aligned with the principles embedded in the Council's District Plan. The sale of land associated with the Precinct area and the potential demolition of significant structures including the MOB and CAB buildings and the City to Sea Bridge would contravene these principles. The Te Ngākau – Civic Precinct area is listed in the Council's heritage list as the Civic Centre Heritage Area with a detailed description of its historical, cultural and architectural significance. This needs to be acknowledged in the proposed framework with a commitment to consultation before removal of the non-listed heritage buildings, for example CAB and MOB, or changes to the character and/or extent of the Precinct's open space.

- Q4. **ObjectivesThe Framework sets out seven objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements.Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processesDo you support this objective (tick one):**
- Strongly support

**Q5. If you strongly support or oppose the objective (above), please explain why briefly below:**

The Trust endorses the commitment within the framework to work with Mana Whenua to embed Te Aranga Māori Design Principles in the design and delivery process.

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- Q6. Objective 2: Te Ngākau is a place that respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city. Do you support this objective (tick one):** Somewhat support
- 

**Q7. If you strongly support or oppose the objective (above), please explain why briefly below:**

The Trust supports this objective with the proviso that there is a meaningful consultative process around any decision to remove or otherwise transform the primary role of the Precinct as the Civic Centre of the city, with a commitment to return the council's administration functions to the centre as quickly as possible. The 1990's development largely achieved its purposes and for several decades was the beating heart of Wellington. The open space was versatile and a centre for much of the city's communal life. It is important that the achievements of the current design are acknowledged and recognised before any major decisions are made regarding changes to the centre and its surrounding buildings.

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- Q8. Objective 3: Te Ngākau is a place that is vibrant, welcoming and supports a range of uses to locate alongside its core civic role. Do you support this objective (tick one):** Somewhat support
- 

**Q9. If you strongly support or oppose the objective (above), please explain why briefly below:**

The Trust supports this objective, while being mindful that the amount of space available to dedicate to specific uses is limited. Feedback from our members and partners indicated that the greatest need is for contiguous open space, that can be utilised effectively for quiet enjoyment as well as public gatherings – for commemoration, celebration and protest. The proposal to incorporate more active edges in the design is supported, however the ability of enterprises such as cafés to survive and prosper requires consideration of both access for supplies and customers day and night, as well as affordable rentals. The ongoing increase in local population requires the Precinct to function as a "front garden" for many of the residents in Wellington's most populous suburb. This requires multifunctional spaces to create better social and mental health; a focus on more green/open space than structures and buildings; and social spaces for youth and children in which to create their own activities. We also would support the reinstatement of some of the types of water features which were such a feature of the original design and are not otherwise much featured in the city centre.

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- Q10. Objective 4: Te Ngākau is a place that integrates with the city and the waterfront. Do you support this objective (tick one):** Strongly support
- 

**Q11. If you strongly support or oppose the objective (above), please explain why briefly below:**

The Trust recognises the lack of integration between the buildings within the Precinct, and the restrictions on access and flow for pedestrians. We support the objective to integrate the area with the city and waterfront, while ensuring that historical features such as the city to sea bridge are retained and enhanced. The value of the Precinct as an oasis of calm and refuge from the bustle of city life should be recognised in any future design, and its role as an integration point between land and sea strengthened.

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Q12. **Objective 5: Te Ngākau is safe, inclusive, comfortable and green** Do you support this objective (tick one): Strongly support

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Q13. **If you strongly support or oppose the objective (above), please explain why briefly below:**

Evidence suggests that safe, inclusive space is important in combatting activities such as substance abuse and sexual harassment – with a focus on comfortable areas in which to relax, as distinct from ‘paid for space’ in a café or concert hall. There is a strong wish for increased green space rather than hard surfaces or infrastructure, with an emphasis on native plants and water features, as was envisaged in the original Precinct design.

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Q14. **Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring.** Do you support this objective (tick one): Strongly support

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Q15. **If you strongly support or oppose the objective (above), please explain why briefly below:**

The implications of the Precinct’s location are much better known now than in the 1980’s and any future development plans need to acknowledge that sea level rise will continue for decades along with an ongoing sinking of the land itself. The Precinct itself is relatively sheltered but its susceptibility to ground water rise means that the integrity of foundations, basement flooding and storm water ponding must be taken into consideration. The current design has endured for over thirty years. Much of the problems currently being experienced related to deferred maintenance and a short-term approach to infrastructure design and construction. Any future development must consider a much longer projected life for the Precinct and its components.

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Q16. **Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.** Do you support this objective (tick one): Somewhat support

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Q17. **If you strongly support or oppose the objective (above), please explain why briefly below:**

The Trust’s recent seminar highlighted the need for the Precinct as a place of gathering and connection for everyone. The original design made provision for an access pathway under the Nikau palms over the bridge and down to the harbour edge, but this was removed due to cost factors. While cost is an important consideration in any design, retrofitting to correct design errors and omissions generally incurs greater expenditure. Incorporation of universal design and co-design concepts and principles from the outset are important to ensure that a redeveloped Precinct is usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. This includes efficient accessible transport options (including mobility parking, active mode routes, multi-node routes and clear signage and wayfinding). Co design harnesses the knowledge and creativity of citizens and staff in identifying problems and generating and implementing solutions. It offers the opportunity to uncover the real barriers to and accelerants of progress. The Trust encourages the Council towards early engagement with advocacy groups such as the Accessibility Advisory Group (AAG) to incorporate their knowledge of accessibility and advice on the needs of people with impairments.

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**Respondent No:** 27

**Login:** Registered

**Responded At:** Jun 16, 2021 15:51:22 pm

**Last Seen:** Jun 16, 2021 02:24:56 am

Q1. **The proposed vision for the civic and cultural heart of Wellington is: "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." Do you support the following vision (tick one):**

Strongly support

Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

Te Whānganui-a-Tara needs and deserves a beating heart, as the capital of Aotearoa, and a city full of multicultural creative energy that would thoroughly benefit from a generous, welcoming meeting point.

Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

Overall, and as a Wellingtonian tuned to this city for many decades - including lengthy periods overseas where this remained my turangawaewae - I think key issues have been well identified within the draft Framework. As representative of a school of music in a Wellington university, I would readily integrate creative, cultural and broader educational energies, in keeping with our whanaungatanga values: we consider music as a force for building a sense of collectiveness, and we consider our taonga puoro and other non-western musical and cultural practices as part of our responsibility as kaitiakitanga for creative communities.

Q4. **ObjectivesThe Framework sets out seven objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements.Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processesDo you support this objective (tick one):**

Strongly support

Q5. **If you strongly support or oppose the objective (above), please explain why briefly below:**

As above, Te Kōki serves as a committed multicultural and creative contributor to educational and wider civic communities. Mana whenua values are integral to, and drivers of our work, as musicians and educators.

Q6. **Objective 2: Te Ngākau is a place that respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city.Do you support this objective (tick one):**

Strongly support

**Q7. If you strongly support or oppose the objective (above), please explain why briefly below:**

The Framework document, and recent relevant seminars (February 2021 Te Matapihi ki e Ao Nui, May 2021 Civic Trust precinct seminar) attended for the New Zealand School of Music/ Victoria University of Wellington, have compellingly promoted the unique architectural and historic/ heritage values the Te Ngākau project is positioned to leverage. These values are key for our creative capital city, and can be readily reconciled with functional imperatives.

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**Q8. Objective 3: Te Ngākau is a place that is vibrant, welcoming and supports a range of uses to locate alongside its core civic role** Do you support this objective (tick one): Strongly support

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**Q9. If you strongly support or oppose the objective (above), please explain why briefly below:**

Te Ngākau can - and should! - be experienced as the main point of encounter for the residents of and visitors to our capital city. Many younger generation residents have, in recent years, experienced it as a place they've been barred from using (notably including skateboarders!). Activities in the square can be carefully and sensitively (i.e. not heavy handedly) "curated" to allow for the emergence of citizen-led initiatives, which will in turn imbue Te Ngākau with a sense of belonging and collective identity. Opening up and encouraging creative uses amongst our communities will give the square its vibrance and relevance.

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**Q10. Objective 4: Te Ngākau is a place that integrates with the city and the waterfront** Do you support this objective (tick one): Strongly support

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**Q11. If you strongly support or oppose the objective (above), please explain why briefly below:**

Te-Whānganui-a-Tara is a harbour in both literal and symbolic terms, with a rich history that deserves more recognition. Waterfront developments in recent decades have proved hugely successful - i.e. popular, loved, well used. Linking our beating heart of Te Ngākau to the "body" that is our harbour is a clear priority for this project - however complex the associated transportation issues! And of course, for a school that is part of Te Herenga Waka - Victoria University of Wellington, we would be keen to ensure that our waka is safely harboured when we (finally!) move to Te Ngākau.

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**Q12. Objective 5: Te Ngākau is safe, inclusive, comfortable and green** Do you support this objective (tick one): Strongly support

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**Q13. If you strongly support or oppose the objective (above), please explain why briefly below:**

These values are recognised by all our citizens and communities. They are also the exact opposite of descriptors that many might currently use to qualify Courtenay Place and its immediate environs.

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**Q14. Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring.** Do you support this objective (tick one): Strongly support

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**Q15. If you strongly support or oppose the objective (above), please explain why briefly below:**

What is resilient, sustainable, and enduring is both respectful of legacies - notably those of our mana whenua - and accommodating of emerging energies and initiatives. In short, these values require respect for intergenerational interests.

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Q16. **Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.** Do you support this objective (tick one):

Strongly support

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Q17. **If you strongly support or oppose the objective (above), please explain why briefly below:**

No brainer. If you can't get there, what's the point?

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Q18. **Do you have any other comments or suggestions you'd like to share on the vision and objectives for Te Ngākau Civic Precinct? Please list them below.**

As Director of Te Kōkī, the Dawn Chorus (our gifted name), the New Zealand School of Music, I wish to relay the school's enthusiasm and excitement for this project. The breadth and diversity of our activities are relatively little known to many Wellingtonians, yet our engagement with a wide range of music-making skills and scholarship through our programmes in jazz and classical performance, music studies/ ethnomusicology, composition, music therapy, is driven by our sense of responsibility as creative contributors to the community. As a school of passionate contributors to arts and society, we seek to: - realise and affirm the unique place and social benefits of music - influence and shape the quality of human interactions in a steadily changing environment - create a community where everyone has access to meaningful musical experiences - listen and respond to musical patterns that can bind generations and cultural identities We believe that these perspectives, collectively defined as our School's strategic vision, can strongly flourish in and contribute to the energies and synergies of Te Ngākau. We deeply look forward to what we anticipate as being a lively, constructive consultation process, and to being able to help inform and build this unique project.

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Q19. **Please provide your full name:** Sally Jane Norman

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Q20. **Please provide your address:**

Te Kōkī - New Zealand School of Music, Victoria University of Wellington, Aotearoa New Zealand. Kelburn Parade, Wellington 6012

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Q21. **Please provide your phone number if you wish to make an oral submission. this is so we can arrange a time with you.**

██████████

Q22. **Please provide your email address:**

██

Q23. **I am making this submission:**

on behalf of an organisation.

Q24. **If you are making a submission on behalf of an organisation, please provide their name below:**

Te Kōkī - New Zealand School of Music - Te Herenga Waka - Victoria University of Wellington

Q25. **I would like to make an oral submission to the Councillor**

Yes

Q26. **I would like to make an oral submission to the Councillor**

I live in Wellington

████████████████████  
██

Q27. **What is you ethnicity - tick all that apply:**

██

Q28. What's year where you born?



Q29. What gender do you identify with?





**Respondent No:** 55

**Login:** Admin

**Responded At:** Jul 19, 2021 14:26:27 pm

**Last Seen:** Sep 01, 2021 06:39:06 am

Q1. **The proposed vision for the civic and cultural heart of Wellington is: "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." Do you support the following vision (tick one):**

Strongly support

Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

Living Streets support the vision for a return of the heart of our city. This includes incorporating our local democratic institution as a core civic function, the Wellington City Council. Is collide the right word in this phrase, it sounds a bit unplanned.

Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

not answered

Q4. **ObjectivesThe Framework sets out seven objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements.Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processesDo you support this objective (tick one):**

Somewhat support

Q5. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

Q6. **Objective 2: Te Ngākau is a place that respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city.Do you support this objective (tick one):**

Somewhat support

Q7. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

Q8. **Objective 3: Te Ngākau is a place that is vibrant, welcoming and supports a range of uses to locate alongside its core civic role** Do you support this objective (tick one):

Somewhat support

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Q9. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

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Q10. **Objective 4: Te Ngākau is a place that integrates with the city and the waterfront** Do you support this objective (tick one):

Somewhat support

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Q11. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

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Q12. **Objective 5: Te Ngākau is safe, inclusive, comfortable and green** Do you support this objective (tick one):

Strongly support

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Q13. **If you strongly support or oppose the objective (above), please explain why briefly below:**

Green spaces It is disappointing to see Ilott Green and the small green and seating area at the back of the City Gallery removed and a building replacement. There are few enough green spaces in Wellington central and in this area. We support retention of Ilott Green and the smaller green space with the wonderful fountain behind the library and improving the connectivity to these spaces incorporated to the street. The turf (albeit artificial) laid down for the Cricket World Cup changed usage of Civic Square and this sort of activation needs to be maintained. Flexible seating arrangements would be a useful addition.

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Q14. **Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring.** Do you support this objective (tick one):

Somewhat support

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Q15. **If you strongly support or oppose the objective (above), please explain why briefly below:**

Does the use of network only mean the current road system or should it mean public transport and make explicit the need for safe and accessible access for pedestrians?

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Q16. **Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.** Do you support this objective (tick one):

Somewhat support

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**Q17. If you strongly support or oppose the objective (above), please explain why briefly below:**

**Transport connections** As the plans show, LGWM's preferred (but yet to be confirmed) mass transit route is along Jervois Quay. If this happens, there need to be excellent links to the nearest stops and in any case good links to all existing public transport. If the City-to-Sea Bridge is to be retained (and it has its good features and is well liked) accessibility needs improving on the seaward side, for instance some handrails are missing - I'm surprised more people don't trip/slip here.

**Pedestrian facilities** The additional and improved pedestrian crossings across the streets surrounding Te Ngākau are welcomed. The framework should require that all of these pedestrian crossings should allow pedestrians to cross the full width of the street in a single stage (and not just to a central island or reservation as at St Johns). This should include the proposed new and existing pedestrian crossings across Jervois Quay. Pedestrian crossings leading to Te Ngākau (Victoria, Wakefield, Cable, Harris Streets, Jervois Quay) should all be on raised platforms. There also needs to be better links from the Square to those streets, e.g the long blank space between Mercer St and the Michael Fowler carpark, which even before EQ closure was connected by an office-hours-only link through WCC reception and by a slippery laneway past the Town Hall entrance. The connections to the Civic Square need to also be 24/7 links through any retained or new buildings to both Wakefield and Victoria Streets, and improved through to Jervois Quay.

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**Q18. Do you have any other comments or suggestions you'd like to share on the vision and objectives for Te Ngākau Civic Precinct? Please list them below.**

**Buildings and structures** The framework should be more explicit about which existing buildings should be permanently retained. We support retention of the library building with improved access and a more active frontage to Civic Square, and look forward to this being done as soon as possible. We support more than just the Town Hall and the old library/City Gallery being retained. The Municipal Office Building should be one of these existing buildings that should be permanently retained. A positive decision on strengthening and permanently retaining the Municipal Office Building should be made before the framework is finalized and adopted and this decision should be written into the framework. The Municipal Office Building should be strengthened, fitted out with the latest design of base isolators and the interior layout changed to a modern office style. Strengthening the MOB, then modernising its interior would enable WCC staff and councillors to return to where they rightfully belong - in Te Ngākau = the heart of the city - where they once were. Similarly if the CAB can be strengthened and fitted with the latest type of base isolators, that is preferable to demolition with the resulting high impacts of noise and dust, on traffic, and the waste of embodied energy and materials it was made of, plus the impacts on the valuable life of the Southern Landfill. Active frontages have increased but not markedly. The Town Hall, MOB and CAB and western aspect of the Michael Fowler Centre still seem 'quiet' as does the northern side of Wakefield Street. The northern side of Harris St which is the Police station is marked active but no change is proposed to do this.

**Transport connections** As the plans show, LGWM's preferred (but yet to be confirmed) mass transit route is along Jervois Quay. If this happens, there need to be excellent links to the nearest stops and in any case good links to all existing public transport. If the City-to-Sea Bridge is to be retained (and it has its good features and is well liked) accessibility needs improving on the seaward side, for instance some handrails are missing - I'm surprised more people don't trip/slip here.

**Pedestrian facilities** The additional and improved pedestrian crossings across the streets surrounding Te Ngākau are welcomed. The framework should require that all of these pedestrian crossings should allow pedestrians to cross the full width of the street in a single stage (and not just to a central island or reservation as at St Johns). This should include the proposed new and existing pedestrian crossings across Jervois Quay. Pedestrian crossings leading to Te Ngākau (Victoria, Wakefield, Cable, Harris Streets, Jervois Quay) should all be on raised platforms. There also needs to be better links from the Square to those streets, e.g the long blank space between Mercer St and the Michael Fowler carpark, which even before EQ closure was connected by an office-hours-only link through WCC reception and by a slippery laneway past the Town Hall entrance. The connections to the Civic Square need to also be 24/7 links through any retained or new buildings to both Wakefield and Victoria Streets, and improved through to Jervois Quay. We would like to be heard in support of this submission.

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**Q19. Please provide your full name:**

Ellen Blake

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Q20. Please provide your address:

[REDACTED]

Q21. Please provide your phone number if you wish to make an oral submission. this is so we can arrange a time with you.

[REDACTED]

Q22. Please provide your email address:

[REDACTED]

Q23. I am making this submission:

on behalf of an organisation.

Q24. If you are making a submission on behalf of an organisation, please provide their name below:

Living Streets Aotearoa

Q25. I would like to make an oral submission to the Councillor

Yes

Q26. I would like to make an oral submission to the Councillor

I live in Wellington

Q27. What is your ethnicity - tick all that apply:

not answered

Q28. What's year where you born?

not answered

Q29. What gender do you identify with?

not answered



**Respondent No:** 60

**Login:** Admin

**Responded At:** Jul 19, 2021 17:46:13 pm

**Last Seen:** Sep 01, 2021 06:39:06 am

Q1. **The proposed vision for the civic and cultural heart of Wellington is: "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." Do you support the following vision (tick one):**

Neutral

Q2. **If you strongly support or oppose the vision (above), please explain why briefly below:**

not answered

Q3. **Are there other key issues related to Te Ngākau Civic Precinct which have not been already identified within the draft Framework? Please list them below. You can see the identified issues at [www.letstalk.wellington.govt.nz/te-ngakau](http://www.letstalk.wellington.govt.nz/te-ngakau)**

not answered

Q4. **ObjectivesThe Framework sets out seven objectives that express what we are seeking to achieve for Te Ngākau. Each of the objectives (listed next) is described in the Framework and supported by a range of policy statements.Objective 1: Te Ngākau is a place that welcomes and expresses our diverse culture and integrates Mana Whenua values into design and delivery processesDo you support this objective (tick one):**

Neutral

Q5. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

Q6. **Objective 2: Te Ngākau is a place that respects and incorporates experiences of architecture, design and heritage balanced with ensuring its functional role for the city.Do you support this objective (tick one):**

Neutral

Q7. **If you strongly support or oppose the objective (above), please explain why briefly below:**

not answered

Q8. **Objective 3: Te Ngākau is a place that is vibrant, welcoming and supports a range of uses to locate alongside its core civic roleDo you support this objective (tick one):**

Neutral

Q9. If you strongly support or oppose the objective (above), please explain why briefly below:

not answered

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Q10. **Objective 4: Te Ngākau is a place that integrates with the city and the waterfront** Do you support this objective (tick one): Neutral

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Q11. If you strongly support or oppose the objective (above), please explain why briefly below:

not answered

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Q12. **Objective 5: Te Ngākau is safe, inclusive, comfortable and green** Do you support this objective (tick one): Strongly support

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Q13. If you strongly support or oppose the objective (above), please explain why briefly below:

not answered

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Q14. **Objective 6: Te Ngākau is a place that is resilient, sustainable, and enduring.** Do you support this objective (tick one): Neutral

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Q15. If you strongly support or oppose the objective (above), please explain why briefly below:

not answered

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Q16. **Objective 7: Te Ngākau is easily and safely accessible and integrated with the wider transport network.** Do you support this objective (tick one): Neutral

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Q17. If you strongly support or oppose the objective (above), please explain why briefly below:

not answered

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Q18. **Do you have any other comments or suggestions you'd like to share on the vision and objectives for Te Ngākau Civic Precinct? Please list them below.**

E19 The sooner the community becomes involved in the planning for a public space, the better; it is ideal that they join before any work has been done. They also should be encouraged to stay involved throughout the improvement effort so that they become owners or stewards of the place as it evolves. <https://www.pps.org/article/11principles> Who are we: An Association that represents the Residents in the Te Aro and Wellington Central, while recognising 'our space' is also the space used by business, workers, and visitors. This area has become the largest residential suburb in Wellington in terms of population - on the smallest land area. Our purpose: To be a progressive and influential voice for our members through engagement with the appropriate public authorities to enhance the wellbeing of those living in the inner-city. Area of interest: To achieve a sustainable living environment in the inner-city through adherence to UN Sustainable Development Goals, and proactively working to enhance Democratic Resilience through co-design and civic engagement . ICW maintains it is vital that any redevelopment of Te Ngakau Civic Square (the square) recognises that Inner City residents now make up the largest suburb in Wellington in terms of population (on the smallest area of Land in Wellington) . As this population is expected to grow considerably it is vital the Square also functions as the heart of the inner City Community, as well as being developed as the Civic heart and cultural hub of the city. Key to our Community is retention of a sizeable

outdoor space, especially green space. Currently the inner city is woefully devoid of community open space for its residents, and we cannot afford to lose any that we currently have. Jack Illot Green adjacent to the Square is the only large sized easily accessible area in the CBD that provides essential green park-like space for children and adults alike to play and relax. While we understand there are serious issues to be considered, given the huge financial pressure on the city due to failing infrastructure and strengthening of the library and town hall we believe that a total redevelopment of the precinct is unnecessary and imprudent. We see no reason why the Harris Street Nikau Walkway should be demolished and believe the City to Sea Bridge should be remediated and Jack Illot Green retained and upgraded. We suggest that, if designed well, the redevelopment of the CAB and MOB buildings could go a long way to providing an attractive entranceway(s) to enhance the square, without the massive expense of a total redevelopment.

**PUBLIC SPACE ANALYSIS** The importance of high-quality green space was identified in the public space analysis in the framework, particularly when taking into account the 50,000 to 80,000 more people expected to live in Wellington by 2050. The inner city has already been identified as being critically short of green space for the present-day population. The current amount of additional green space required for today's population has been quantified as 10 Aro Parks or 56 tennis court sized areas. Refer to points 5.1 and 5.2 below. Therefore, it comes as a surprise that the proposed framework does not support the retention of the only large green space (Jack Illot Green) within the CBD and instead the overall amount of open/green space is reduced and replaced with three small spaces that will provide limited use. We also note that in a City Strategy meeting April 2018, in response to the public petition to 10,000 signatures to Save Jack Illot Green, council officers were charged with generating a paper "outlining final options on the most appropriate process to protect Jack Illot Green as a reserve." A request that to our knowledge has never been followed up. ICW maintains that this framework not only completely fails to provide local resident with the existing green space amenity they have, but also fails to uphold the following framework objectives.

**5.1** An increase in the quantum of green space in the precinct is to be achieved through site re-design. This should include provision of high-quality landscaping, greening of existing public spaces and creation of new usable green open space areas.

**5.2** Areas of green open space should be located and of adequate size and dimension to ensure safety, usability and shelter. And the "Open space should be designed with reference to how it contributes and links to the inner-city network of open space, supporting the needs of both inner-city residents and visitors." ICW contends that Jack Illot Green must be retained and upgraded to continue to provide a large green community space for group activities, relaxing, and watching entertainment. ICW also questions WCC questions commitment to climate change when it appears a large area of permeable green space is deemed available for development which can include a building or other non-permeable surface. ICW envisions the area with the addition of a small amphitheatre and simple stage, while retaining a green area large enough for group physical activities that are already played on the green by locals during the day and evenings. Activities such as volleyball, touch rugby, Tai Chi, Gym session, music, dance, children playing picnics, etc.

**GREENING OF THE STREETS** ICW accept the "surrounding streets should also contribute as green streets integrated with sustainable stormwater drainage." ICW contends that green streets cannot be a substitute for open useable green spaces (which along with bring a community amenity have the additional advantages of permeability and carrying less maintenance cost).

**CONNECTIVITY** Harris Street Nikau walkway It seems the walkway from Harris Street - Nikau to the bridge and square with its impressive iconic tree sculptures is to be removed, even though large volumes of people use it daily. The walkway is the major corridor from the waterfront to Harris Street/Chews Lane/Willis Street used by city workers, local residents and visitors daily, and to our knowledge there is no serious structural reason why it should go. It also acts as a lookout over the square and the park where glorious views of the harbour come into play. We note that some of the concerns regarding connectivity are based on current issues with closure and mobility which surely will be addressed at the time of the redevelopment and strengthening of buildings. Mobility issues could be easily resolved if these were seen to be a problem. ICW strongly opposes the removal of the existing walkway from Harris Street and believes it provides an inviting and exciting method of reaching the square and the bridge.

**CITY TO SEA BRIDGE** The bridge is one of the most popular areas of the square used by thousands who enjoy sitting relaxing, meeting on the bridge, admiring the spectacular views, not only across the harbour but also the intimate views back to the city and across the square (which would not be available from down on the square level). The bridge also provides instant and SAFE access across the Quay to the waterfront and has a historic and cultural value. Contrary to being the barrier the Framework suggests, the bridge provides the best visual connection with the waterfront and, should it be removed, the view from down at square level would be predominantly of passing traffic, and the top of the buildings by the lagoon. ICW opposes the removal of the City to Sea bridge which is an iconic part of the Civic Square used and enjoyed by huge numbers of people daily. ICW agrees that a ground level pedestrian crossing across Jervois Quay at the end of Harris Street would be beneficial, but does not accept that this should



**Q26. I would like to make an oral submission to the Councillor**

I live in Wellington

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Q27. What is your ethnicity - tick all that apply:**

not answered

**Q28. What's year were you born?**

not answered

**Q29. What gender do you identify with?**

not answered