

Sarah Hope

From: alana.bowman@mac.com
Sent: Monday, 12 October 2009 5:17 p.m.
To: BUS: Waterfront Submissions
Subject: Draft Waterfront Development Plan

The following details have been submitted from the Draft Waterfront Development Plan form on the www.Wellington.govt.nz website:

First Name: Alana
Last Name: Bowman
Street Address: 2/20 Thompson St
Suburb: Mt Cook
City: Wellington
Phone: 04 384 4324
Email: alana.bowman@mac.com

I would like to make an oral submission: Yes

I am making this submission: as an individual

Comments: I have reviewed the current City Council's proposals for development of the waterfront.

I cannot support any of the proposals but for upkeep of the property.

I propose a 5 to 15 year moratorium for any further development of the waterfront. This Council has been too active with proposals for further buildings on this very limited and precious space. Let others, later, have an opportunity to bring ideas for preserving the space that remains.

Sarah Hope

From: tregonning@xtra.co.nz
Sent: Thursday, 8 October 2009 9:48 p.m.
To: BUS: Waterfront Submissions
Subject: Draft Waterfront Development Plan

The following details have been submitted from the Draft Waterfront Development Plan form on the www.Wellington.govt.nz website:

First Name: russell

Last Name: tregonning

Street Address: 5 anne st.

Suburb: wadestown

City: wellington

Phone: 04-4995668

Email: tregonning@xtra.co.nz

I would like to make an oral submission: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Great Harbour Way Coalition Founding Members

Comments: SUBMISSION FROM THE GREAT HARBOUR WAY (GHW) COALITION
FOUNDING MEMBERS TO THE DRAFT WATERFRONT DEVELOPMENT PLAN (THE PLAN)

CONCEPT OF GREAT HARBOUR WAY

The Great Harbour Way is a proposed continuous, safe, signposted 60−70 kilometre route for walkers, cyclists, runners and others around the perimeter of Te Whanganui a Tara/Wellington Harbour from Pencarrow in the east to Red Rocks in the west.

It will present a unique (possibly in the world) opportunity to safely walk or cycle the entire coastline of a major city harbour, continually touching the water's edge. Users will pass wild shipwreck shores, rocky headlands and sandy beaches, as well as parks, marinas, museums, cafes, theatres, seaside suburbs and Wellington's inner-city waterfront.

THE GREAT HARBOUR WAY COALITION (GHWC)

This represents individuals responsible for the GHW concept and other groups ie Living Streets Aotearoa, Cycle Aware Wellington, Rotary, and Wellington Waterfront Ltd. Wellington's inner-city waterfront promenade is a key part of the GHW route. It is envisioned that most tourists will start on the route from here as Wellington city will be the main portal for visitors to GHW.

The Wellington Waterfront Promenade (the Promenade) GHWC has concerns about further developments on the Waterfront which may result in increased numbers of cars and other service vehicles causing interference and danger to other users of the Promenade. The WCC's Waterfront Framework clearly spells out the intended function and importance of the Promenade and the need to separate it from cars- "The promenade should be a shared pathway designed to accommodate a range of non-motorised uses".

The Promenade, day in and day out, is the part of the waterfront most used by the public. Despite this, the description of intended work on the Promenade in the Plan is restricted to one sentence "any enhancement of this high-use area will be undertaken mainly as part of the development of adjacent areas, rather than as a single project". We believe that improvements to the Promenade

need more importance in the final Plan.

CURRENT DEFICIENCIES IN THE PROMENADE

At present, there is considerable variation in the useable width of the Promenade as many bottlenecks restrict the free flow causing conflict between pedestrians and cyclists. There are several places where the effective width is narrowed down to between approx 1 and 1.5 metres: usually there are a number of such passages across the total width where it is this narrow (eg across the cut-out in front of Circa, at the North side of Frank Kitts park between the chains, and at the Whitmore entrance on North Queens Wharf). There is, however, only one narrow passage of approx 1.5 metres in front of Shed 5. Also, the alternative route around the back via the entrance to Shed 5 is often obstructed on the pathway by moveable signage for the restaurant.

Parking of cars on the Promenade is also a hazard to other users. Taxis and other service vehicles park across the narrow strip between sheds 5 + 6 and outside shed 6 itself. Most cars, and taxis, in particular, could be required to park elsewhere to encourage better flows.

ENGAGING WITH THE PUBLIC

The Plan outlines the need for a willingness by WCC to engage with the public about waterfront development. Consistently, the public has spelt out its opposition to many new and high buildings in its submissions to variations to the District Plans affecting the waterfront.: eg in its rejection of variation 17, and in the recent submissions to Variation 11 which overwhelmingly oppose the restrictions on public input to building heights. Despite this, one of the assumptions outlined in the Plan is that "the development of commercial property generates proceeds of highest and best use". The GHWC is concerned that further commercial building development on the waterfront will inevitably produce more motorised traffic around the water's edge and thereby interfere with the promenade and the GHW. We believe that this is not "best use" of this publically-owned and much-loved part of Wellington with such potential to attract increased numbers of visitors to the beauty of the waterfront.

Development of the waterfront has been dogged by controversy involving lengthy and expensive appeals to the Environment Court by the public to stop WCC building plans. The GHWC asks for a more collaborative approach with the public from WCC. The newly-formed GHWC includes a wide cross-section of those Wellington's citizens who support walking and cycling as a form of commuting and recreation, The Council in supporting the concept of a carbon-neutral city publically supports cycling and walking plans. We possess expertise in this area and ask for consultation with the Council about all future development plans affecting these active form of transport and recreation on the waterfront.

FRANK KITT'S PARK

The need for development here seems highly doubtful as it is already a very popular area with the public. Any changes to it should not interfere with the width of the promenade between it and the sea. The currently erected barriers across this part of the promenade which restrict smooth traffic flows could be abandoned if a better barrier between park and promenade was built to protect children wandering from the play area.

QUEEN'S WHARF

The choice of the winning design in the outer-T competition should consider the impact of any increase in car traffic crossing the Promenade. A large part of the Environment Court's decision to reject the Hilton Hotel here was the impending clash of motor vehicles with other users of the Promenade.

The commercial negotiations for building redevelopment of Sheds 1 and 6, and any proposed so-called "interim uses" here should also take into account any possible increased car presence. The GHWC approves of any proposal to decrease "vehicular movement" eg that proposed in the Plan

around Shed 6 in the Hunter St traffic control project.

KUMOTOTO

The GHWC believes that the prevailing economic downturn reducing the possibility of commercial high-rise building development on sites 8 – 10 is a blessing in disguise. The “positive dialogue” with the Hilton developers about the proposal siting of the hotel on site 10 is of major concern to us. Such a development will only increase waterfront motor traffic and should be abandoned as it was for the outer-T site.

INTERIM USES

The Plan’s suggestion of more car parking should not be allowed to occur in such a way that it brings more cars into conflict with promenade users. The same argument for the campervan park proposal for site 10 applies. Although a campervan park might be tolerated as a short term measure around Rugby World Cup time, the increased motor traffic around site 10, right on the waterfront, is inappropriate as a permanent solution.

IN CONCLUSION

The GHWC requests that the Plan address the deficiencies in the Promenade which is the most popular part of the waterfront, and an important and integral part of the GHW. Any proposed new developments on the waterfront involving any permanent increase in motorised traffics should be reviewed. The GHWC wishes to be represented to make submissions in any oral submission process on the draft Plan.

Sarah Hope

From: Ian Clements
Sent: Tuesday, 13 October 2009 9:54 p.m.
To: Sarah Hope
Subject: FW: Submission - DRAFT WATERFRONT DEVELOPMENT PLAN 09/10
Attachments: Draft Waterfront Development Plan 09-10 Submission sent 13 Octo Trust.doc

From: Kathleen Borrows On Behalf Of Info at WCC
Sent: Tuesday, 13 October 2009 9:49 p.m.
To: Ian Clements
Subject: FW: Submission - DRAFT WATERFRONT DEVELOPMENT PLAN 09/10

Hello,
Are you able to help with the enquiry below?
If you are able to help, and can respond to their email directly, could you please CC the info@wcc.govt.nz email address as well.
We have responded to their original email and advised them to expect a response within 3 – 5 working days.

Kind regards,

Kathleen Borrows
Online Information Co-ordinator
Customer Contact Centre
Citizen Engagement Directorate
Wellington City Council
101 Wakefield St.
Wellington
New Zealand

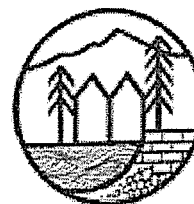
From: alan smith [mailto:alanesmith@xtra.co.nz]
Sent: Tuesday, 13 October 2009 20:52
To: Info at WCC
Subject: Submission - DRAFT WATERFRONT DEVELOPMENT PLAN 09/10

Wellington Civic Trust

P O Box 10183

Wellington

www.wellingtoncivictrust.org



12 October 2009

**Draft Waterfront Development Plan 2009/10
Submission from The Wellington Civic Trust Incorporated.**

Submitter details

14/10/2009



Wellington Civic Trust

P O Box 10183

Wellington

www.wellingtoncivictrust.org



12 October 2009

Draft Waterfront Development Plan 2009/10 Submission from The Wellington Civic Trust Incorporated.

Submitter details

Wellington Civic Trust:

Contact person:

Alan Smith

Street Address P.O. Box 10183
The Terrace P.O.
Wellington 6011

Phone 566-3034

Email alanesmith@xtra.co.nz

The Trust wishes to make an oral submission.

The Civic Trust submission on the Plan

Plan Overview

1 In December 2008 the Council agreed that it should take over responsibility for implementing the waterfront project as from July 2010, subject to a review closer to that date as to whether market conditions justified that transfer of responsibilities. When the decision was submitted for public consultation it was strongly supported. The Trust is therefore surprised that a Council proposal that was endorsed by public submissions should have been reversed so soon. It appears that the basis for the decision is not any change in market conditions, but that the Council believes that there is sufficient work to justify the continuation of a dedicated implementer. Reference to that as the main factor is made in the final paragraph of the introduction to the plan.

2 However, all the activities now listed in the work programme for the next two financial years were, apart from the Kumutoto toilets, on the agenda much earlier in the year. The Trust had drawn attention to the need to find new and appropriate uses for the large open spaces in and around the designated building sites and we were told in April that the company was considering temporary uses. If anything the company's work programme has shrunk. It no longer intends to undertake the very substantial work associated with seeking resource consents for the North Kumutoto sites, which the Council had asked it to do by 1 July 2010.

3 The Council's decision to reverse a decision which had received strong support when the public was consulted a mere six months earlier does not foster confidence in the Council's approach to public engagement.

4 The Trust has no quarrel with Wellington Waterfront Ltd. Indeed we believe that much of the criticism of the company in the past has been misdirected. If sections of the public do not like the direction the project has taken its quarrel should be with those who drafted the Waterfront Framework, the Council which approved it and the Waterfront Development Subcommittee which has been largely responsible for interpreting it. The company's responsibility has been to implement decisions made through the appropriate political and consent processes.

5 Our support for the transfer of functions was because of the expenditure savings that would be made, which were not inconsiderable over a ten year period. Nothing in the revised plan suggests that the need for such prudence has past. The financial problems facing the project are as grave now as they were late last year. For that reason we wish to comment first on the proposed financial plan and its implications.

Financial Plan

6 When the earlier draft waterfront plan was submitted to the Strategy and Policy Committee on 3 September it was accompanied by an officers' report which under the heading Financial Risk set out the implications for the Council (and its ratepayers) if one or none of the proposed commercial developments did not proceed. In the former case the additional borrowing required is estimated at \$9m, and in the latter case \$41.1m.

7 Such figures will have been estimated on the basis of various assumptions and the higher figure is not only a 'worse case scenario', but an unrealistic one. The waterfront sites have a high market value now, just not as high as the company believes can be realised in the longer term. Even so, realistic market expectations have to be a major factor in considering policy options, including those in this plan. We are disappointed that more financial information was not included in the material supplied for this consultation. One of the major contentious points in respect of the Kumutoto development is the number and size of new buildings proposed. Those wishing to consider their position on such matters should be aware of the financial implications for the citizens of Wellington of the number and size of new buildings proposed for North Kumutoto.

8 Although this is a development plan and not a financial statement, it would have been helpful if the plan had given more information on the financial situation of the company. Our understanding is that the Company's current borrowings are under \$5m, but by next year they will have doubled and that in 2011/12 they may well exceed the current limit of \$15m. We believe that the implications of this situation must influence our discussions on the company's activities in the coming year and beyond.

The Projects

Waitangi Park

9 Throughout the debates on the waterfront the public has demonstrated a particular concern for the development of this site. The statement is made that WWL “will continue to explore and investigate the financial viability of the development of the UN Studio design for the transition site”. As the potential users of a gallery building in Wellington must be strictly limited, we would have thought that after nearly four years of trying to market that concept, it should now be clear whether or not it had any promise. If there is no prospect of finding a developer should not other long term options be considered for both the transition site and sites 1- 3? The Trust urges the Council to make a clear statement about the current status of the concept designs for the Waitangi sites and options for the longer term.

Overseas Passenger Terminal

10 The OPT redevelopment is not scheduled to commence until 2012/13. That delay is disappointing because the state of the current building does not enhance the presentation of the waterfront. We had understood from statements made by the Council, the waterfront company and the developers that opposition to the resource consent application was a cause of serious problems for WWL. It is therefore surprising that, having secured the necessary consents, the work will not start for another two to three years.

Taranaki St Wharf and Lagoon

11 Construction of the wharewaka complex will commence early in 2010 subject to ensuring that design amendments remain within the scope of the resource consent that has been granted. Our understanding is that this is a sensitive site with potentially conflicting uses. The new design is substantially different from that for which the original resource consent was granted. The decision on whether or not a new consent will be required will be determined by Council officers exercising their statutory functions under the Resource Management Act. The Trust has been promised copies of any officer reports prepared in relation to the wharewaka complex and we trust that the Council will ensure that a consent process which was open and public retains those qualities.

Frank Kitts Park

12 The Trust is in favour of the redesign of Frank Kitts Park including the Chinese Garden. Our doubts relate to the further expenditure on public open space when it is clear that such spending has outstripped the project's revenue-earning capacity. If it is neither practical nor desirable to untie the remodelling of the park from the construction of the Chinese garden, work should not start on either the garden or the park until both elements can be satisfactorily funded. The scheduling of this work for 2015/16 should therefore be considered as tentative and reviewed closer to that date in the light of the project's financial situation. It should not be a commitment that has to be borne by the ratepayer.

Queens Wharf

13 The statement is made under the heading ***Project Progress*** that design briefs have now been completed for each of the waterfront precincts. We were not aware that this was so in respect of Queens Wharf. Most of the planning and development of that area, apart from the Outer-T, was

completed before the Waterfront Framework was approved (Dockside restaurant 1991, Shed 5 Restaurant 1992, Wharf Office Apartments 1994, Queens Wharf Retail and Events Centre and Queens Wharf Square 1995). We understand that a master plan is to be developed for Queens Wharf. Design briefs have always been referred for public consultation. We assume that the Master Plan for Queens Wharf will also be referred, not just to so-called stakeholders, but to the public in general.

14 In respect of the Outer-T, the Council may recall that the Trust considered that a public ideas competition should be followed up by a professional design competition. We ask that provision for the drafting of a design brief and rules for such a competition should be undertaken in 2009/10 with the competition held as soon thereafter as practical. We would expect the results of the ideas competition to be made available to the entrants.

Kumutoto

15 The Trust supports the proposed buildings on sites 9 and 10 at North Kumutoto, provided the building heights are within the maximum stated (i.e. not including the additional 15% sought in Variation 11). We also agree that site 10 is appropriate for a hotel. It has none of the major disadvantages regarding access, pedestrian conflict and bulk in relation to surrounding structures that made the Outer-T site so unsuitable. We are concerned about the relationship between the building and the heritage Shed 21, but consider that if the building is no higher than 30m the relationship, while strained, is acceptable.

16 We do have a concern about site 8. This site was designated for a building in the 2002 Draft North Queens Wharf Brief and the Athfield concept design is complementary to the design for the site 9 building – they are a matching pair. Also the revenue from a site lease would help redress the financial problems faced by the waterfront company – and also faced by Wellington ratepayers. From the information supplied in the Variation 11 hearings it would seem that design values played their part in the location of this building. It would give an edge to the promenade, while also defining the edge of that part of the Kumutoto plaza, and it would frame entry into the lane from the north. On the other hand this site is triangular and not ideal for a building. It is also the closest of the three North Kumutoto buildings to the harbour edge. At certain times of the day it will cast its shadow over the promenade, as well as the public open space between site 8 and the Kumutoto Stream. The site would make an excellent public open space, and the opportunity might be taken to provide an area with a different character from the rather severe open spaces characterised by the Kumutoto Plaza. It would provide a space not only with fine views of the harbour but also of the heritage Sheds 11 and 13 enhanced, we trust, by the presence of the new building on site 9.

17 In this submission the Trust has noted with concern the difficult financial situation facing the project. Much as we would wish that site 8 was not used for a building we have to recognise that a decision to dedicate it to public open space would result in a loss in income. As noted earlier in this submission, in the officers' report considered by the Council on 3 September it is estimated that if one commercial building did not proceed "the borrowings position is forecast to be \$9m worse". However, the Site 8 building is the smallest of the three proposed for Kumutoto and its uses would be more restricted. Moreover, it would block harbour views from the site 9 building and therefore impact on that site's value. We ask that the Council and the company reappraise the options for this site with an open mind and seriously consider its use as public open space.

18 The Trust does not support the expenditure of a further \$400,000 on building a toilet facility near Shed 11 and the Loaded Hog. The project's financial basis is unbalanced with expenditure on public

open space being substantially in excess of revenue from commercial developments plus the committed (and spent) contribution from the Council. To add to that imbalance by building a desirable, but not essential facility at this time is imprudent.

Interim Uses

19 The Trust supports the interim uses proposed at Waitangi Park and North Kumutoto and for further investigations to be made into other possible temporary uses. We note that the Queens Wharf and Waitangi Park uses will be recreational, and we applaud that. We would, however, cavil with the description of site 10 "as an ideal site for a campervan park". The use of public waterfront open space for a campervan park is far from ideal and it can only be tolerated as a temporary expedient to provide a needed facility and to earn revenue while a permanent use for the site is negotiated. Our understanding is that the likely period of use as a campervan park is about three years.

Summary

20 The Trust is in broad agreement with the draft waterfront plan for 2009/10 our qualifications are:

- A concern that the Council's commitment to adjust expenditure to meet revenue concerns, evident in its December 2008 decisions, appears to have waned;
- the absence of any clear statement from the Council, or the company, on the current status of the concept designs for the Waitangi sites and the options for the longer term;
- if officers determine that the existing resource consent for the wharewaka can cover the new design, full details of the report, or reports, justifying such action are made available to the public;
- the scheduling of the work on Frank Kitts Park for 2015/16 be regarded as tentative and be reviewed closer to that date in the light of the waterfront project's financial situation;
- provision be made for a design competition for the Outer-T with a design brief and competition rules being drafted in 2009/10 with the competition held as soon as possible thereafter;
- development options for site 8, North Kumutoto be reappraised, including its use as public open space;
- the construction of toilets on Kumutoto, planned for 2010, be deleted from the draft plan.

[signed for the Wellington Civic Trust]

Alan Smith
Deputy Chair & Secretary
The Wellington Civic Trust Incorporated
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WELLINGTON
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Submission: Draft Waterfront Development Plan 2009/10
Additional Submission – Due 13th October 2009

Ian Clements: Portfolio Manager -Council Controlled Organisations
Wellington City Council CAB,
Wakefield Street,
Wellington.

Rosamund Averton,
12/17 Brougham Street,
Mount Victoria,
Wellington.

13th October 2009

I write this submission as an individual and do wish to be heard*.

The submission below responds to the document circulated in September 2009 which contains specific new proposals. My submissions to Waterfront Development Plan 2009/10, the Draft Annual Plan and also the Long Term Council Community still stand and the following is an additional submission not a replacement.

The ordering of my response follows that of the "Mark 2" 2009/10 plan.

I again note that there is no pagination the headings used therefore refer to major topic headings and sub-headings.

1. Waterfront as a whole:
 - a) The promenade:

I support the proposal to deal with the "enhancement" of high use areas piecemeal.
 - b) Parking:

It appears that access and parking matters have been regularised to comply with consents already granted for the development of the "events" and also the former "retail" centres.
 - c) Berthage:

It appears that acknowledgement has been given to the importance of providing berthage at the end of Queens Wharf. Regard should also be paid to the impact of berthage on those dwelling in Shed 21 who experience the transferred amenity effects caused by the "bumping" of vessels against the wharves and the vibration noise of idling ships engines.
 - d) Wharf Pile Maintenance:

My previous comments stand.
2. Waitangi Precinct:
 - a) Waitangi Park:

I oppose the proposal to erect a temporary "tensile fabric structure" and will return to this matter when making comments about "interim uses". Suffice to say "temporary" is a nebulous term. A finite term should be set before consideration is given to any "tensile fabric structure".

- i) The proposal to continue the "investigation" and "exploration" for the building on the transition site alongside Te Papa should be abandoned.
- ii) The decision not to locate the Chinese Garden on the park should be reviewed.

b) Overseas Passenger Terminal:

I note that there is no reference to who will fund any inspections, maintenance, repairs or pile replacement during the interregnum prior to the "scheduled" 2012/13 redevelopment of the site. Clarification on this matter is sought.

3. Taranaki Street Wharf and Lagoon:

- a) The proposals for the erection of a wharewaka as a replacement for the original design proposal and consented "Wharewaka – Wharanui Kai" should be publicly notified to ensure that the new design is consentable as representations seem to bear little resemblance to the original.
- b) I support the grassing of the "mound" but remain opposed to the construction of an additional bridge.

4. Frank Kitts Park:

- a) I understand that rationale behind the proposal for the development of the Chinese Garden on this site. I note that the fundraising required will post-date the public notification.
- b) I oppose the "re-development" of the "remainder" of the Park. The present configuration seems to meet public expectations of a public space on the waterfront.
- c) I note the comments in regard to combining the two projects and oppose this proposal.

5. Queens Wharf:

- a) The comments made seem to anticipate the outcome of deliberations in regard to the "ideas competition".
- b) I note that there seems to be a proposal lurking to vary the District Plan to incorporate any changes that will contribute to "the master plan". I seek further information on this "proposal".
- c) I submit that there should be no "re-vitalisation" without there being some opportunity for the public to contribute, especially in regard to Shed 6.
- d) I oppose the proposal to erect an ice skating rink anywhere on Queens Wharf. However, I would support consideration being given to erect an ice skating rink within the "events centre" if it was privately funded.

6. Kumutoto:

- a) The proposed "sculpture" seems the epitome of kitsch matching that of the shell "sculpture" on the corner of Lambton Quay and Abel Smith Street.
- b) I applaud the decision to consider converting Site 10 to a caravan park.
- c) I support the use of the ex Eastbourne Ferry Terminal building by the NZ Police and the National Maritime Dive Squad. The construction of any "small" adjacent building should be subject to public notification and

- resource consent procedures regardless of who will pay (ie: taxpayers/ratepayers) for the additional building.
- d) In principle I support the erection of public lavatories. However, there are many lavatories in this area, albeit within the various restaurant premises.
 - e) I had understood that there were to be "public lavatories" available under the Meridian Building as part of the conditions for consent. I note that there is no signage indicating this facility and am unsure whether the conditions set are being met.
 - f) I oppose the erection of the proposed cornucopia like lavatorial structure which is incongruous and appears to be related to the Wellington International Airport "pumpkin". I also note that such an erection will obscure and diminish the impact of the heritage Shed 11.
7. Interim Uses:
- Carparking where easily accessible (eg:Site 10) is supported.
 - I submit that together with the Regional Council and NZ Bus, consideration be given to introducing a regular waterfront mini-bus service that travels the entire coastline from Jervois Quay – Oriental Parade – Evans Bay – Cobham Drive – Shelly Bay –Breaker – Brandas Pass – Lyall Bay – Owhiro Bay returning directly to the City via Happy Valley Road. A minimal flat fee charge would make this coastal route appealing to a wide range of people.
- a) Wellington Campervan Park: I support this proposal.
 - b) Temporary tensile fabric structure: See comment at 2.a) above.
 - c) Ice Skating Rink: See comment at 5.d) above.

Additional Comment: I note that Item 1- Introduction and Background proposes that Wellington Waterfront Limited should continue to manage waterfront project rather than allowing the project to be managed by Wellington City Council as was previously decided. I oppose this decision and ask that it be reviewed by Council subsequent to the receipt and consideration of submissions on this revised plan.

Thank you.

Rosamund Averton,
12/17 Brougham Street,
Mount Victoria,
Wellington 6011.

NB: I consider it derisory to provide submitters with less than 10 minutes to present their carefully crafted submission and not in the spirit of ensuring that community engagement is paramount.

10th October 2009

~~Draft Waterfront Development Plan – 2009/10~~
Council Controlled Organisations
Wellington City Council
P O Box 2199
Wellington

Attention Ian Clements, Portfolio Manager, C.C.O's.

This submission is made on behalf of Pauline and Athol Swann and we wish to be heard.

The submission is in response to the latest proposals and to confirm that our previous submissions to the Waterfront Development Plan, the Draft Annual Plan and the LTCC still stand and the following is not a replacement.

As the document does not have page numbers will quote from subjects.

1. Introduction and Background

We note that the decision by the Council in December 2008 to extend the implementation of the waterfront project over a 10 year period was agreed but we oppose the reviewed decision not to transfer the project's development and management responsibilities to Council until July 2012. (which goes against the Council Officers earlier recommendation) and ask that it be reviewed by Council.

2. Principles – 4. Project Process

The points we made 14th March still stand.

- 5 Engaging with the public – All the roles and structures set up to govern the waterfront must be open to public scrutiny. This principle is a right of Wellingtonians as “owners” of the waterfront through the City Council, but is also a response to the interest they take in the waterfront as a special part of the city.

6. The Projects

We consider the maintenance of the entire **waterfront promenade** should have high priority.

Berthage: Pleased to see acknowledgement that Boating and Shipping movements are important to the Waterfront (and to follow up on this, on Saturday 10th there was a visit to Queens Wharf of the new Navy's Patrol Boats, Taupo and Pukaki, which will be open to the public.)

Wharf Pile Maintenance. We would like to refer here to Page 42 of Wellington Waterfront Review 2009 where it is stated as follows "Following a comprehensive survey of Wellington Waterfront Limited's wharf piles by Holmes Consulting Limited, and an estimate of the expected costs to repair/replace, WWLtd has budgeted for these costs to be expended over a ten year timeframe. The total wharf repiling costs of \$9,77 million is quoted. This is not in accord with Report 2 to the S and P meeting 14th May 2009.

Overseas Passenger Terminal

With the project not scheduled to commence until 2012/13 we have concerns over who will be responsible for maintenance, repairs etc as apart from all the associated industries related to the Marina activities the Function centre is well used and a popular venue for many functions, exhibitions etc.

Taranaki Wharf and Lagoon

Once again would refer you to our submission 14th March 2009 ie if there are any changes to the current designs a new Resource Consent must be applied for and a full report to the S & P committee justifying such action.

We also remain opposed to the construction of an additional bridge from Civic Square. Any further landscaping should ensure that the public's safety is paramount as the current walk across to the Boatsheds via the grassed mound has been the scene of several accidents which we understand are being followed up by the Health and Safety Division of the Labour Department .

Frank Kitts Park

We do not support any additional expenditure on Frank Kitts Park. This is not a high priority area and continues to host many successful and varied events throughout the year and especially during the Festival of the Arts and Summer city. Only minor improvements are needed with the provision of more play equipment. The current works at the Hunter Street entrance to the TSB Event Centre appear to be encroaching on Frank Kitts Park and we trust the grass will be replaced.

As already stated we do not support the location of a Chinese Garden along the Quay side and it should be relocated to Waitangi Park, east of Te Papa where it was included in the original design brief for the Waitangi/Chaffers Park competition.

Queens Wharf.....Until the Blue Skies Competition "preferred" entries are known we will await with interest further information on the Master Plan.

Kumutoto - As \$11.5 million has already been spent on landscaping this area we do not consider the sculpture planned should proceed until such time as the future development of this area is finalized. (We note in The Dominion Post "Indulgence"

section 10th October that there are plans for Mansfield memorial Statue on Wellington's waterfront, with which we are in agreement.)

We support the use of the "old" Eastbourne Ferry Terminal Building by the NZ Police and the National Maritime Dive Squad. However, as a Heritage building any alterations or the construction of a "small" adjacent building should be subject to public notification.

INTERIM USES

Campervan Park... We support the decision to consider using Site 10 for a campervan park during the Rugby World Cup and the later conversion into an indoor/outdoor recreational area for young people which the inner city does not provide for.

We do not support the suggestion of the so called "**designer**" toilet block (at an estimated cost of over \$400,000) in the position suggested between Shed 11, the Loaded Hog and Fronde. There are many toilets in the area which should be better sign posted...the Museum of City and Sea, the Academy of Arts, TSB Event Centre, Shed 6 and the various restaurants. When the Meridian Building was granted consent we understood there were to be "public toilets" made available and certainly could be provided for there or in the "Shell" building for considerably less money and would not be an "eyesore".

We do not support the proposal for a temporary open air **ice skating rink on Queens Wharf and as stated in the document consideration to the delivery of this recreational facility has been put on hold until the result of the Outer T Ideas competition so one has to question the inclusion in this INTERIM USES section.** We would consider support for the right location on Waitangi Park in conjunction with the other outdoor activities.

Temporary Tensile fabric structure

As in past Festival of the Arts and Summer City programmes, there has been provision made for various forms of entertainment on both Frank Kitts Park, Waitangi Park and Queens Wharf, so we cannot understand the **suggestion that a development of this type could be financially viable and would add a significant venue space for a variety of uses when it already happens.** The report continues that it would provide an architectural solution anticipated in the original design for Waitangi Park in the Transition Zone! Again we would repeat this is where the Chinese Garden should be not a temporary tent

Thank You



Pauline and Athol Swann

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WATERFRONT WATCH INC

PO Box 19045, Courtenay Place, Wellington 6149
waterfrontwatch@xtra.co.nz

Draft Waterfront Development Plan 2009/10

Wellington City Council
Freepost 2199
WELLINGTON

9 October 2009

Detail of Applicant:

Waterfront Watch Inc
P O Box 19045, Courtenay Place
Wellington 6149.
Email: waterfrontwatch@xtra.co.nz
Contact Phone: 4728417 (Pauline Swann)

**We are making this submission as an organisation .
We wish to speak to our submission.**

This submission does not replace previous submissions to the Waterfront Development Plan, the Draft Annual Plan and the LTCC which still stand. Please refer to submissions 12th March 2009, 14th May 2009, oral submission to Council Meeting -March 2009.

We support the December 2008 decision by Council to extend the implementation of the waterfront project over a 10 year period. However, we oppose the reviewed decision to transfer the project's development and management responsibilities to the Council from July 2010 to 2012. We ask that this decision is reviewed by Council and we support the Council Officers earlier recommendation that management responsibilities are returned to Council.

The Projects:

Frank Kitts Park: We do not support any additional expenditure on Frank Kitts Park as we do not consider this a high priority area. Many successful and varied events are hosted there during the summer and at this stage we consider that only minor improvements are needed ie more equipment in the Children's play area. We do not support a Chinese Garden along the Jervois Quay side of this park and ask that it be relocated to Waitangi Park, east of Te Papa where it was included in the original design brief for Waitangi/Chaffers Park competition.

Waitangi Park: There is no reference to the further buildings planned for Waitangi Park over the next decade. We support some low cost landscaping (especially in the Transition Zone). We oppose a temporary tensile fabric structure - refer to **Interim Uses**. The original design plan for the Chinese Garden in the Transition Zone should still be considered.

Overseas Passenger Terminal: We ask that responsibility is taken by the appropriate body to maintain reasonable levels of repair to this heritage wharf and building until the project 2012/13 commencement date, particularly as it is still being used as a Function and Exhibition Centre, Ships' Chandler, etc and is a great wharf for fishing.

Taranaki Wharf:

If there are any changes to the design for Wharewaka/Wharekai, a new Resource Consent must be applied for and a full report provided to the S and P committee in public session.

Queens Wharf: We support attempts to revitalize this shabby precinct and expect to see an excellent master plan formulated from creative ideas from the Outer-T competition. However, we oppose the installation of an open air temporary ice-skating rink. Refer to **Interim Uses**.

We support the Hunter street traffic control project which will reduce vehicular movements and enhance safety for pedestrians around the TSB building, Shed 6, and Queens wharf.

Berthage: Waterfront Watch continues to promote the importance of wharves at Queens Wharf and the Overseas Passenger Terminal for shipping and boating purposes. We support the use of Queens Wharf by Navy vessels and Cruise ships.

Kumutoto:

We are opposed to a private enterprise like the Hilton hotel being considered for site 10 when the land belongs to the people of Wellington and should be used for their benefit. We support the use of the "old" Eastbourne Ferry Terminal Building by the NZ Police and the National Maritime Dive Squad. However, as a Heritage building any alterations or the construction of a "small" adjacent building should be subject to public notification. Until such time as future development of this area is finalized, particularly as \$11.5 million has already been spent on landscaping, we consider that plans for the sculpture "Kina" should be put on hold.

Wharf Pile Maintenance:

We are pleased to see there are plans to renew the piles around Queens wharf as we consider this to be a top priority and consider that part of the \$11.5 million spent on public space around the Meridian should have been allocated to the Outer T as a priority.

We refer to Wellington Waterfront Review 2009, pg 42, which quotes from Holmes Consulting Ltd that the total re-piling costs are \$9.77 million. We urge that re-piling at a cost of \$9.77 million be undertaken over a 10 year timeframe as recommended. We do not understand how the figure of \$40 million keeps appearing in publications.

Interim Uses: We support a temporary campervan park within the Site 10 area in the short term and when it is no longer needed would like to see it replaced by a recreation area designed with young people in mind. We consider that the waterfront should provide open space, as well as Waitangi Park, to cater for the projected increases in families living in city apartments. The existing play areas are geared for very young children and are too small.

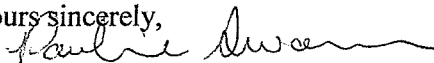
We are opposed to a proposal to building a 'designer' toilet block (quoted at \$400,000) between Shed 11, the Loaded Hog and the Fronde harbourside building. As there are toilets located in that area, we consider they should be better signposted, i.e. the Museum of City and Sea, Academy of Fine Arts, TSB Bank Arena, Shed 6 and restaurants. In principle, we oppose the expense of a temporary outdoor ice-skating rink that will only be used for 3/4 months of the year but it is difficult to comment when we do not know the precise location. It would be preferable to provide a permanent outdoor roller/blade skating rink in conjunction with other facilities in Waitangi Park.

During Summer City and the Festival of the Arts, provision for various forms of entertainment is provided on Frank Kitts Park, Waitangi Park and Queens Wharf. In this time of recession the addition of a temporary tensile structure is unnecessary and appears to be an "architectural solution" anticipated in the original design as a transition between the height of Te Papa and Waitangi Park

As indicated above, Waterfront Watch does not support proposals to build the designer toilets, the temporary ice skating rink, the temporary tensile structure and cannot understand why these developments are under discussion when the Outer-T ideas competition results have not been released and the Variation 11 decision is not known.

We thank you for this opportunity to present our submission.

Yours sincerely,



Pauline Swann for Waterfront Watch.

Sarah Hope

From: nicgaston@gmail.com
Sent: Tuesday, 13 October 2009 1:50 p.m.
To: BUS: Waterfront Submissions
Subject: Draft Waterfront Development Plan

The following details have been submitted from the Draft Waterfront Development Plan form on the www.Wellington.govt.nz website:

First Name: Nicola
Last Name: Gaston
Street Address: 3U Walter St
Suburb: Te Aro
City: Wellington
Phone: 02102799624
Email: nicgaston@gmail.com

I would like to make an oral submission: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

Comments: Cycle Aware Wellington (CAW) is the cycling advocacy group for the Wellington region, with a particular focus on the bicycle as a means of transport and recreation. Our goal is more people biking more often.

We believe that the Wellington Waterfront is an important space for Wellington cyclists, and are pleased that this has been acknowledged in the draft plan, which mentions management of the "pedestrian-cyclist interface". We agree that this needs to be well managed, and would like to suggest that significant improvement could be made simply by the use of increased signage in certain areas. This would be consistent with the development of the Great Harbour Way, a walking and cycling path to be developed around Wellington Harbour which will have significant benefits for businesses on the waterfront.

In particular, the use of the waterfront area by slower, recreational cyclists should be encouraged, and we believe that this is entirely compatible with use by pedestrians - designation of an area as a "slow cycling area" would be reasonable in some areas. In particular, it is important to note that the waterfront is one of the few places in the city where children can practice their cycling skills in a traffic-free area. However, since the waterfront neighbours the CBD and is therefore in use as a commuting route, there are areas (for example, at the interface with Jervois and Waterloo Quays) where signage to indicate a better route allowing continuity for faster commuter cyclists may also be appropriate.

We also note the suggestion that parking at the northern (Kumutoto) end of the waterfront be replaced by a campervan park. We would like to suggest that as any redevelopment of this area is done, consideration be given to the way in which cyclists use this area and the difficulty that campervans may have in seeing cyclists as they reverse. We would suggest that it may be feasible to include a painted cycle track along a (the safest) side of any redeveloped area here, at the time of

redevelopment at no significant additional cost.

Finally, we would like Wellington Waterfront to consider what development can be done to maximise the benefit to local businesses of the development of the Great Harbour Way - in particular, that additional areas of cycle parking along the waterfront might encourage cycle tourists to stop and visit local attractions. There are currently 3 cycle hire businesses along the waterfront (Fergs, Frank Kitts and Crocodile bikes), and cycling does make an important contribution to the economic viability of the Waterfront.

We hope that our suggestions are useful to you in finalising the 2009/10 plan, and will be happy to come in to present our submission in person.

Best regards,
Nicola Gaston
