

Thank you for the opportunity to speak to our written submission and many of the points will be repeated in this oral submission. We agree with the many points raised in the written submissions by Civic Trust, N Z Historic Places Trust and Mr Con Anastasiou representing Land Lease Ltd. We totally agree with his and NZHPT concerns that the 9 metre setback from the wharf edge is totally inadequate and there is no urban reason why this setback should not be greater than 9 metres. Of even greater concern since these submissions were made is the information I have been given of LGOIMA documents which show a surprising exchange between the council and the waterfront company. As the design brief was being finalised, a company staff member emailed a council officer on Sept 24<sup>th</sup> : "I note you have deftly dodged the Env court direction for a greater than 9 m setback from waters edge by requiring "setback of at least 9m" Cleverly done".

We agree that the provision for all development proposals to go through a notified resource consent is positive and that the draft accepts the Environment Court decision to develop Site 8 as public open space but there is no recognition of planning for future open space needs in the design brief. Areas of open space identified in the tables in Section 3 reinforce the prospect that Site 8 may be the only area of passive space to be developed in the North Kumutoto area.

The footprint for Site 10 appears to remain unchanged from the footprints for the same site in Variation 11 and does not reflect either the spirit or the intent of the Environment Court's decision. X The prospect of 100% coverage for Site 10, even within a height constraint of 22 metres will form an unacceptable visual and physical barrier between the CBD and the waterfront and will not relieve the canyon effect along Waterloo Quay. It was interesting to read in the submission from NZHPT that this brief does not reflect the outcomes of over two years of negotiations, including mediation on their appeal to Variation 11 between WCC and NZHPT on the development of this area and discussions with Wellington Waterfront Ltd earlier this year on a proposed new building on Site 10. We agree with them that a building built to the maximum site coverage and height is likely to have adverse effects on the Ferry building particularly in terms of dominance, shading and scale.

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This area has significant social value in the role it has played in the social and economic development of Wellington City and a key element of this historic area is its position in the inner harbour. In this respect we would refer you to Page 17 (para 54) in the appeal decision in the Environment Court – Conclusion on Regional Policy Statement - We find that Variation 11 does not meet the expectations of either operative or proposed Regional Policy Statement, with respect to managing heritage resources in an integrated manner with other resources. We have to agree with NZHPT that the heritage values of the area will be a key factor in the design and development of the Kumutoto precinct.

Wellington has one of the most beautiful harbours in the world, surrounded by hills and the open expanse of Te Aro flat the wharf area sits within a natural amphitheatre and there are extensive views both in to and from the area of the harbour, the hills, the monastery, Mt Victoria and the eastern beaches on the other side of the harbour. As we have previously stated, with the cruise season well under way, we can only imagine what visitors would rather see when they walk down Waterloo Quay and turn



into Kumutoto, not just boats, Eastbourne Ferry Terminal, etc and not just glimpses through the view shafts of a 4 storey office block and whatever on Site 9.

We believe the area would be best preserved as a place of outdoor recreation with more substantial public open spaces. The Blue Skies competition showed there is no shortage of ideas or creativity and council cannot keep ignoring the feedback from the public on how to use the waterfront which should be used for leisure, recreation, cultural activities, sports events not an extension of the CBD. In the WWLtd CCO October report highlights of the past year were "a temporary ice skating rink which was erected for 3 weeks that attracted over 20,000 skaters" and the 70<sup>th</sup> anniversary of the RNZ Navy and the Rugby WC celebrations resulted in the highest visitor number for a single day. Would also like to quote here from CEO's quarterly report December 2003! Global Challenge Yacht race, when in 2005 Wellington will host the race. 12 yachts with 19 crew members each will stay for more than a month plus a surge of domestic and international visitors. As a port city with a fine yachting tradition Wellington knows how to host such an event and the crews love our vibrant city. Attached is a photo of the last global yacht race and hopefully not the last as with we hope only the temporary loss of Shed 6 another suitable area will need to be found for future events.

As a follow up last week Martin Jenkins power point display of a design for a contemporary maritime and nautical theme park, which I might add is not the first time he has put this before Council, the first time was on the 17<sup>th</sup> September 2000 to the Waterfront Leadership group. As he pointed out similar theme parks/museums etc in Sydney, Melbourne and England are great attractions and would be a drawcard to our waterfront..

We believe the waterfront is a community asset and would like to quote here from the Environment Court decision (page 38 - para 126) **The waterfront is predominantly a public area, a place owned by all Wellingtonians. Governance arrangements for the waterfront include a broadly based group consisting of both professional and community representatives. This group will have primary responsibility for the on-going planning and development of the waterfront, as well as responsibility for monitoring all proposed developments. The group will actively engage the public in waterfront decision making.**

It was with great pleasure to read of the Hobbit Artisan market planned for Waitangi Park during the premier celebrations. As we have stated in previous submissions, at a meeting members of Waterfront Watch had with Jan Gehl he suggested artisans workshops along the waterfront. It would be wonderful if this gateway entrance could be transferred to Kumutoto to greet not only cruise ship tourists, but all visitors arriving in Wellington from the North, Railway/Bus station, Backpackers hostel etc.

Finally funding and would remind you again of Page 18 of the Framework "Public space development does not depend for funding on commercial development." And as previously stated, balance between building and open spaces should not be unduly influenced by the need for revenue but more by Wellington's long term needs. With the high growth of offices and apartments in the City, Railway and Centreport precincts it suggests a future for more recreational space and even now many lunch time workers take part in sport on the waterfront and like the Town Belt its value is

incalculable. We are not convinced that maximising commercial development in this area is the only way to ensure funding and again quote from the Dompost Editorial 15<sup>th</sup> August 2009 "Decisions taken now on the waterfront will define its character and that of the city for at least a hundred years. That is why it is important to get it right and deliver what the citizens want".

There has also been much talk of nothing has been done to work on piles etc for over 100 years but would like to refer you to Wellington Harbour Board statement of accounts September 1963! With reference to work done on the Outer T and Passenger Terminal Clyde Quay and "new portions of the wharf are being built of Turpentine piles, hardwood timber and concrete deck to be completed in 1964 so it was interesting to read in the Dompost October 31<sup>st</sup> in a full page advertisement of an update on the Clyde Quay apartment development where and again I quote "Many of the original piles, for example, were constructed from a high-quality hardwood timber, which, in most cases, still in excellent condition. This timber will be used to construct much of the new fishing jetty, which is now almost complete at the north end of the wharf. So one has to question the "true" costs... Not to mention the "peppercorn" rental.

In conclusion would like to quote from one of our advisors during the Hearing earlier this year.....What is needed is an integrated concept for the entire area that addresses buildings (not necessarily private) and open space in a coherent, unified manner, rather than the piece-meal approach that may eventuate from the brief.

Pauline Swann on behalf of Waterfront Watch - 15<sup>th</sup> November 2012















**(No Subject)**

From: **Michael Gibson** (michaelpcgibson@hotmail.com)

Sent: Thursday, 15 November 2012 7:58:39 a.m.

To: Michael Gibson (michaelpcgibson@hotmail.com)

*Comment  
on "Ten  
or 'Good'  
website"*

I wonder if the "company staff member" was the culprit responsible for trying to put people off submitting by saying that the Council was "committed to building on Sites 9 & 10"?

Why did they say this? What sneaky stuff is going on? Why are they deliberately missing the chance to do something grand & far-sighted?

How on earth do they think that Wellington can possibly be proud of what they are proposing?

*Tabled Information - 325/12P(6).*



My Mamma  
18.11.12

1. My views on the North Kumutoto (NK) Draft Design Brief are well known and clearly spelt out in my written submission. I believe WCC should:

- Reject this Draft Design Brief in its entirety,
- Go back to the drawing board, with no WCC "commitment" to buildings on Sites 9 and 10
- Consult the public meaningfully.

2. **The public has been notably short-changed as far as consultation on the development of NK is concerned.** I refer to two of the statements in the preface to the feedback form on the Draft Design Brief:

3. *Statement 1: "The importance of NK to Wellingtonians is reflected in the significant amount of consultation and debate that has taken place regarding its development." ... "The design brief ...reflects the culmination of a long public process debating the development of the area."*

4. My comment: untrue. V11 was an attempt to stifle public debate. It did not succeed and WCC suffered a resounding defeat in the Environment Court. Subsequently WWLtd came up with this Design Brief. There was no public consultation before it was produced and it was only when some councillors realized the level of public concern that they agreed to this present "short period of consultation". (A 40 minute open session in the Nov.1 meeting, written submissions by Nov.5, oral submissions this week and last week.) **So, there has not been "a long public process debating the development of the area."**

5. *Statement 2: "The Council has committed to completing the development of NK. This includes the development of buildings on Sites 9 and 10, and new public open space on Site 8."*

6. My comment: unacceptable. The V11 Judgement did not say there had to be buildings on Sites 9 and 10. In fact it said (p.8) there was "...a subtle move in (WCC's) policy to an emphasis on buildings ...". **Many people oppose two large buildings on NK but the WCC has committed to them so what notice has been taken of any public opinion here?**

7. Conclusion: we need to start again. There is no hurry, and the area is too important to be bulldozed, literally and figuratively. We need to get the process right and avoid the sort of statement made to me by one councillor in an email last week : *"There are certainly important questions as to what should happen with the area, and in embarking on this short consultation we wanted to be very clear what is and what is not up for grabs."*

8. **The V11 Judgement was very clear about genuine consultation being necessary. Therefore, one starts with a blank canvas – an area of the waterfront that has two possible building sites, not a canvas where it has already been determined that there will be two buildings. Any Design Brief should come after the consultation with the public.**



9. So what should be done with NK?

10. Here is what I put in my written submission:

*North Kumutoto should be the “entrance” to the Wellington Waterfront. It is:*

- *close to the Wellington Railway Station and bus terminal*
- *on the edge of the CBD*
- *at the end of the walkway from the cruise ship disembarkation point*
- *over the road from a large backpackers’ hostel*
- *close to Parliament and many buildings of historic and/or architectural interest*

*North Kumutoto is relatively unscathed in terms of “urban clutter”. It is the natural edge of the city and the point of connection between the harbour and the built environment. **As far as possible it should remain Open Space.***

*In terms of possible buildings North Kumutoto would make an excellent site for the Wellington Information Centre. A single storey iconic building could house an i-Site, a fully-developed resource centre staffed with enthusiastic and helpful people who would be able to advise tourists and the general public about what’s going on in the city/ places to visit/ walks etc, and displays (topographic models/ photographs/ paintings etc). It could have a coffee shop or an ice cream parlour and it would be a meeting point – and have a large flat area around it for use as an assembly point in the event of a public emergency.*

*The whole area needs to be landscaped to make provision for walkers, people who want to sit and watch, and it needs to have shelters from sun and wind. There could still be some space for campervans, sports and “pop up” activities (and those could generate a bit of revenue for the WCC).*

11. My thoughts seem to chime with a lot of other submitters.

And like others, I am more than willing to take part in a master planning process that addresses the design of buildings and open space as an integrated exercise.

12. Final comments:

- The V11 Judgement said (p.16) that “V11 does not address the opportunity to develop public open space, enhance public pedestrian access to and through the area...” **Does the Draft Design Brief?**
- The V11 Judgement said (p.19) that “there is a clear understanding that this area provides the main open space for the central city, and is primarily a place for people.” **Does the Draft Design Brief recognize this?**



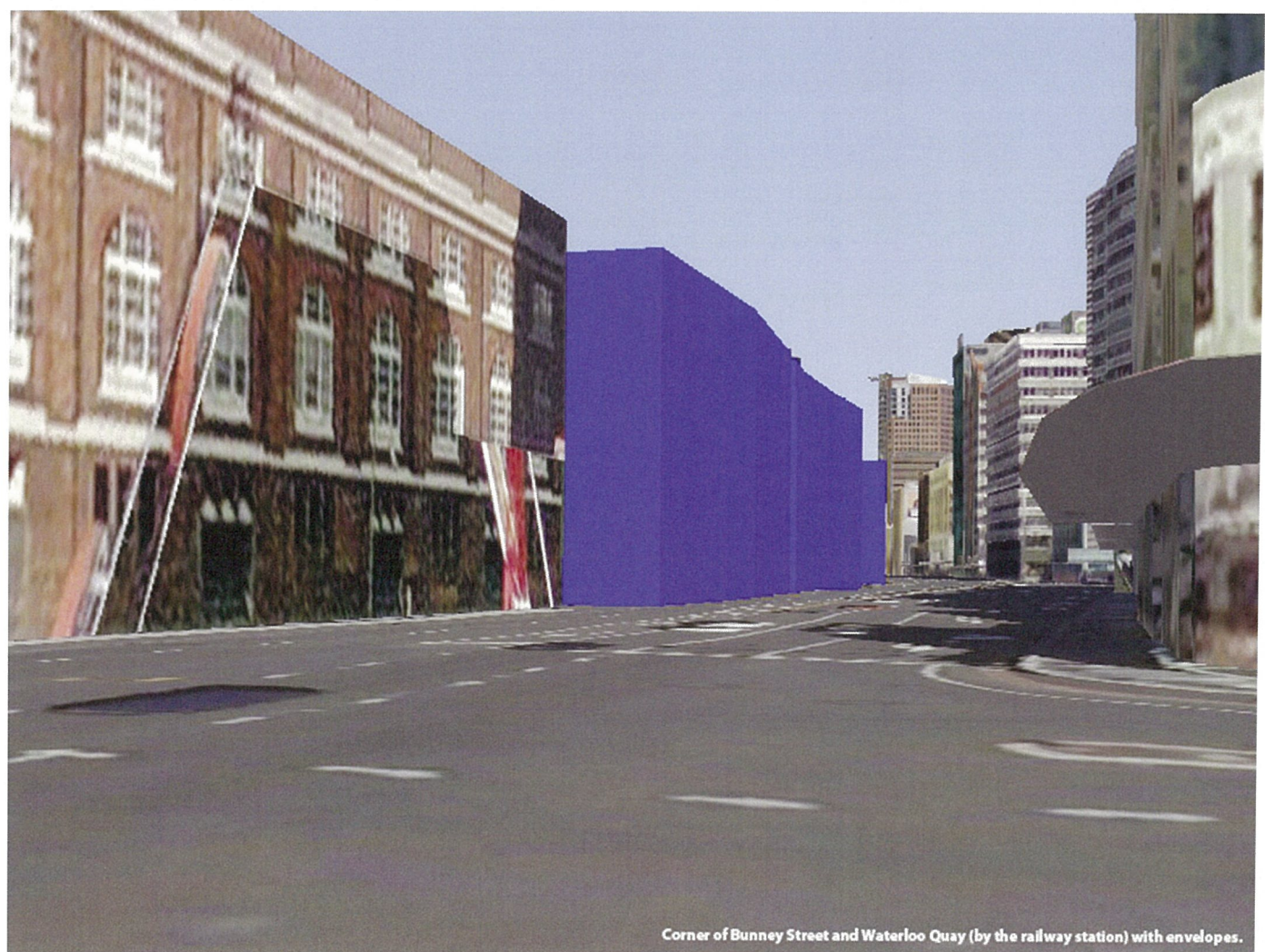
- WCC needs to be very mindful of the huge sums it has already paid out for lawyers' fees "fighting the public". What doesn't the WCC understand about the word "consultation"?
- I don't know what Waterfront Watch has planned for the future but the need for its work/efforts is more important than ever. I would be suggesting to WW that it:
  - pushed for the redesignation of NK so that it is not governed by the DP Central Area provisions
  - pushed for a special designation status for the Waterfront of the Botanical Gardens, Zealandia, Otari-Wilton's Bush
  - stepped up its lobbying of councillors to get them to understand that the Waterfront is arguably Wellington's finest natural feature and that the public does not want it littered with commercial buildings that belong in the CBD

13. And a final question for councillors: **if the WCC were not financially strapped would you really still be pushing for two big buildings on Sites 9 and 10?**





Corner of Bunney Street and Waterloo Quay (by the railway station) without envelopes



Corner of Bunney Street and Waterloo Quay (by the railway station) with envelopes.



**NORTH KUMUTOTO DESIGN BRIEF – STATEMENT TO STRATEGY AND  
POLICY COMMITTEE MEETING 15 NOVEMBER 2012 - FROM FRANCES LEE**

1. After lengthy consideration of the Design Brief, I firmly believe that **this plan should be ‘rejected’ altogether and a new direction taken.** This public area needs to be fully recognised as **part of Wellington’s “natural environment” and rezoned accordingly**, with use for suitable public activities (with possibly only low level buildings, eg. for facilities that may be required to support those activities). It is an open space area that must not be lost to the public through long term leases and used for developers’ commercial gain. Once built upon, the opportunities for making this city/sea edge into an attractive ‘open’ area will be lost for ever. **There is no need for a rush of action at this stage**, particularly in this uncertain economic and financial time and with much empty space existing in the CBD and with CPort plans for more new buildings. It just does not make sense. **WCC’s mindset for more commercial buildings needs to be broken.**

2. WCC has consistently said it must obtain revenues from new buildings to support costs for any open space development along the waterfront. This seems to be poor business management – just an easy way out. Some of the costs have related to things like wharf repairs which should have been part of WCC’s normal housekeeping work over the years, (when no doubt costs would have been less). Also, perhaps some of the more expensive public space development could have been delayed. **What other open space areas in Wellington are made to rely on income from commercial/residential buildings??** The stance taken by WCC is questionable and is no way to fund open space improvements.

3. The residential population in the CBD is increasing and these people require some reasonably large exercise and outdoor areas nearby rather than having to travel to Mt Victoria, Tinakori Hill, Botanic Gardens, etc. Many ‘workers’ in the CBD use the waterfront for daily exercise, whilst others attend various activities or just come to the city to enjoy this very special seaside area. How lucky we are to have it. N Kumutoto can be an important part of the whole open waterfront experience. Instead the Design Brief buildings would make public access along Sites 9 and 10 unattractive; the buildings would create windy/ sunless/shaded areas; views would be curtailed and a canyon effect created along the quay – all hardly conducive to increasing public use and enjoyment.

4. The only reference to any regulations in the Design Brief is to WCC’s District Plan (**NB. DPC48 is still not fully operative** because of appeals). Yet the Environment Court Decision on Variation 11 refers to regulations which could have some application- such as the RMA, NZ Coastal Policy Statement, Regional Policy Statement, Regional Coastal Plan. One issue is the dominant effect of the proposal on heritage buildings. The slight change in the size of the buildings would not negate this. **The Brief has totally ignored how such regulations could apply or (as the Judge said) where ‘expectations’ are implied.** Also the phrase that the Council “is committed to” having buildings on sites 9 and 10 and the insinuation that the Environment Court ‘approved’ the reduced heights are both unreliable interpretations presented to the public. The Brief is lacking on these important matters.

5. With high operating and capital costs undertaken by Wellington Waterfront Ltd. - it would have been preferable to ‘disband’ the company now and put those funds towards the open space developments along the waterfront. How many ratepayers realise just how much this CCO is costing. It is most disappointing now to read that the return of this CCO’s work into the WCC ‘fold’ has been postponed until June 2015 won by a single vote!

6. If the proposed development as contained in the Design Brief goes ahead, one surmises that WCC could be faced with further appeals, involving more delays and legal costs. Public distribution of relevant diagrams of the proposals could result in a large ‘outcry’ as seen at the time of Variation 17. **I ask Councillors to fully consider views expressed in submissions, to reject the draft proposal and to instigate a new approach based on open space planning with any buildings low level to service relevant public activities.**



(2)

## AREA POTENTIAL

SITES 9+10 ALONG WITH SITE 8  
THESE SITES SHOULD BE BUILDING-<sup>FREE</sup> OPEN PUBLIC SPACE.  
THIS WOULD PROVIDE AN IDEAL MUSTERING AREA FOR  
PEOPLE FROM THE CBD + PARLIAMENT AREA. IN THE CASE  
OF AN EMERGENCY, FOR INFORMATION GATHERING.  
THE INFRASTRUCTURE IS ALREADY THERE EG EVACUATION VIA  
FERRIES, SMALL CRAFT PLUS MARITIME POLICE.  
FUNDING: THE ABOVE USE COULD BE INCLUDED IN  
CIVIL DEFENCE ACTIVITIES BUDGET AS A SOURCE OF  
REVENUE FOR THE UPKEEP OF THIS IMPORTANT  
PUBLIC SPACE.

NO MORE SHARING OUR LIMITED SPACE WITH COMMERCIAL  
DEVELOPERS THERE IS + WILL BE SITES IN THE CITY WITH  
EARTHQUAKE RISK DEMOLITIONS. LET THEM PAY  
MARKET PRICES FOR THEIR BUILDING NOT GIVE  
AWAY OUR SCARCE PUBLIC LAND IN A GROWING CITY.



ET Victor Davie

### Site 8

*Tabled Information - 325/12 P(f)*

Site 8 is currently used for a car park. It would have been helpful if the actual site dimensions had been made available. It's obviously quite small, a triangular shape and not a lot can be achieved.

### Site 9

This site if built upon covering the entire footprint would unfortunately block the view from Balance Street. Therefore, any building design should be reduced in length so the north end is well clear of this important view shaft.

### Site 10

Site 10 is currently used as a purpose built motorhome park. There are 39 sites and the overnight tariff is \$50. If there were just 50% daily occupation the gross holding income for the motor home park would be \$365,000. At 75% this equates to \$530,000. But in addition there is significant cash flow for city businesses with so many motor home tourists now being domiciled in the heart of the city. Previously without these facilities they bypassed the city and embarked directly on to the Cook Strait ferries. And similarly when disembarking never came to the city but headed north.

With motor home visitors now in occupation 24/7 surely the area is now significantly safer for the general public.

The remainder of Site 10 comprises car parks. I've no idea what revenue the council receives from the private contractor. But it is justifiable to say that Site 10 overall has considerable regular holding income for the council.

I believe that the reduced scale of the building envelope is in fact minimal. Having attended the recent forum and seen the animated building site model there is no doubt in my mind that a total reappraisal is necessary. Site 10 is still far too bulky and clumsy and will destroy the heritage open space maritime character feel of this area. Keep it as open space and leave for future generations to decide. A moratorium should become mandatory for at least 10 years.

### Balancing Needs

The owners of Queens Wharf retail centre complained about the proposed new building on Site 10 associated with the failed Variation 11, as it would have affected the economic viability of their complex. The central business district especially is struggling with earthquake strengthening and the economic downturn recovery. No more restaurants, cafes and office space should be developed on the waterfront. The past experience through the failure of numerous former retail and food outlets in the original Queens Wharf complex is a lesson to be remembered and not repeated.



## **Funding for Public Spaces**

What specific amount has the Council budgeted for in their forecasted “commercial proceeds of new building development”? Without any financial details made known it is improper to state “This approach helps ensure affordability and reduces the impact on Wellington City ratepayers”.

## **Other Comments**

Wellington Waterfront Ltd is wholly owned by the City Council. I can find no financial returns whatsoever for this company in the latest Wellington City Council's annual report. It is unfortunate that submitters are unable to make meaningful informed decisions. I am most disappointed and shall be requesting full disclosure of the financial position of Wellington Waterfront Ltd. And finally, its board and employees without this transparency are at risk of all sorts of speculation as to their integrity.