
ADOPTION OF NORTH KUMUTOTO DESIGN BRIEF

1. Purpose of report

This report proposes adoption of a revised North Kumutoto Design Brief following public consultation.

2. Executive summary

North Kumutoto is an important part of Wellington's waterfront. It acts as public gateway to the waterfront from the north and offers recreation, cultural and employment opportunities. It has strong connections to the central business district and links north to Shed 21, the Railway Station and CentrePort. The area's development aims to enhance these factors.

The Waterfront Framework sets out the vision and principles for development of the waterfront including the north Kumutoto area (previously 'North Queens Wharf').

Council consulted on, and adopted a Three Year Waterfront Development Plan in June 2012. As part of that plan Council agreed to revise the original design brief for North Kumutoto to reflect the Environment Court decision on Variation 11 which determined a reduced scale of development on Sites 9 and 10 and the development of Site 8 as public open space.

A revised design brief was prepared that recognised the Waterfront Framework and the Environment Court decision, and the Strategy and Policy Committee agreed to consult on a draft of the design brief before it was adopted.

As part of that decision, the Strategy and Policy Committee agreed specific parameters for the scope of consultation. This was to ensure community feedback focused on the design brief for the development of North Kumutoto, rather than revisit the Waterfront Framework.

Consultation on the design brief was undertaken between the 10 October and the 5 November 2012. A total of 71 submissions were received, with 17 submitters taking the opportunity to present their submissions. A public forum was also held as part of the consultation and was attended by approximately 51 members of the public.

Feedback received on the design brief was varied. There was strong support for developing site 8 as open space; although others thought open space provision should be increased.

There was also a good level of support for the reduced scale of building development, particularly building heights, as put forward in the draft brief, while others advocated that no buildings be developed on the sites.

While a portion of the feedback has fallen outside of the agreed scope of the consultation – as it calls for Council to revisit the Waterfront Framework and decisions made in the Waterfront Development Plan – the Council acknowledges, accepts and has reviewed all feedback received during consultation, and a number of amendments are recommended to the design brief to reflect the feedback. The recommended changes include:

- wording additions to reinforce that the Waterfront Framework sets the overall vision and objectives for development of this area and that the design brief is consistent with this
- greater recognition of the heritage features of the area and their importance including the Former Eastbourne Ferry Building
- wording additions to reflect the importance of the Whitmore Street viewshaft and views to the Ferry Building
- greater recognition of cyclists and cycling in this area (in addition to pedestrians) and stronger reference to ensuring accessibility to all in the principles
- strengthening of the open space provisions and principles by including the need for a positive relationship between sites 8 and 9, the recognition of opportunities to enhance the setting of heritage buildings through open space design, and for site 9 design to consider sunlight access to site 8
- clarifications to the provisions for new buildings including the references to maximum heights and site coverage, and the importance of relationships between sites and features
- updates to Map 2 to improve clarity and consistency with the brief's text.

3. Recommendations

Officers recommend that the Strategy and Policy Committee:

1. *Receive the information.*
2. *Note the consultation feedback received (summarised in the report attached as Appendix 2)*
3. *Note that the North Kumutoto Design Brief is based on the North Queens Wharf design brief (2002) with amendments to reflect consultation feedback on the draft design brief. It also reflects the Waterfront Development Plan, progress made in developing the area since 2002, and other minor changes to update content and references.*
3. *Adopt the revised North Kumutoto Design Brief (as attached in Appendix 1) to guide the remaining development of the area.*

4. *Instruct Wellington Waterfront Limited to undertake a process to select preferred developments for sites 9 and 10 inline with the design brief and the Waterfront Development Plan.*
5. *Note that any 'preferred' building developments will be subject to public consultation and consideration by the council before proceeding to the consenting phase.*

4. Background

4.1 Importance of the waterfront and the Waterfront Framework

The waterfront is a central part of Wellington's identity as a city and is a key visitor attraction. It significantly adds to Wellington's 'sense of place'. It contains the highest proportion of public open space in the central city and has unique opportunities for activity and recreation arising from its harbour edge location. On completion of the waterfront development, 65% of the waterfront will be open space.

The importance of Wellington's waterfront is expressed in the Council's vision for the waterfront in the Waterfront Framework:

"Wellington's Waterfront is a special place that welcomes all people to live work and play in the beautiful and inspiring spaces and architecture that connect our city to the sea and protect our heritage for future generations." (Wellington Waterfront Framework, 2001)

The Waterfront Framework is the Council's overarching policy guiding the development of the waterfront. It sets out a holistic vision for the whole of the waterfront area and for the waterfront in relation to the city. Its provisions provide for a balance between the protection and enhancement of the waterfront's open space and the development of built form to encourage vitality and activity.

The Framework's intentions for 'North Queens Wharf' (now referred to as North Kumutoto) are for:

"a strong connection to the city's Central Business District...reflected with a stronger sense of the city form being developed in this area through a higher proportion of buildings than on the rest of the waterfront...The character of the area will be of squares, lanes and new buildings in scale with heritage buildings..." (page 32, Wellington Waterfront Framework).

The creation of open space at site 8 and building developments on sites 9 and 10 were agreed by Council as part of the 2012-15 Waterfront Development Plan. This development plan was consulted on with the community as part Council's 2012-22 Long Term Plan.

The Waterfront Development Plan states that a revised design brief be prepared to provide guidance and certainty over the remaining development of the North Kumutoto area.

4.2 *The importance of community feedback*

Since its adoption in 2001, the Waterfront Framework has been subject to regular assessment and review to ensure the on-going relevance of its values, principles and objectives. The most recent review – which included consultation with key stakeholders and public focus groups – was completed last year and confirmed that the Waterfront Framework is still relevant and appropriate and that there is good public support for the way the waterfront has been developed to date.

It is acknowledged that there are wide-ranging community views about development of the waterfront – including North Kumutoto, and that these views are not easily resolved to produce an outcome that is to the absolute satisfaction of everyone. That position simply reflects that in a community of over 200,000 people decisions cannot always be made by consensus.

While consensus is difficult to achieve, community feedback strengthens the democratic decision-making process. Democratic decision-making means the elected representatives weigh up competing views and the benefits of those views in context. The context for the development of north Kumutoto is the Framework which includes both buildings and public spaces.

4.3 *Purpose and scope of the design brief*

The purpose of the design brief is to guide the creation of high quality buildings and open spaces in the north Kumutoto area. It does this by setting out design principles and parameters for development. These provisions provide a level of certainty as to the location of open space and the scale of buildings, although they do also allow some flexibility for parties to be creative in exploring development ideas.

As stated, the design brief sits within the wider context of the Waterfront Framework and is consistent with its overarching principles and guiding direction. It is also consistent with the Waterfront Development Plan and the District Plan, and reflects the Environment Court's recent decision on Variation 11.

The brief forms the basis on which Wellington Waterfront Ltd engages designers and developers on specific proposals. The principles set out in the brief are high-level and as such can be supplemented by site specific principles and guidance developed as part of the development proposal process. Any development proposal will need to comply with the brief. Preferred proposals will be reviewed by the Waterfront Technical Advisory Group and by the Council. They will also be open to public consultation.

A revision of the 2002 North Queens Wharf Design Brief was undertaken earlier this year and renamed as the draft North Kumutoto Design Brief. Key changes incorporated into the brief from previous proposals for the development of north Kumutoto included:

- the development of Site 8 as public open space (rather than a building)
- a much reduced scale of building development on sites 9 and 10 (to a maximum of four storeys)
- a building setback of at least nine metres on the seaward side of Site 10 to provide for pedestrian movement and servicing
- less bulky buildings – the building on Site 10 is to be read as more than one building, and the building on Site 9 is to step down from north to south
- new buildings are to have strong relationships with heritage buildings, public open spaces and the other buildings in the area
- public consultation will be required on preferred development proposals as well as part of the resource consenting process.

5. Discussion

5.1 Consultation on the draft design brief

At its 4 October 2012 meeting, the Strategy and Policy Committee agreed to consult on the draft North Kumutoto Design Brief.

In making this decision, the Committee set some specific parameters around the scope of the consultation. The consultation was tailored to seek feedback on the draft design brief and not revisit the principles and provisions of the Waterfront Framework, the Three Year Waterfront Development Plan, or the District Plan. The consultation material included key questions agreed by the Committee that focussed on:

- the increased provision of open space (i.e. site 8)
- the proposed building envelopes
- the balance of shelter and activity in the area
- the funding relationship i.e. commercial proceeds contribute to the cost of open space and wharf strengthening.

Consultation on the draft design brief was undertaken from 10 October to 5 November. A total of 71 submissions were received– 61 from individuals and 10 from organisations. Oral submissions were held on the 7, 8 and 15 November. Eighteen submitters made presentations to the Committee. In addition, approximately 51 members of the public attended the public forum held on 1 November.

A summary of how the consultation was carried out, the specific questions asked on the submission form, and the feedback received is attached as Appendix 2.

5.2 Key themes of feedback

A series of questions were posed in the consultation material to ensure feedback was received on the material under consultation. Questions were posed to obtain community view on the following aspects of the design brief: the increased provision of open space in North Kumutoto (i.e. site 8), the reduced size of building envelopes, the balance of shelter and activity in the area, and the

funding relationship (i.e. commercial proceeds contribute to the cost of open space and wharf strengthening).

Overall the feedback received is consistent with previous consultations on the development of this area. There is still a consistent level of opposition by several groups and individuals to buildings on the Waterfront. This ranges from those who believe some buildings of a much lower scale may be acceptable to those who believe no buildings at all are acceptable. There are also those whose support for buildings is dependent on public activity occurring within it.

Much of the feedback calling for no building development or for the Waterfront Framework to be revisited does however fall outside the agreed scope of the consultation.

The submissions also reveal a level of support for the draft brief, particularly for site 8 to be developed as open space, for the reduced scale of development on sites 9 and 10, and for the balance between protecting open space and new building development.

For a comprehensive overview of community feedback, please see Appendix 2.

5.3 Comments on key issues raised in feedback

The following summarises officer and TAG advice on the key issues raised in submissions and at the public forum.

Key issues raised	Officer and TAG comment
<p>Outdated development vision for north Kumutoto</p> <ul style="list-style-type: none"> The Waterfront Framework is outdated and should be revisited. 	<p>This feedback is beyond the stated scope of the consultation. The Waterfront Framework remains relevant. It has been through a rigorous public process of input, ongoing assessment and review. The latest Council review of the Framework completed in 2011 confirmed its relevance – this included the intentions for north Kumutoto. Research shows that the waterfront is valued by waterfront users. The waterfront has also received multiple national and international design awards, most recently its recognition in the inaugural NZ Urban Design Awards.</p>
<p>Use of land in north Kumutoto, particularly site 10</p> <ul style="list-style-type: none"> There should be no buildings on site 10. It should instead be a permanent campervan park. It could also be an open space that is used as a public gathering area in case of emergency such as earthquakes. 	<p>The principal use of land on the waterfront is public space, with activity within open spaces supported by activity in buildings. The campervan park has been a good temporary use but it presents a very poor edge to the city and a poor edge to the promenade. It was intended and should remain as a temporary use until more suitable development is confirmed. It offers no amenity to everyday waterfront users. Parking is a service activity and a very poor long term utilisation of the area. When the campervan park is in use parked vehicles block views across site 10.</p> <p>Using site 10 as a public gathering space for emergencies such as earthquakes would put people at risk from tsunami. This would conflict with public safety objectives and current emergency management planning.</p>

<p>Buildings on sites 9 and 10 and their use</p> <ul style="list-style-type: none"> • Some of the feedback challenges the value of buildings on sites 9 and 10. • Some suggestions for uses included indoor sports and recreational uses visible from the surroundings, and/or a winter garden. 	<p>This feedback is beyond the stated scope of the consultation. The Waterfront Framework anticipates that there will be a mix of buildings and open spaces. It identifies key features for North Queens Wharf as including “<i>New buildings in scale with heritage buildings and enhanced with squares and lanes.</i>” (pg 27). It also identifies that within new buildings there will be a range of activities that “<i>could include recreational, retail, commercial, residential and institutional uses.</i>” (pg 33).</p> <p>Removing the possibility of buildings on sites 9 and 10, or restricting these to very low height, would:</p> <ul style="list-style-type: none"> • Fail to shape and provide a sheltering edge to the high quality public open spaces that are important here. • Fail to provide shelter from the prevailing north-westerly to the Kumutoto open space. • Expose people along the promenade and in open space to traffic noise. • Fail to provide any activity that would be a reason for people to visit and use this part of the waterfront and the critical mass to support ground-floor activity. • Expose the open space to the Quays. • Maintain the NZ Post building, the six lanes of traffic on the Quays and the ‘Z’ service station as a dominant visual presence at this part of the waterfront. • Would probably be commercially unviable and result in no building on these sites. As a consequence, funding that would have been derived from the development of these sites could not be used for open space improvements. <p>‘Removing’ buildings from sites 9 and 10 would provide for additional visual connections to the harbour from the lower levels of existing buildings directly across the Quays but this is a private rather than public benefit.</p> <p>Buildings create spaces and provide for the shelter and activity that attracts people to the waterfront and supports them when they are there.</p> <p>Ground floor uses such as indoor sports and a winter garden could form part of a larger and more comprehensive development. Similar activities have previously been proposed (e.g. an indoor public plaza incorporating planting to form a type of winter garden was part of the Newcrest Holdings proposal for site 10). The design brief provides for these potential uses and reiterates the Waterfront Framework by stating that “<i>new buildings could have range of activities including recreational, retail, commercial, residential and institutional uses</i>”.</p>
<p>Views will be obstructed by buildings</p> <ul style="list-style-type: none"> • Some of the feedback challenges the value of buildings on the sites and emphasised the perception 	<p>The Waterfront Framework considers views under the heading ‘City to water connections’: “Connections are also about the views and glimpses of the harbour, and the hills beyond, along the various city streets. The panoramic views from the promenade and water’s edge out to the harbour are special and there are views from the harbour and hills back to</p>

<p>of buildings as obstructions to views.</p>	<p>the city over the waterfront area. Framed views are also important to increase the sense of drama and to reinforce distance and scale.” (pg 13). The Framework also identifies the importance of views and sightlines between spaces and between the city and water (pg 25).</p> <p>The brief is consistent with this and recognises that a variety of views are possible, some framed by buildings, others partly framed. It is this variety of viewing experiences, which includes panoramic views, which helps make the waterfront a worthwhile viewing experience. Panoramic views are obtained all along the promenade and from several spaces set back from that. View shafts also provide protected views between the city and the harbour. While buildings will typically frame views, potential remains to obtain glimpsed views through buildings.</p> <p>Views for waterfront users should take precedence over those from moving vehicles. The view from the Z petrol station, a car parking floor, and the lower levels of the New Zealand Post building are also of secondary importance to the quality of experience for the public on the waterfront.</p> <p>The existing ground level view across Site 10 is predominantly of any object that might be located there, including parked cars or camper vans, with the Centreport shed behind. This is not a priority view, whereas the view that is revealed at Whitmore Street is, and that view is protected. Because the wharf level is generally around 0.6 metres above the adjacent street level, views from cars are readily blocked by landscape elements.</p>
<p>Proportion of built development to open space unbalanced</p> <ul style="list-style-type: none"> • Too much emphasis in the brief on built development and not enough on open space. • 100% site coverage is excessive and will lead to monolithic buildings. 	<p>The brief allows for 100% site coverage of the identified site 9 and 10 areas. It is important to note that these site areas are not the same as land parcel boundaries – they are lesser areas. The identified sites exclude for example building setbacks, the pedestrian promenade, lane ways etc. 100% site coverage also does not mean that the buildings will fill the entire building envelope identified – this would not meet urban design requirements. The brief also states that in the case of site 10 the building must read as more than one building, and for site 9 the building must step down in height from the north to the south. This is in keeping with the Environment Court decision.</p> <p>Accurate discussion of the balance between building footprints and open space also requires “site coverage” to be considered in relation to the total area of North Kumutoto, and to the waterfront as a whole. Assuming that 100% site coverage did eventuate within the site 9 and 10 areas, and taking into account the existing buildings including heritage buildings, the total built area of the north Kumutoto area would be 40.45%, with 59.55% remaining open space (compared to the CBD which has 64% built up space and 36% open space the majority of which is road).</p> <p>The Operative District Plan (Rule 13.6.3.8.1) allows for up to 35% site coverage averaged over the total Lambton Harbour area, with currently this being at around 21%. This is less than</p>

	<p>two-thirds of the permitted site coverage. Conversely, 65% of the waterfront as a whole is required to remain as open space, and currently 79% is open.</p> <p>Existing and future open space in this area has already been established. This is in part already developed (e.g. Kumutoto stream mouth, Kumutoto Lane) and in part still to be developed. Open space will take the form of the completion of the water-edge promenade and lanes, and Kumutoto Plaza, and also site 8, a new open space where activity and design have yet to be conceptualised.</p>
<p>Integration of building and open space design</p> <ul style="list-style-type: none"> Some of the feedback calls for building design to follow open space design, and for open space and building design to be more integrated, for e.g. a masterplan approach should be taken. 	<p>The Framework states that “Buildings support open space and open space supports built areas” (pg 19).</p> <p>Established practice on the waterfront has been to plan the area and design public open space, and in doing so establish both the context for and expectations of any proposed buildings, i.e. all buildings are already part of an integrated masterplan.</p> <p>This approach was taken with the first stage of development in the Kumutoto precinct including Kumutoto Plaza, the cut-out, Kumutoto Lane and the Meridian building, bridge and promenade. Therefore there is already an integrated framework established for the open space network in north Kumutoto. This needs to be adjusted for the new open space at Site 8 and whether this is conceived as a stand-alone "space" or as an extension and transformation of adjacent spaces, but this is separate from the design brief. The brief has been amended to clarify that building and open space design must be integrated.</p> <p>Space has three dimensions, so the mass of adjoining buildings (e.g. site 9) needs to be considered at the same time as the form, function and feel of the spaces (e.g. site 8). Detailed landscape design (e.g. vegetation, materials, structures, level changes) can follow once the fundamental three-dimensional structure of the open space network has been determined.</p>
<p>New building scale relationship to heritage buildings</p> <ul style="list-style-type: none"> Some of the feedback calls for any new buildings to relate to the existing smaller heritage buildings. 	<p>Achieving a positive scale relationship is not about finding the smallest existing building and restricting the dimensions of new buildings to replicate this. There are various means of successfully relating large to small buildings, including but not limited to referencing dimensions and building alignments in the composition of the larger buildings. The Environment Court decision accepted the technical evidence on this.</p>

<p>Funding source for open space and other improvements</p> <ul style="list-style-type: none"> Some of the feedback did not support using commercial development of the area to fund public space improvement and wharf strengthening. This should not be a primary driver. 	<p>Commercial development is not the primary driver of the urban outcomes for the waterfront, although Council has budgeted on the basis that commercial proceeds from the development of these sites will be used in part to fund public space and wharf strengthening improvements.</p> <p>The primary reasons for including buildings on the waterfront are: to create sheltered, well-defined public spaces with active edges; and to increase the working and residential population of the waterfront, bringing safety and vitality regardless of weather conditions.</p>
<p>Ensuring accessibility</p> <ul style="list-style-type: none"> Include reference to universal design and accessibility in the new building principles. The Accessibility Advisory Group would like to be able to engage more with the TAG group. 	<p>The brief's principles for new buildings have been amended to ensure consideration of universal design and accessibility.</p> <p>Wellington Waterfront Ltd has been informed of the AAG's submission including the request for the AAG (and/or a Barrier Free Advisor) to be more closely engaged with TAG on design proposals. WWL will follow-up and action this.</p>

5.4 Design brief amendments following consultation

The design brief has been reviewed and amended where appropriate to reflect issues and concerns raised in submissions and the advice of the Waterfront Technical Advisory Group.

The key changes proposed are:

Section 1.1 General design principles – wording additions to reinforce that the Waterfront Framework sets the overall vision and objectives for development of this area and the design brief is consistent with this; recognition of the Former Eastbourne Ferry Building and the Harbour Board Iron Gates and Railings as important heritage features of the area.

Section 1.2 District Plan – wording additions to clarify that any works may also be subject to the Regional Coastal Plan and that Council will work with Greater Wellington Regional Council to coordinate the assessment of resource consent applications.

Section 2.2 Links to the city – wording additions to reflect that the area also has an important relationship with the Parliamentary precinct to the north west; wording clarification to highlight that improvement opportunities for links and connections are identified in section 3.0 'The Open Spaces'.

Section 2.3 Heritage and contemporary culture – wording changes to highlight that public art, interpretation and lighting should be coordinated with the design of new buildings and spaces to reflect the waterfront context and history of the area; a wording addition to signal the opportunity in relation to Site 8 to provide interpretation of the wharves associated with the former Wellington Harbour Board.

Section 2.4 Pedestrian access – wording additions to recognise that both pedestrians and cycles have priority over vehicles in this area.

Section 2.6 Views – wording additions to:

- recognise the opportunity to enhance the visual connection of this area with Parliament as well as the heritage features of the area
- highlight the importance of the Whitmore Street viewshaft as identified in the District Plan
- clarify that consideration should be given to providing views through any new building on sites 9 and 10 to the Ferry Building.

Section 2.7 The Promenade – addition of wording to recognise that the promenade is also a key city cycle route.

Section 3.0 The Open Spaces – addition of wording emphasising the importance and role of open spaces in north Kumutoto, including enabling recreation opportunities and community interactions, as well as potential opportunities to include historical references to the north Kumutoto area.

Wording has also been added to:

- recognise the role of the promenade in the provision for NZ Police operations from the wharf
- recognise site 8 as a destination area (as well as activity area)
- clarify the need for there to be a positive relationship between sites 8 and 9 (as well as the Kumutoto Plaza)
- clarify that building and open space design must be integrated.

Section 3.1 Open space principles – the addition of two new principles highlighting that well designed open spaces provide an opportunity to enhance the setting of heritage buildings, and that opportunities should be taken in the design of open spaces, and supporting interpretation and public art to highlight the area's history.

Section 3.2 Site 8 considerations – the addition of wording requiring solar analysis of any proposed building on site 9 to ensure to ensure adequate sunshine for good quality public amenity, and wording to highlight the specific opportunity with regards to Site 8 to recognise the history of the area and enhance the setting of heritage buildings.

Section 3.3 Furniture guidelines – additional wording to ensure advice from the Council's Accessibility Advisory Group is sought in regards to public space furniture.

Section 4.0 New Buildings – wording additions and clarifications to:

- clarify that the figures in the table are maximum heights and site coverage.
- clarify that the eastern façade of site 10 should align with the eastern façade Shed 21 providing at least 9m to allow for pedestrian and vehicle movement on the seaward side.

- for site 9, deletion of the requirement for the building height to relate to site 10 (the reduction of building heights means this is no longer relevant).
- the addition of footnotes to clarify that no roof top structures can penetrate the maximum heights and that the site 10 setback is from the boundary of the Wellington Waterfront Land.
- deletion of the definition of ‘storey’ as this is no longer required given deletion from the table, but addition of wording to clarify that floor to floor heights of new buildings should relate to the generous storey heights of the surrounding buildings.
- addition of wording to clarify that small scale structures might provide services and amenities for public open space areas.

Section 4.1 New building principles – wording additions:

- to the first principle to require any building on site 10 to relate to the Ferry Building and reflect its degree of importance as a heritage item.
- to the second principle to ensure all facades provide a high level of active edge.
- to the third principle to ensure buildings are designed in a coherent fashion that relates to the area’s urban context including the waterfront context, nearby buildings including heritage buildings and the CBD.
- to the fifth principle to ensure buildings including tops and roofs include consideration of the heritage values of the area and opportunities for public access.
- a new principle requiring consideration of universal design and accessibility for all.

Section 4.2 Building relationship to open space – a wording amendment to highlight that buildings should positively contribute to the open spaces of the waterfront.

Map 2 – updates to clarify the location of the Ferry Building, the Whitmore Street viewshaft, the lanes and open spaces, and development details in regards to sites 8, 9 and 10.

5.4 Financial considerations

The revised design brief is consistent with the Long Term Plan and Waterfront Development Plan. These plans have budgeted proceeds from Sites 9 and 10. The commercial proceeds of the development of these sites will be used in part to fund public space developments in the area, for example the development of Site 8. Decisions that delay agreement to a design brief or further reduce the scale of anticipated developments would impact on the timing and achievement of the anticipated revenues.

6. Conclusion

Whilst the consultation on the design brief has resulted in significant amounts of feedback that falls outside the consultation scope agreed by the Committee, it has provided an additional opportunity for people to voice their opinions in relation to the remaining development of this area. The consultation has however also revealed a level of support for the design brief, in particular for site

8 to be developed as open space, for the reduced scale of development on sites 9 and 10, and for the balance between protecting open space and new building development.

A number of changes have been proposed to the design brief to reflect the consultation feedback. It remains consistent with the Waterfront Framework, Waterfront Development Plan and reflects the Environment Court decision on Variation 11. Agreement to the design brief will provide for WWL to initiate the implementation phase ahead of public consultation on any preferred development proposals that comply with the brief.

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SUPPORTING INFORMATION

1) Strategic fit / Strategic outcome

The outcome provides for implementation of the Council's agreed policy position.

2) LTP/Annual Plan reference and long term financial impact

Waterfront development sits under Activity 6.1 Urban Planning, Heritage and Public Spaces Development. The commercial proceeds of the development of this area will help pay for public space developments and wharf strengthening in this area.

3) Treaty of Waitangi considerations

Maori have had a long connection with the harbour and waterfront that continues today. There are several sites of significance for iwi around the waterfront.

4) Decision-making

This is not a significant decision.

5) Consultation

a) General consultation

Consultation has been completed on the draft design brief as agreed. The Waterfront TAG group have been consulted and have provided advice on the revised design brief.

The Environment Court's decision on Variation 11 provides specific recommendations to Council on the future development of North Kumutoto. The Waterfront Development Plan also provides clear expectations in terms of the further development of this area.

The revised brief makes it clear that public consultation on the development of North Kumutoto will occur throughout the development proposal process.

b) Consultation with Maori

Representatives from Council's mana whenua Treaty partners – Wellington Tenth Trust and Te Rūnanga o Toa Rangatira were involved in the development of the Waterfront Framework and will be consulted when specific development proposals come forward for consideration.