

[149] We came to the view that the soundest course would be to simply uphold the appeals against Variation 11 and leave it to the Council, if it so wishes, to propose a new set of Plan provisions for this area, considered against the background of what, hopefully, has been learnt from this rather frustrating exercise.

Michael Faherty

From: Ian Pike
Sent: Wednesday, 26 September 2012 2:54 p.m.
To: Michael Faherty
Subject: RE: FW: North kumutoto draft design brief

Thanks.

Sent from Telecom's XT mobile network. Faster in more places

Michael Faherty <Michael.Faherty@wellingtonwaterfront.co.nz> wrote:

Ian,

Brian has already confirmed he referred it to Graeme McIndoe.

I've checked with Brian just now and he advised that he has had no response. He has a mtg with Graeme tonight over another matter so will follow him up then.

TAG certainly can't say it hasn't had the opportunity. Perhaps Graeme is still awaiting feedback from other TAG members.

MF

From: Ian Pike
Sent: Wednesday, 26 September 2012 2:27 p.m.
To: Michael Faherty
Subject: Re: FW: North kumutoto draft design brief

Michael - did brian get tags input into paper.

Sent from Telecom's XT mobile network. Faster in more places

Michael Faherty <Michael.Faherty@wellingtonwaterfront.co.nz> wrote:

Ian – response from Brian Hannah to my e-mail yesterday.

Our feedback largely taken up. I called him re: his 3rd sentence "There is no intention here that this extend to laneways within buildings" I told him he has somehow mis-intepreted what I wrote. Anyway he proposes to keep his original sentence to emphasise to Waterfront Watch and others, the importance of laneways etc.

He said he felt his meeting with Waterfront Watch this morning went backwards from his last meeting with them. In essence their latest position is - *when is our next opportunity to state no buildings on this part of the waterfront!*

Brian confirmed it goes to the SPC mtg of 4 October. He thinks the most likely outcomes from SPC will either be:-

1. Total rejection by SPC – he thinks is most unlikely.
2. Unconditional endorsement of the new brief – he thinks this is the 2nd most likely outcome

Tabled Information - Alana Bowman - Reference 345/12P(g)

3. Conditional endorsement of the new brief – the most likely outcome but he hopes that any requirements by SPC can be agreed at the SPC meeting without need for further consultation or significant re-working of the brief. In other words, endorsement by SPC with some minor tweaks.

MF

From: Brian Hannah [mailto:Brian.Hannah@wcc.govt.nz]
Sent: Tuesday, 25 September 2012 1:15 p.m.
To: Michael Faherty
Cc: Richard Hardie
Subject: RE: North kumutoto draft design brief

Thanks Michael

Have incorporated your feedback sans the 'laneways' reference. Have retained that as it helps illustrate the area is primarily for pedestrians. There is no intention here that this extend to laneways within buildings. The cover report will be finalised shortly and this includes reference to consultation. Will get that to you once completed.

Regards

Brian

From: Michael Faherty [mailto:Michael.Faherty@wellingtonwaterfront.co.nz]
Sent: Monday, 24 September 2012 4:41 p.m.
To: Brian Hannah
Cc: Richard Hardie
Subject: RE: North kumutoto draft design brief

Hi Brian,

Thank you for your revised draft design brief.

I've made several relatively small (but what I think are important) points by way of tracked changes and/or highlighted comments for your consideration. I've picked up and corrected half a dozen minor 'typo's' along the way as well.

I note you have deftly dodged the Env Court direction for a greater than 9m setback from waters edge by requiring "..... a setback of at least 9m." Cleverly done. I believe there wouldn't be any architectural, urban design or planning specialists that would suggest anything other than alignment of the eastern (harbourside) of a building on site 10 with shed 21 to the north.

I note there is no reference in the brief to latest round of consultation with major stakeholders Waterfront Watch, Civic Trust and the Architectural Centre. Do you think you should; or at least included reference to the latest round of consultation in a covering letter/report to SPC?

I trust my review is of some help. Please feel free to call me if you wish to discuss or require me to clarify anything.

I look forward to confirmation of your review being endorsed by SPC.

Regards,

3.0 THE OPEN SPACES

Streets and lanes are the primary form of public spaces within the adjacent central city. Within the Kumutoto area, lanes are used for movement and congregation - linear public spaces designed to be destinations as well as pathways and access routes.

Successful streets and lanes are well defined, are unified spaces with their own recognisable character and have activity and vitality at their edges.

Three distinct public open spaces have been developed in the Kumutoto Precinct area, the working names of which are Kumutoto Plaza, Wharf Plaza and Brandon Plaza. The plazas are connected by a lane (Kumutoto Lane) that runs through the precinct. These public spaces link city to sea, extending the line of city streets across Customhouse Quay through to the waterfront. These spaces are summarised as follows:

Location	Description	Importance
Kumutoto Plaza (Waring Taylor St extension)	City connector space	Part of the visual link between the city and harbour.
Wharf Plaza (Johnston St extension)	City connector space	Part of the visual link between the city and harbour.
Brandon Plaza (between Steamship Wharf and the Queens Wharf centre)	Link space	Enhances the relationship between buildings, links to the harbour, servicing space, and access to the Queens Wharf underground car park.
Kumutoto Lane (service lane alongside harbour side of Sheds 11 and 13)	Linear movement space	Shared surface where pedestrian emphasis is shared with primary servicing space for North Kumutoto.

Key public open spaces proposed for development or subject to ongoing/further development are summarised in the following table.

Location	Description	Issues
The promenade	Linear movement space	Primarily water edge based movement space. To relate to promenade along rest of waterfront. Connection from the Meridian building through to Shed 21 and the Railway Station to be improved.
Whitmore St extension	City connector space	Major entry point to waterfront, conflict between vehicles and pedestrians to be resolved, and the 'space' needs to be better defined. Buildings on sites 9 and 10 can provide a gateway and define the pen space. This is subject to protection of the viewshaft contained in the District Plan (VS 4 - Whitmore Street).
Site 8 - water edge, north of Kumutoto Stream	Activity space	Generation of and support for activity and public occupation, connections to the water, spatial definition, integration with spaces and routes around, positive relationship with Kumutoto Plaza open space.

3.1 Open space principles

- The open spaces in this area (including Site 8) are to be interlinked and are to be designed in a coherent fashion that relates to the waterfront and the wider city context.
- Public spaces should support uses that can contribute to the vitality, safety, recreational potential, shelter, comfort and social inclusiveness of the waterfront.
- Diversity of use will support diversity of opportunity, of occupation, and extended use of the waterfront.