
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30 am
Date: Thursday, 13 April 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

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Kia ora Mayor and Councillors

Request that the Wellington City Council acquire 1A Holloway Road and add the property to the City's Town Belt

As Aro Valley residents, we request that Wellington City Council (WCC) purchase the property at 1A Holloway Road in response to Victoria University's signalled intention to divest it from its property portfolio, and add that property to the adjoining Town Belt.

We believe that doing so would honour the intention with which the land was originally purchased and fulfil the principles and objectives of the Wellington Town Belt Management Plan of June 2013. It would particularly align with clauses from section 2.6.4 which state that land shall be added to the Town Belt that complements and strengthens the distinctive Town Belt character based on the following criteria:

1. *The land may have been part of the original Town Belt in 1841.*
2. *The land strengthens the visual, ecological connectivity and/or physical continuity of the Town Belt's horseshoe shape and/or has a visual connection with the central city and/or inner suburbs.*
3. *The land has consistent or complementary landscape and recreational values and linkages to neighbouring Town Belt.*
4. *The land may have ecological, historical and/or cultural features that require protection.*
5. *The land enhances the provision of a range of sporting and informal recreation activities.*

The manner in which those and other criteria are met is laid out below.

2.4 Wellington Town Belt protection and enhancement

This clause states that *the Council's proposed priorities will focus on protecting the remaining size of the Town Belt, and strengthening its continuity and open-space values through land additions and boundary adjustments.*

This addition will strengthen the visual and physical continuity of the green belt in this area, completing the 'wrap around' of the green belt on the Polhill ridge end, and providing a green backdrop to Aro Valley when seen from Raroa Road. It also aligns with the stated objective (2.5): *To protect and enhance the historical integrity and role of the Wellington Town Belt.*

"The Town Belt will be used for a wide range of recreation activities".

A community Petanque court has been built by local residents in a corner of the flat land on the section. This is used regularly by the community and could be further developed by WCC.

8.3.4.2 In the event of the existing use of the leased facility ceasing, then the site will be redeveloped for outdoor recreation use.

The property in question has an area of flat land that was once part of Mitcheltown School, and which is contiguous with the flat land currently leased by the Central All Breeds Dog Training School. If at the point in time when the lease ends, the flat land of the two properties were grassed over, together they would form one of the largest flat recreational spaces in the Aro Valley.

8.3.4.4: The Council will investigate opportunities for formal access from Holloway Road to the leased (Central All Breeds Dog Training School) facility.

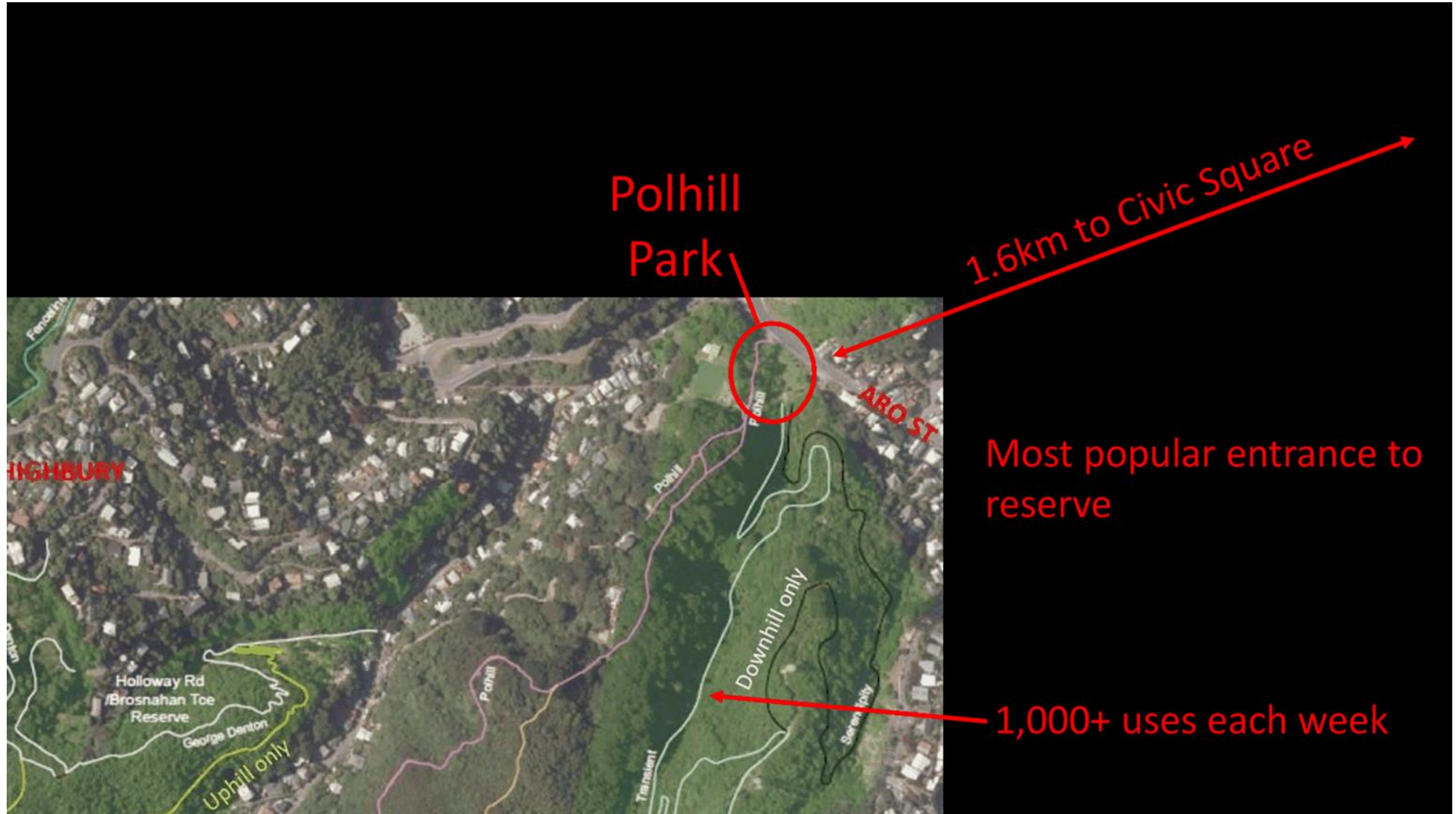
The land is currently used informally by the Central All Breeds Dog Training School for parking and access to the Dog Training School facilities. Casual parking is essentially unavailable on lower Holloway Road due to high demand. The driveway to the property provides an entry point to the walking tracks that run along the ridge between Holloway Road and Polhill Gully and will be essential in the event that the land is redeveloped for recreational use.

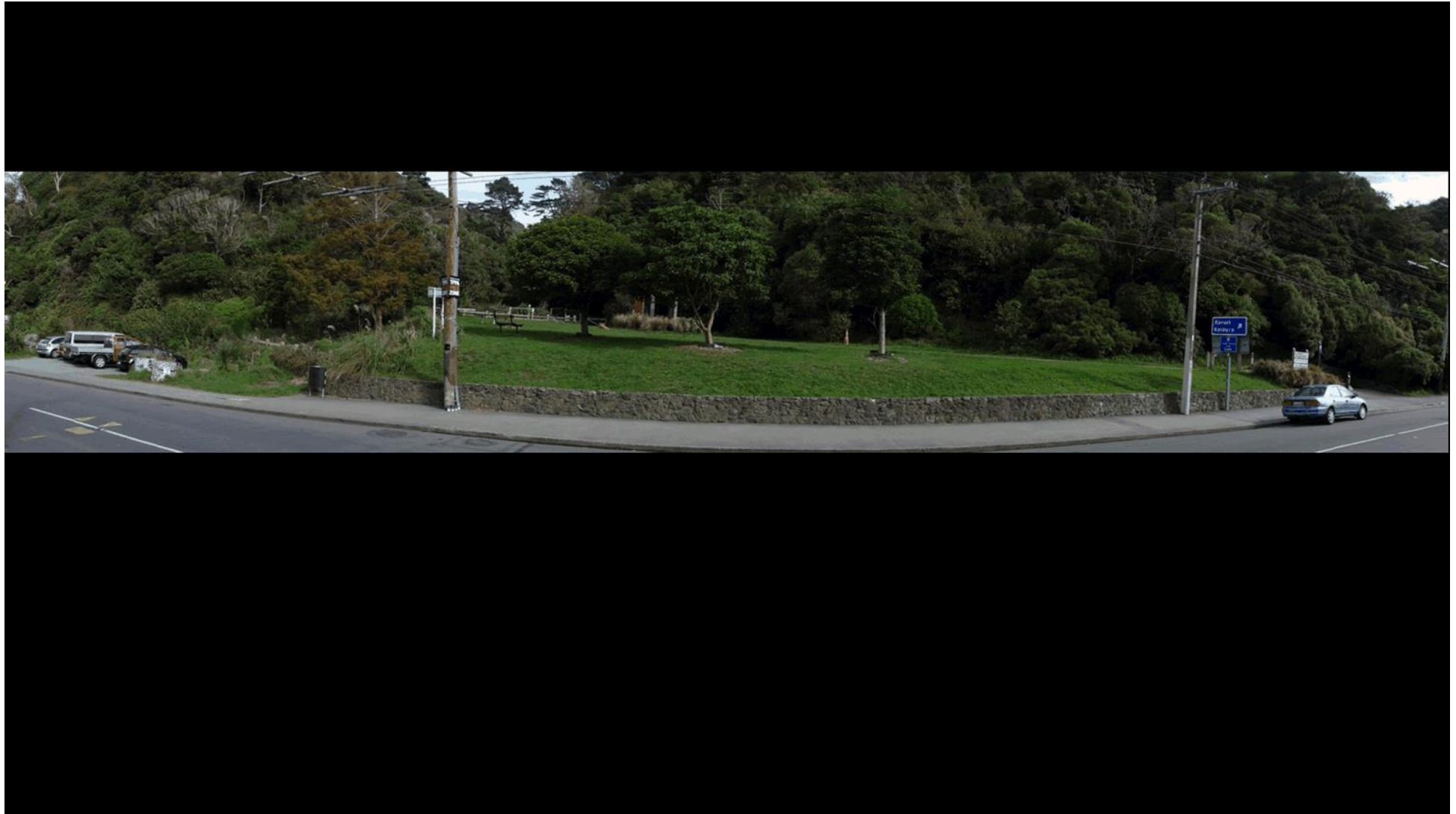
We ask that you give consideration to the important environmental, cultural and recreational resource this piece of land provides and restore to it Town Belt status as originally intended. We would welcome the opportunity to discuss this with you directly.

Ngā mihi nui

Peter McAllister and Bronwen Dickson, Aro Valley residents



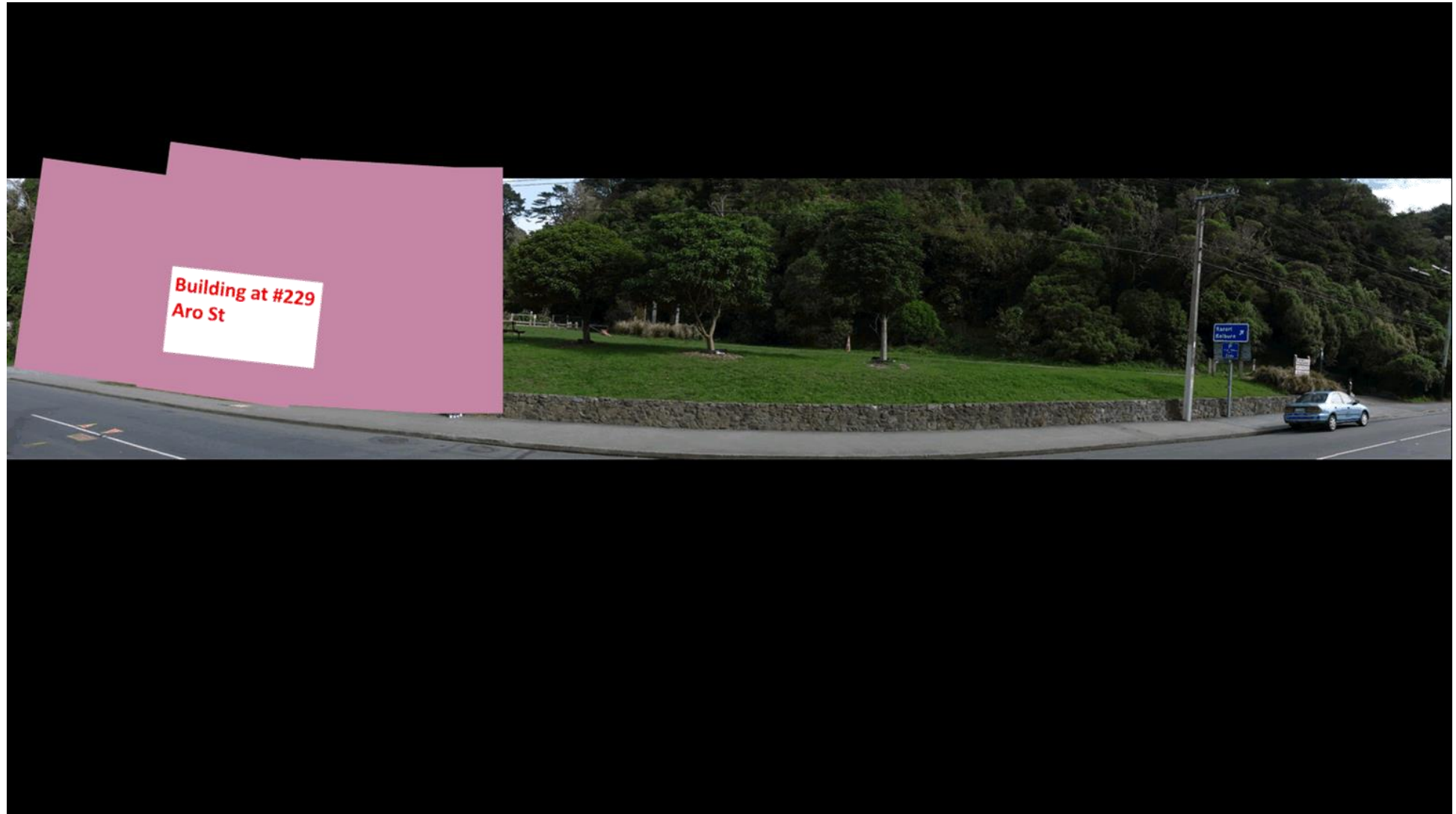






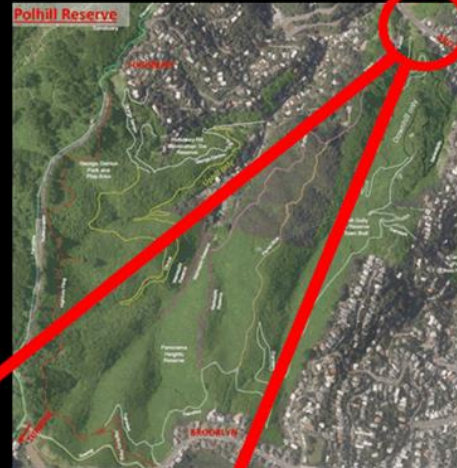






- Barrier between street and park
- Considerable investment already for a popular recreation and ecological reserve
- Options for future development

THE FUTURE



Polhill Park
= key entrance

Will need more
amenities

Walking / cycling
tourist route
around to Makara

Tracks developing
south to coast

- Barrier between street and park
- Considerable investment already for a popular recreation and ecological reserve
- Options for future development
- Option to recoup costs – coffee concession

- #229 Aro St
- RV \$195,000
- Valuable part of Aro St's Polhill Park
- Safeguards future development options
- An investment for public good



9 April 2017

Dear Mayor and Councillors,

My letter concerns the City Strategy Committee recommendation for the Victoria University Surplus Land: Aro Valley, Item 4.3.

I believe the recommendation both misses some important factors and contains some incorrect statements. I would like to encourage you to think beyond this recommendation to consider expressing interest to VUW in acquiring some of the land they are disposing. This is an historic opportunity to enhance Polhill Reserve.

Lost Opportunity

In general, it is very disappointing that the recommendation does not consider the selective acquisition of some of the properties being disposed by VUW. We are surprised that a basic cost / benefits analysis has not been done for each of the separate addresses on offer.

For example, adding 1A Holloway to Polhill/Town Belt has a strong cost to value proposition. One can start by assuming 1A Holloway might end up costing the WCC \$300,000 (stated RV which hard negotiation could see lowered), but it would also save the WCC relocation costs of Central Allbreeds Dog Training School and the burden on the infrastructure and service costs associate with private development on the land. As for immediate costs once acquired, any improvement WCC would make to the driveway (easement access) would not be required immediately. Instead these could be scheduled out over many years. In fact, when the historic house at 1 Holloway is sold, it is likely the new owner will want to improve their driveway.

In addition, a value proposition could be made for the purchase of 227 and/or 229 Aro Street. These addresses hold important visual and connectivity benefits for the Polhill entrance. The future will only be bringing more users to Polhill and value of an open and welcoming entrance has benefit to offset the cost of purchase. These parcels can be left "as is" for the near future, meaning very little medium-term expense to WCC.

The following are sections of the recommendation which I believe should be critically examined:

- The paper states that the vacant land (1A Holloway) is "scrub covered and of low ecological, landscape and connectivity value." (Paragraph 4). This is incorrect. The majority of 1A Holloway is regenerating forest with aged pine trees. It is a significant visual element in the area, as it is seen from the facing hillside and Raro Road. It abuts a pleasant loop walking trail through native tree species with a seating area for views over the valley. And it offers, as does the surrounding Polhill Reserve, the "halo effect" of Zealandia, such that native birds are inhabitants (kaka, tui, kingfisher, fantail, bellbird and ruru are heard at night). We believe the recommendation does extreme disservice to these important values.

- In paragraph 9, it states again that the “balance of the land is of low ecological, landscape and connectivity value”. Again, this statement is not correct. It also states “the immediate area is well served for outdoor recreation and open space.” Yes, the immediate area holds the Polhill Reserve and beyond, the Waimapihi Reserve. However, we believe this is the primary reason for the WCC to be interested in acquiring some of the land on offer. These vacant properties add visual, landscape, recreational connectivity and ecological value to Polhill. Polhill will only become more important to Wellington city as both accessible recreational space and a haven of native flora and fauna – the opportunity should be taken to enhance and expand it.
- Paragraphs 22, 23 and 33-36 need to be reconsidered for their accuracy. There are regularly only 2 resident households on Haines Terrace that park their vehicles on 1A Holloway. Both of these households recognise that this is a limited privilege and are not directed in their interest in 1A Holloway because of this (you have received a letter from at least one of these households). None have expressed a desire for Council to acquire the properties to maintain vehicular access to their properties. Rather, we all, the immediate local residents, recognise the higher value the land has as part of Polhill. Should Town Belt designation remove the ability for the local residents to park in the area, we are very willing to accept this, as Holloway Road provides parking. We regret that our hopes and wishes for 1A Holloway have been inaccurately represented in the recommendation. We also believe that if vehicle access was severely restricted to 1A Holloway (for example, a chain across the entrance of the drive that only CADTS held a key for, to ensure access for their members of limit mobility), this would be a very acceptable solution.
- In the Background and Holloway Road Properties sections of the recommendation, it is an oversight to not refer to the history of the land and the former plans for the area by both VUW and WCC. This is an important consideration and provides vital context to this situation. The land around Holloway was designated by both VUW and WCC for public use for recreation and other uses. This purpose - from a not distant past – should guide both the WCC and VUW to honouring this future by adding this land to the Town Belt. Thus the negative results of that designation on the area could be turned positive.

Summary

I believe additional consideration, context and consultation should be applied to the recommendation and Council and Mayor should move to express interest to VUW for the purchase of the vacant land on offer – namely 1A Holloway, 227 and 229 Aro Street.

Sincerely,

Ingrid Downey

25 Holloway Road, 021.244.3078



Item 1.4 Attachment 1





Moved Councillor Day, seconded Councillor Gilbert, the following amendment (to traffic resolution TR 28-17 (v):

Resolved

3. **Defer TR 28-17 (v) for approximately two months to facilitate further discussions with the Tawa Baptist Church. An updated report will be provided to City Strategy Committee on 8 June 2017.**

Carried

- v. Roundabout, No Stopping At All Times, Give Way - Main Road / Surrey Street, Tawa (TR28-17)

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Main Road	No stopping, at all times	West side, commencing 52 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 69 metres
Main Road	No stopping, at all times	West side, commencing 127 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 6 metres
Main Road	No stopping, at all times	West side, commencing 138 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 33 metres

Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Main Road	Give Way	Northbound traffic, at its intersection with Surrey

Main Road	Give Way	Street Southbound traffic, at its intersection with Surrey Street
Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Surrey Street	No stopping, at all times	South side, commencing 53m west of its intersection with Oxford Street and extending in an westerly direction following the southern kerbline for 26 metres
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Surrey Street	No stopping, at all times	North side, commencing from its intersection with Main Road (Grid Coordinates X= 1753133.957m, 5441037.92m) and extending in an easterly direction following the northern kerbline for 24.5 metres
Surrey Street	No stopping, at all times	South side, commencing 43m west of its intersection with Oxford Street (Grid Coordinates X= 1753211.1174m, 5441008.1679m) and extending in an easterly direction following the northern kerbline for 36 metres
Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Surrey Street	Give Way	Westbound traffic, at its intersection with Main Road