

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 22 June 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

Quorum: 8 members

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.3 Confirmation of Minutes

The minutes of the meeting held on 8 June 2017 will be put to the City Strategy Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the City Strategy Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

2. Strategy

DRAFT WASTE MINIMISATION AND MANAGEMENT PLAN 2017-2023: LOCAL DECISIONS AND REGIONAL RECOMMENDATIONS PAPER (FOLLOWING PUBLIC CONSULTATION)

Purpose

1. To provide the City Strategy Committee a summary of the feedback that was received during public consultation on the Draft Waste Management and Minimisation Plan 2017-2023 (WMMP)
2. To inform decision making on recommendations made by the Draft WMMP Hearings Subcommittee to the City Strategy Committee, to make changes to WCC's local action plan following its meeting on 13 June 2017.
3. To inform decision making on recommendations by the City Strategy Committee to the Wellington Regional WMMP Joint Committee, for further consideration of proposed changes to the regional parts of the plan.

Summary

1. This report sets out the high level outcomes of the consultation process on the Wellington Region Draft WMMP and specific Wellington City Council (WCC) outcomes and actions.
2. A detailed summary of the submissions received, and the officers recommendations made in response to these submissions, is contained in Attachment 1. These documents therefore should to be read in conjunction with each other.
3. In summary, a total of 109 submissions were received on the WMMP by WCC. Eleven submitters also made oral submissions to the WMMP Hearings Subcommittee 6 June 2017.
4. These submissions signal a very high level of support for the proposed primary regional target, which is to reduce the waste sent to municipal (class 1) landfills from 600kg per person per annum to 400kg per person per annum by 2026; and the proposed regional action plan.
5. On this basis the Subcommittee has included a recommendation for the City Strategy Committee to consider making to the Wellington Regional WMMP Joint Committee, that the proposed regional target and proposed regional actions be approved.
6. The submitter feedback also illustrates that there is a high level of support for Wellington City Council's proposed local action plan. However, there was also a total 296 submission points in response to the "what else" and "additional comment" questions. These are summarised in Attachment 1
7. In accordance with the submission analysis and the outcome of the deliberations following the oral hearings, the Draft WMMP Hearings Subcommittee has recommended a number of new local actions and amendments to existing local actions for approval by the City Strategy Committee.

8. The submissions analysis deliberations process also identified a number of possible amendments to the regional part of plan. These amendments are proposed for the City Strategy Committee to make as recommendations to the Wellington Regional WMMP Joint Committee, which comprises elected member representation from each of the eight Territorial Authorities in the Wellington region.
9. Officers support all changes included within the proposed recommendations from the Draft WMMP Hearings Subcommittee to the City Strategy Committee.
10. Please note that where reference page numbers are included in brackets within this report and its recommendations, these refer to the Draft WMMP document as it was distributed for public consultation (i.e. as opposed to this report).

Recommendation/s

That the City Strategy Committee:

1. Receives the information from the Draft WMMP Hearings Subcommittee.
2. Agree to the following recommended 'new actions' be added to the local action plan (pages 101-112) for recommendation to Council in August 2017:
 - a. Add "Investigate the option for WCC construction and demolition procurement activities to include the requirement for waste minimisation and management plans." (Action title proposed as "Procurement policy " under Leadership and Management)
 - b. Add "Promote the reduction of adverse environmental impacts from waste management and disposal within the district." (Action title proposed as "Limiting adverse environmental impacts" under Leadership and Management).
 - c. Add "Investigate options for domestic hazardous waste tracking and safe disposal." (Action title proposed as "Managing hazardous waste" under Leadership and Management)
 - d. Add "Work in collaboration with other councils to review landfill capacity with potential for closure of one landfill regionally, in the future." (Action title proposed as "Landfill capacity review" under Infrastructure)
 - e. Add "Investigate, support and implement initiatives to reduce junk mail." (Action title proposed as "Reducing junk mail" under Leadership and Management)
 - f. Add "In conjunction with the wider work on the resilience of the Wellington region include through our communication and educational channels, how to deal with waste in an emergency." (Action title proposed as "Resilient waste management systems" under Leadership and Management)
3. Agree to the following recommended amendments to the existing local action plan for recommendation to Council in August 2017:
 - a. Amend the title and description of local action C4:Household Food Waste collection, to include "*green waste*" e.g. "Household Food *and /or Green Waste* Collection" (page 105)
 - b. Amend the description of local action E4: Promote and support the reduction and diversion of organic waste, to include "*Predator Free home composting*" e.g. "...For example (but not limited to) the Love Food Hate Waste campaign, *Predator Free home composting, etc.*" (page 103)
 - c. Amend the description of local action "LM5: Advocacy and lobbying", to include "*ewaste*" as another example of a "priority waste stream" (page 110)
 - d. Amend the description of local action "C2: CBD recycling collection" to:

- “Continue to deliver and optimize CBD recycling *and waste services and support increased diversion of other wastes given the special needs of apartment and multi-unit development residents.*” (page 105)
- e. Amend the title of LM6 to: “Collaborate with private sector and community *to work with local groups and waste companies.*” (page 110)
 - f. Amend the title of R3 to: “*Building Waste Management Facilities*” and amend the description to include all buildings by removing the word “new” (page 101)
 - g. Amend the description of local action IN2: Resource Recovery Centre, and remove the words “*where appropriate*” (page 106)
4. Agree to recommend to the Wellington Regional WMMP Joint Committee (for further consideration) the following recommended changes to the regional parts of the plan, including:
- a. Adding reference to “*The Litter Act (1979)*” in the bullet point list on Page 10 of the Draft WMMP
 - b. Under section 1.1.1 ‘Why work together?’ add a new sixth bullet point (4c. below), and a new paragraph immediately following that bullet point (4d. below):
 - c. “*Supporting tangata whenua in the exercise of kaitiakitanga, which broadly refers to the exercise of guardianship by the tangata whenua of an area in accordance with tikanga Māori in relation to natural and physical resources. Kaitiakitanga also includes the ethic of stewardship, and includes the responsibility of ensuring that a resource is secured and in a fit state to pass onto future generations.*”
 - d. *The tangata whenua view of reality is that the world is interrelated and interconnected. Therefore tangata whenua are bound, through whakapapa (lineage and genealogical descent) to the natural environment. Issues of waste management are therefore of concern to iwi, as well as to the wider community.*”
 - e. Add a new regional action (R.LM.5) “*In conjunction with the wider work on the resilience of the Wellington region, include through our communication and educational channels, advice on how to deal with waste in an emergency.*” (Action title proposed as “*Resilient waste management systems*” under Leadership and Management)
5. Agree to recommend to the Wellington Regional WMMP Joint Committee, that following their deliberations, the proposed regional target and proposed regional actions be recommended to each Territorial Authority for final approval
6. Note that the full draft plan (i.e. regional and local components) will come back to Wellington City Council for adoption following the regional consideration and approval process (month of July 2017)
7. Note that all officer actions identified in Attachment 1 will be undertaken once approved/triggered
8. Agree to delegate to the Chair of the WMMP Hearings Subcommittee and the Chief Executive the authority to amend the Draft Wellington Region Waste Management and Minimisation Plan 2017 – 2023, with any proposed amendments made by the committee at this meeting, and any minor consequential edits, prior to the draft being recommended to the Wellington Regional WMMP Joint Committee for consideration on 10 July 2017

Background

11. On 13th April 2017 the City Strategy Committee adopted for public consultation (via special consultative procedure) the Draft WMMP 2017-2023, the accompanying Statement of Proposal and the Wellington Region Waste Assessment (2016).
12. The City Strategy Committee also established the WMMP Hearings Subcommittee to hear the oral submissions; deliberate on and make any recommendations to the City Strategy Committee to amend the Wellington City Council Local action plan; and make further recommendations for the committee to consider with respect to the regional actions.
13. The Draft WMMP public consultation submission period ran concurrently with the Annual Plan engagement process. Consultation ran from Tuesday 18 April to Friday 19 May 2017.
14. The Annual Plan process also included engagement on Waste Management and Minimisation matters. Where submissions were made on the Draft WMMP within the Annual Plan process, submitters were advised of the opportunity to submit on the Draft WMMP directly, and that their submissions would also remain within the Annual Plan process.
15. Submitters on the Draft WMMP were able to make both electronic and written submissions e.g. via www.wgtnregionwasteplan.govt.nz, wasteplan@wcc.govt.nz, and postal submissions either as letters or on the submission form made available.

Results

16. In total, one hundred and nine submissions were received through the Draft WMMP Special Consultative Process.
17. The Draft WMMP consultation sought feedback on four key aspects of the plan. This consultation focus was consistent with WMMP consultation undertaken by other Territorial Authorities across the region, and included questions relating to:
 - Proposed primary regional target
 - Proposed regional actions
 - Proposed local actions
 - And whether submitters have any additional feedback on the Draft WMMP
18. In addition to the regionally consistent aspects of consultation, Wellington City Council also asked some specific local action questions. These focused on:
 - What else submitters would like to see in WCC's local action plan
 - Collaboration between the region's local councils (around waste minimisation)
 - The option of a more comprehensive kerbside collection
 - Further investigation into funding a more comprehensive kerbside collection
19. A statistical summary of the results is shown in the tables overleaf. Please note that not all submitters responded to all questions.
20. Please also note that Attachment 1 includes a summary of all of the written submissions and the officer's recommendations in response to each submission point.

	Submitters who selected	Submitters who selected	In favour (rounded)
Proposed regional target			

	'yes'	'no'	
Do you support the proposed primary regional target? - reducing waste to landfill by a third over the next ten years. More specifically, to reduce waste sent to municipal (<i>class 1</i>) landfills from 600kg per person per annum to 400kg per person per annum by 2026.	97	3	97%

21. Do you support the following proposed regional actions?

Actions	Submitters who selected 'yes'	Submitters who selected 'no'	In favour (rounded)
Regional Bylaw - Investigating and, if feasible, developing, implementing and overseeing monitoring and enforcement of the regional bylaw to help manage waste collection more effectively.	89	7	93%
Waste Data Framework - Implementing the National Waste Data Framework and utilising the framework to help reach our goals.	92	1	99%
Engagement and education - Delivering enhanced regional engagement, communications and education.	97	0	100%
Kerbside collections - Facilitating local councils to determine and, where feasible, implement the best kerbside collection systems possible that maximises diversion and are cost-effective to communities.	94	2	98%
Resource recovery network - Investigating and, if feasible, developing a region-wide resource recovery network – including facilities for construction and demolition waste, food and/or biosolids (sewage sludge), and other organic waste.	98	0	100%
Biosolids - Collaborating on options to use biosolids (sewage sludge) beneficially.	96	0	100%
Shared governance and services - Promoting, investigating and, where appropriate and cost-effective, supporting the establishment of shared governance and service delivery arrangements, where such arrangements have the potential to enhance the efficiency of waste management and minimisation initiatives in the region.	94	2	98%
Regional resources - Funding regional resources for the implementation of the Waste Management and Minimisation Plan (WMMP), e.g. staff and research, funding the development of the next WMMP, or investing in shared infrastructure or initiatives.	91	3	97%
Working collaboratively - with local government organisations, non-government organisations and other key stakeholders to undertake research and actions to advance solutions to waste management issues such as, but not limited to, e-waste, plastic bags, and the need for a container deposit system (i.e. where a refund is paid for returning used beverage containers).	96	1	99%

Lobbying and advocacy - Working together to lobby for product stewardship and for possible priority products such as, but not limited to, e-waste, tyres and plastic bags. For instance, this could mean a manufacturer that sells an item is responsible for taking the item back and reusing/recycling the materials it's made from when it reaches the end of its life.	89	6	94%
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Support for Wellington City Council's local action plan

22. Question context: Wellington City Council's proposed action plan includes 37 local actions, which are intended to replicate at a local level and/or complement regional scale actions. The actions include: regulatory measures, communication activities, working with schools and marae, encouraging household composting, increasing kerbside recycling tonnages, and supporting waste minimisation at events. There are also actions that enable investigations and if feasible improvements to kerbside collection systems and other waste infrastructure with the overall aim to reduce waste to landfill by a third.

Support for the WCC action plan	Submitters who selected 'yes'	Submitters who selected 'no'	In favour (rounded)
Do you support Wellington City's local action plan (<i>found on pages 101-112 of the draft plan</i>)?	88	4	96%

23. Additional local actions:

WCC's local actions	Submitters who selected 'yes'	Submitters who selected 'no'	In favour (rounded)
Is there anything else you would like to see happen in Wellington City's local action plan?	61	28	69%
<p>If yes, what would you like to see?</p> <p>Submitters made a 162 submission points in response to this follow up question on the local action plan, these submission points have been summarised by action plan theme in Attachment 1 and can be identified as responses to 'Q4'.</p>			

24. Would you like to see more collaboration between the region's local councils around waste minimisation and management?

	Submitters who selected 'yes'	Submitters who selected 'no'	Submitters who selected 'maybe, I need more information'
Number of submitters	76	0	17

% (rounded)	82%	0%	18%
<p>If yes or maybe, is there anything in particular you would like to see?</p> <p>Submitters made a 14 submission points in response to this follow up question on regional collaboration, these submission points have been summarised by action plan theme in Attachment 1 and can be identified as responses to 'Q5'.</p>			

25. Do you think we should have a more comprehensive kerbside collection?

	Submitters who selected 'yes'	Submitters who selected 'no'	Submitters who selected 'maybe, I need more information'
Number of submitters	88	2	8
% (rounded)	90%	2%	8%

26. Would you support further investigation to find the fairest and most efficient way to fund such a system? e.g. rates funded, user-pays, or a mix of the two.

Submitters who selected 'yes'	Submitters who selected 'no'	In favour (rounded)
94	3	97%

27. Do you have any other comments on the draft WMMP?

Submitters made a total of 120 submission points in response to this question, these submission points have been summarised by action plan theme in Attachment 1 and can be identified as responses to 'Q9'.

Tawa Community Board Green Waste Poll

28. In its submission, the Tawa Community Board also included the results of a poll it conducted via the Neighbourly website and at the Tawa New World on a Saturday morning. Comments were also received on the Tawa Community Facebook page.
29. Over one week, 181 votes and 10 additional comments were received (Tawa Neighbourly membership is currently 3550 residents). Tawa Community Board members undertook a street poll (outside New World) and also received an additional 69 votes, including 5 from residents of surrounding suburbs, for a total of 250 votes.
30. Tawa Community Board poll results:

Survey questions and percentage of respondents who answered yes.		
	Percentage of respondents who answered yes via neighbourly (181 votes)	Percentage of respondents who answered yes via street poll (69 votes)
Would a Council green bin reduce your trash?		
Yes, our house would use a green waste bin	67.4%	56.5%
We'd use a small food waste bin, not a green bin	5%	0%
We have no room for any more bins	2.2%	3%
We already compost most or all our green and food waste	21%	24.6%
We already pay for a green bin service	2.8%	7.2%
We would not use a green bin for other reasons	1.7%	7.2%

31. The submission noted that: “additional comments generally were in strong support of having an organic waste kerbside collection.”
32. The submission concluded that “From the responses received, Tawa residents strongly support a green bin kerbside collection and would reduce their landfill waste as a result.”

Discussion

33. The submission process resulted in a very high level of support for the draft plan’s proposed regional target to reduce waste by a third over the next ten years (97 submitters/97% in favour), and for the ten proposed regional actions (ranging from 89 submitters/93% in favour to 99 submitters/100% in favour).
34. On this basis, the Subcommittee has included a recommendation for the City Strategy Committee to consider making to the Wellington Regional WMMP Joint Committee, that the proposed regional target and proposed regional actions be approved.
35. As a whole, Wellington City Council’s proposed local action plan also received a high level of support (88 submitters, 96% in favour).
36. When asked whether they’d like to see more collaboration between the region’s local councils around waste minimisation and management, the level of support was still high (76 submitters, 82%), but a significant proportion indicated they would need more information (17 submitters, 18%)
37. In response to the questions that asked “is there anything else you’d like to see happen in the local action plan” and “do you have any other comments on the Draft WMMP?” the submission feedback contained numerous requests for the inclusion of ‘consideration’ or ‘actions’ to address specific issues.

38. Officers have summarised this feedback and provided comment, along with proposed recommendations for changes (where relevant) in Attachment 1. Attachment 1 should therefore be read in conjunction with this report.
39. The submission points in Attachment 1 that were most supported (i.e. by 10 or more submitters) included:
 - Better/more community education including children, residents and businesses (*13 submitters*)
 - Support for more comprehensive/organic kerbside collections (*37 submitters*)
 - Suburban and CBD recycling bins and/or organics/waste drop off/recovery facilities (*10 submitters*)
 - Stronger leadership – e.g. regional target/goals, regulation, incentives and community engagement (*10 submitters*)
 - Ban or charge/put a tax on single use plastic bags/bottles/containers/ coffee cups (*18 submitters*)
40. It is noteworthy that the draft plan currently provides for some form of indirect or direct investigation or action to be taken to address the issues underlying these submission points (i.e. “indirect” action is sometimes necessary when the submitters request for action falls outside the authority of local government – this is often the case in the area of regulation)
41. Where specific submission points summarised in Attachment 1 may not appear to be explicitly identified within the proposed Council Action Plan, the broadness of each proposed action is deliberate as it encompasses in some instances, a very wide range of Council activities.
42. As the WCC’s waste minimisation activities need to be undertaken in accordance with the WMMP in order to utilise the central government waste minimisation levy as a source of funding, the encompassing language used will help to ensure access to this funding. Furthermore, the proposed language will ensure the plan remains fit for purpose in a rapidly evolving sector i.e. the most effective solution to an issue today, might be superseded at any time and the plan needs to allow for this if it is to remain effective for six years.
43. Where a submitter requested a specific ‘consideration’ or ‘action’ and this is already included within the scope of the current draft plan, the relevant current proposed action is referenced in the ‘comment’ column of Attachment 1.
44. The Council’s proposed local action to ‘investigate the optimisation of kerbside services’ (including the option of a kerbside organics collection) also received a high level of support (88 submitters, 90% in favour; 8 submitters, 8% wanting more information). The action also received the largest number of submission comments, with 37 submitters stating their support or identifying it as a priority area.
45. The majority of submitters were also supportive of further investigation in the fairest and most efficient way to fund an optimised kerbside system e.g. rates funded, user-pays, or a mix of the two (94 submitters, 97% in favour of the investigation).
46. In addition to officer recommendations (found in Attachment 1), and in response to the submissions, the Draft WMMP Hearings Subcommittee at its meeting on the 13th June 2017 recommended three new local actions be included within the plan.
47. The first new proposed action is to “investigate, support and implement initiatives to reduce junk mail.” While this activity could be addressed under the location action E.6: Promote and support residents to minimise waste, the subcommittee has recommended a more targeted action to address the issue.

48. The second new proposed action is to “communicate and educate on how to deal with waste in an emergency,” this action is to be carried out in conjunction with the wider work on the resilience of Wellington City. This action is also recommended for inclusion within the regional action plan under R1: Engagement (Draft WMMP page 31), as the prior educational messaging and subsequent emergency response to a major natural disaster would be regionally actioned and appropriate.
49. The third new proposed action is in response to increased focus on connected resilience planning. As such it is proposed to include both at a local and regional level a new action that supports this e.g. “In conjunction with the wider work on the resilience of the Wellington region, include through our communication and educational channels, how to deal with waste in an emergency.” (Action title proposed as “Resilient waste management systems” under Leadership and Management).
50. The subcommittee also included a number of proposed amendments to existing actions. Those proposed amendments that are substantive in nature include:
- Removing the words “*where appropriate*” from IN2: Resource Recovery Centre (page 106); which has the effect of strengthening the level of commitment to “improvements that increase diversion” both locally and in support of the regional Resource Recovery Network action
 - Adding more specific detail within the description of “C2: CBD recycling collection” (page 105), expanding it from delivery and optimisation of the CBD recycling service to also include “...*support increased diversion of other wastes given the special needs of apartment and multi-unit development residents.*” This specific detail is in response to a number of issues raised by submitters including: CBD recycling challenges; funding equity issue (i.e. funding sources vs. access to services); the appropriateness of the built environment (now and in the future) to enable waste management and minimisation; and the investigation of any possible future services taking into account different property and household types. There are a number of existing actions that also address issues (R.1, R.3, C.1, C.2, IN.6 and LM.7) but less explicitly.
 - In addition to the above, and in the same vein, the title of R3 (Page 101) is recommended to be changed from “New Building Recycling Facilities” to “Building Waste Management Facilities” and further, to amend the description to include all buildings by removing the word “new”. This has the effect of including ‘all buildings’ within the scope of any regulatory investigation into how WCC might work towards supporting and/or ensuring buildings have the appropriate facilities in place for the management of waste and moving wasted resources up the waste hierarchy (i.e. for recovery or recycling).
51. Officers support all of changes included within the proposed recommendations from the WMMP Hearings Subcommittee to the City Strategy Committee.

Next Actions

52. The City Strategy Committee is asked to consider and approve the proposed changes to the WCC local action plan. If approved, these changes can be included within the draft plan without further consideration from the Wellington Region WMMP Joint committee.
53. The City Strategy Committee is also asked to consider and approve the proposed recommendations for changes to the regional parts of the plan (Part A and Part B:9 the Regional Action Plan) these will be considered along with any other recommendations from the region’s other seven Territorial Authorities (TAs) by the Wellington Region WMMP Joint Committee at its 10 July 2017 deliberation meeting. It is noted that the

Wellington Region WMMP Joint Committee only have delegation to make decisions with respect to non-operational territorial authority matters.

54. Following final approval of the Draft WMMP by the Wellington Region WMMP Joint Committee, the draft plan (including any regional amendments) will then return to WCC and all other TA's for adoption by each Council in the month of August 2017.

Attachments

Attachment 1. Draft WMMP Submissions analysis

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Author	Roderick Boys, Resource Recovery Manager
Authoriser	Adrian Mitchell, Manager, Waste Operations David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation was undertaken in accordance with the Special Consultative Procedure and the approved consultation plan set out in the City Strategy Committee Draft WMMP adoption report (13 April 2017).

Early engagement workshops were held with council officers, Ngati Toa and Port Nicholson Block Settlement Trust representatives prior to adoption of the draft plan for public consultation.

Treaty of Waitangi considerations

Not applicable at this time.

Financial implications

The proposed additional local action plan recommendations are within, or will be prioritised in accordance with the existing Waste Operations budget.

If any future actions were to exceed the operational budget of Waste Operations, these would be subject to further consideration, consultation and approval (i.e. as appropriate and in accordance with councils significant and Engagement Policy)

Policy and legislative implications

1. The following have been given consideration in development of the Draft WMMP:

- The Waste Minimisation Act 2008
- The Local Government Act 2002
- The Hazardous Substances and New Organisms Act 1996
- The Resource Management Act 1991
- The Health Act 1956
- The Health and Safety at Work Act 2015
- Climate Change (Emission Trading) Amendment Act 2008
- The New Zealand Waste Strategy
- Waste Assessments and Waste Management and Minimisation Planning: A Guide for Territorial Authorities (2015)
- Regional Policy Statement for the Wellington Region (2013)
- The constituent councils' Long-term Plans

A detailed explanation of how this legislation, policy and guidance has been considered is available in the Regional Waste Assessment (2016) which was also adopted for consultation alongside the draft plan.

Risks / legal

The review of the Draft WMMP is a statutory requirement under the Waste Minimisation Act (2008) at least every six years.

Climate Change impact and considerations

Regionally, waste management emissions (primarily the practice of landfilling and transport) has an impact on climate. Adopting the plan with a target to reduce waste by a third would likely significantly reduce sector specific emissions if/when the actions are implemented.

The potential impact of options and decisions (positive or negative) on emissions can be explored as a part of the cost benefit analysis for any future proposal to be considered by each territorial authority.

Communications Plan

Not applicable at this time.

Health and Safety Impact considered

The proposed recommendations include the following proposed additional actions which either directly or indirectly contribute to improved understanding and future management of safety hazards and risks within the Waste Operations area:

- a. *“Investigate the option for WCC construction and demolition procurement activities to include the requirement for waste minimisation and management plans” (under Leadership and Management)*
- b. *“Promote the reduction of adverse environmental impacts from waste management and disposal within the district” (under Leadership and Management).*
- c. *“Investigate options for domestic hazardous waste tracking and safe disposal” (under Leadership and Management)*
- d. *“In conjunction with the wider work on the resilience of Wellington include through our communication and educational channels, how to deal with waste in an emergency.” (Action title proposed as “Resilient waste management systems” under Leadership and Management)*

Attachment 1: Draft WMMP Submission point analysis

Is there anything else you would like to see happen in Wellington City's local action plan?

Q4. If yes, what would you like to see? (162 submission points)

Would you like to see more collaboration between the region's local councils around waste minimisation and management?

Q5. If yes or maybe, is there anything in particular you would like to see? (14 submission points)

Q9. Do you have any other comments on the draft WMMP? (120 submission points)

Regulation

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
1	Q4	Regulation	Fines for non-compliance are required i.e. for correct recycling by residents and businesses	21, 59	The appropriate regulatory response to this issue (if any) can be investigated under R.1: Bylaw development, implementation and enforcement	Response noted, thank the submitter.
2	Q4	Regulation	Incentives/deterrents for businesses to minimise waste	47, 91	See action LM.1: Support community groups and the business sector – to develop waste minimisation initiatives and opportunities.	Response noted, thank the submitter.
3	Q4	Regulation	Changes to District Plan so that new buildings (commercial and Multi-Unit Developments) are required to include appropriate recycling/diversion facilities	50, 91	See action R.3: New building recycling facilities – this action includes officers working with 'key internal stakeholders' including the District Plan team on this issue The appropriate regulatory response to this issue can also be investigated under R.1: Bylaw development, implementation and enforcement	Response noted, thank the submitter.
4	Q4	Regulation	Clarification of expectations for old buildings in the event of new regulations (e.g. to provide in-building recycling facilities)	92	See action R.3: New building recycling facilities – this action includes officers working with 'key internal stakeholders' including the District Plan team on this issue. The appropriate regulatory response to this issue can also be investigated under R.1: Bylaw development, implementation and enforcement.	Response noted, thank the submitter.
5	Q4	Regulation	More regulation or management of the pollution/run-off from the landfill	28, 91	The Southern Landfill recently received a 5/5 "very good" resource consent compliance rating from Greater Wellington Regional Council. The current water quality issues stem from the privately operated cleanfills in the area and WCC officers are in regular communication with Greater Wellington Regional Council (i.e. the authority responsible for regulation and enforcement) about this issue.	Response noted, thank the submitter. Action: Officers will work with GWRC to investigate an appropriate regional response.
6	Q4	Regulation	Regional approach to regulation is good, or just WCC if regional agreement can't be	88		Response noted, thank the submitter.

			reached			
7	Q4	Regulation	Against regulation – instead make it easy to do the right thing	24		Response noted, thank the submitter.
8	Q4	Regulation	Impose a surcharge/tax on disposable food containers, especially coffee cups	82		Response noted, thank the submitter.
9	Q4	Regulation	Regulation is needed as waste is not effectively priced at the moment	88, 91		Response noted, thank the submitter.
10	Q4	Regulation	Require Wellington markets/events to have waste minimisation plans and/or to provide paper bags, not plastic	47, 50, 65	See action R.1: Bylaw development, implementation and enforcement. Within the development of a regional bylaw there could be options to consider the requirement to have a waste minimisation plan for events (the criteria for what determines when this is triggered being a key consideration i.e. scale, location, event type, etc.) See action E.3: Promoting and supporting waste minimisation at events	Response noted, thank the submitter.
11	Q5	Regulation	WCC should own or control the receipt of cleanfill and demolition (C&D) waste	93	The appropriate regulatory responsibilities under the Resource Management Act for cleanfill is at the Greater Wellington Regional Council and Central Government (Ministry for the Environment) level.	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate the option for WCC construction and demolition procurement activities to include the requirement for waste minimisation and management plans' (Under Leadership and Management)</i>
12	Q9	Regulation	Ban single use plastics where Council is able to i.e. food servery items at events	56	The complete banning of specific products may not be possible (at local government level), therefore the plan includes a lobbying and advocacy action (LM.5). Within the development of a regional bylaw (R.1) there could be an option to consider the requirement to have waste minimisation plans for events. There could also be a further option to consider, such as: the Auckland Council Bylaw which has a maximum 5% threshold for recycling and organics within the general waste stream. These sorts of requirements would create an environment where behaviour change is more likely to happen, then action E.3, which includes promoting and supporting waste minimisation at festivals and events is likely to be more effective.	Response noted, thank the submitter.
13	Q9	Regulation	Prohibit generators of household medical waste from disposing to landfill other than in accordance with NZS 4304: <i>Management of Healthcare Waste</i>	46	See action R.1: Bylaw development, implementation and enforcement.	Response noted, thank the submitter. Action: The draft WMMP includes a regional bylaw review action. As part of the regional bylaw review process, it is noted that the Council can recommend that the matter of household medical waste disposal be investigated as part of the bylaw review process. Through this process, territorial authorities within the Wellington region could work collaboratively to establish the

						extent of issue and the most appropriate means to address the issue (if any).
14	Q9	Regulation	Prohibit mercury waste sources from entering sewer or landfill (e.g. dental amalgam and fluorescent light bulbs)	46	The primary purpose of the Waste Minimisation Act is to encourage waste minimisation and a decrease in waste disposal in order to: (a) protect the environment from harm; and (b) provide environmental, social, economic, and cultural benefits. It is noted that WCC's 'leadership and management' actions currently focus on waste minimisation. However, it may be appropriate to extend these actions to recognise the need for leadership relating to environmental management and protection. In response to this submission, as a form of leadership, it may be appropriate for the Council to work alongside other stakeholders in order to establish the scope of this issue, and to identify the appropriate management response (if any).	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Promote the reduction of adverse environmental impacts from waste management and disposal within the district' (under Leadership and Management).</i> Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal' (under Leadership and Management)</i>
15	Q9	Regulation	Prohibit generators of sanitary waste from disposing to landfill other than in accordance with NZS 4304: <i>Management of Healthcare Waste</i>	46	The primary purpose of the Waste Minimisation Act is to encourage waste minimisation and a decrease in waste disposal in order to: (a) protect the environment from harm; and (b) provide environmental, social, economic, and cultural benefits. It is noted that WCC's 'leadership and management' actions currently focus on waste minimisation. However, it may be appropriate to extend these actions to recognise the need for leadership relating to environmental management and protection. In response to this submission, as a form of leadership, it may be appropriate for the Council to work alongside other stakeholders in order to establish the scope of this issue, and to identify the appropriate management response (if any).	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Promote the reduction of adverse environmental impacts from waste management and disposal within the district' (under Leadership and Management).</i>
16	Q9	Regulation	Better resourcing and enforcement of proposed prohibition/bylaws (household medical waste, mercury and sanitary waste)	46	Enforcement in response to waste related bylaw breaches remains a challenge to Councils, as central government has not yet enabled Councils to set regulations for prescribing offences against bylaws for infringement offences pursuant to the Local Government Act and the Waste Minimisation Act. Where resourcing and bylaw provisions allow, territorial authorities can however issue infringement offences for various forms of littering in accordance the Litter Act.	Response noted, thank the submitter.
17	Q9	Regulation	Provide a definition and regulatory controls for liquid waste related to hydro excavation and processed/recycled hydro excavation waste	104	The appropriate regulatory responsibilities under the Resource Management Act (including definitions and rules) is at the Greater Wellington Regional Council and Central Government (Ministry for the Environment) level.	Response noted, thank the submitter. Action: Officers to respond and direct the submitter to the appropriate authorities
18	Q9	Regulation	Requirements for waste minimisation and management plans in building consent applications	106	Regulatory (bylaw) and non-regulatory options will be considered. See action LM.3: Industry based reuse – this action seeks to support business sector stakeholders wanting to reuse materials.	Response noted, thank the submitter.
19	Q9	Regulation	Submitter notes that the	111		Recommend a new WCC local action:

			WCC local action plan does not include a litter related action			<i>'Actively enforce, control and reduce littering and illegal dumping.'</i> (under Regulation).
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Data

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
20	Q4	Data	Accurate, open data on how much waste Wellington households and businesses create, and a detailed view of recycling, landfill, contaminated recycling, etc.	95	See action D.1: National Data Framework The plan includes a proposed action to implement the National Data Framework, this is an important first step to improve the quality of data available regionally.	Response noted, thank the submitter.
21	Q9	Data	Regular measurement and reporting – evidence based decision making	53	See action D.1: National Data Framework The plan includes a proposed action to implement the National Data Framework, this is an important first step to improve the quality of data available regionally. In addition to its other responsibilities, the Regional WMMP Joint Governance Committee have the responsibility and authority to: <ul style="list-style-type: none"> • Monitor and review the management and implementation of the Plan. • Report back to territorial authorities of the Wellington region on any aspect of the implementation of the Plan, including: recommendations for funding projects of the Plan, recommendations for the management of the Plan; and reports on the effectiveness of the Plan. 	Response noted, thank the submitter.
22	Q9	Data	Regular local reporting on recycling and waste data “by suburb” to encourage participation	19, 105	See action D.1: National Data Framework The plan includes a proposed action to implement the National Data Framework, this is an important first step to improve the quality of data available regionally.	Response noted, thank the submitter.
23	Q9	Data	Data collection and reporting should align with OECD work investigating waste performance indicators	106		Response noted, thank the submitter.

Engagement

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
24	Q4	Engagement	More information about what happens to recycling	91	See actions E.6: Promote and support residents to minimise waste, E.7 Optimise regional communications, E.8 Wellington Regional Education Strategy These actions all seek to deliver improved communications on waste minimisation, recycling and other reduction/diversion options.	Response noted, thank the submitter.
25	Q4, Q5 & Q9	Engagement	Better/more community education including children, residents and businesses (13 submitters)	Q4: 17, 21, 30, 53, 73, 82 Q5: 95 Q9: 26, 40, 49, 64, 77, 101	See Actions E.6: Promote and support residents to minimise waste, E.7 Optimise regional communications, E.8 Wellington Regional Education Strategy, and LM.4: behaviour change These actions all seek to deliver improved communications and outcomes for waste minimisation, recycling and other reduction/diversion options.	Response noted, thank the submitter.
26	Q4	Engagement	Home composting - free workshops, scaled up delivery	91	See actions E.1: Working with schools and E.6: Promote and support residents to minimise waste. We are also working with Council's biodiversity team to work on predator-free composting workshops and provide education resources	Response noted, thank the submitter. Action: Officers to review the demand for composting workshops
27	Q4	Engagement	A 'waste hierarchy site map' - give people key locations where they can go to have items repaired, buy in bulk, share resources (toolbanks/libraries) etc.	91	See actions LM.3 Industry based reuse, E.6: Promote and support residents to minimise waste and LM.2: Provide grants for community and businesses to develop projects Note: a grant was recently given to develop a website/network for industry to share its unused resources with teachers and students http://www.economate.co.nz/	Response noted, thank the submitter.
28	Q4	Engagement	Collaboration with construction industry on recycling	74	See Action LM.3 Industry based reuse	Response noted, thank the submitter.
29	Q4	Engagement	Encourage and support event recycling and 'zero waste events'	79	See action R.1: Bylaw development, implementation and enforcement. Within the development of a regional bylaw there could be options to consider the requirement to have a waste minimisation plan for events. See action E.3 Promoting and supporting waste minimisation at events – this includes continued commitment to addressing event waste. Primarily through the free event bin loans, 'how-to' resources, workshops and grants	Response noted, thank the submitter.
30	Q4	Engagement	Waste exchange (exchange of unwanted resources from one business to another) - industrial symbiosis initiatives	91	See Actions LM.3 Industry based reuse and LM.6: collaborate with the private sector and the community, which both aim to facilitate waste minimisation within industry.	Response noted, thank the submitter.

31	Q4	Engagement	Subsidised worm farms and bokashi bins	41, 51, 58	See actions E.1: Working with schools, E.4 Promote and support the reduction and diversion of organic waste and E.6: Promote and support residents to minimise waste	Response noted, thank the submitter.
32	Q4	Engagement	Fund/support community/school initiatives	21, 53, 92	See actions E.1: Working with schools, E.2 Support for recycling in schools and early learning centres, support community groups and the business sector, LM.2 Provide grants for community and business development projects This includes funding to support recycling in schools and early learning education centres (E.2)	Response noted, thank the submitter.
33	Q4	Engagement	Provide grants for Kai to Compost for early education centres/school	87	WCC Waste minimisation grants are 'to seed innovation,' Kai to Compost is a commercial enterprise and funding participation in it does not fit with the current grant eligibility criteria.	Response noted, thank the submitter.
34	Q4	Engagement	Establish a rating system for events to measure waste impact – i.e. to inform attendees	47		Response noted, thank the submitter. Action: Officers to consider this concept in the review of the event recycling guideline
35	Q4	Engagement	Understand attitudes and behaviours then design solutions that make an impact	58		Response noted, thank the submitter.
36	Q4	Engagement	Support initiatives that encourage conscious consumerism	58	See Action LM.4: behaviour change	Response noted, thank the submitter.
37	Q4	Engagement	Mandatory unit on waste education in schools	79		Response noted, thank the submitter.
38	Q9	Engagement	Education on segregation of household medical waste and what the appropriate disposal methods are	46		Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal'</i> <i>(under Leadership and Management)</i>
39	Q9	Engagement	Implement an appropriate home healthcare collection scheme through DHBs for household medical waste (including sharps)	46		Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal'</i> <i>(under Leadership and Management)</i>
40	Q9	Engagement	Education on availability of correct disposal methods for dental amalgam, fluorescent light bulbs (mercury sources) and sanitary wastes	46	See actions: See Actions E.6: Promote and support residents to minimise waste, E.7 Optimise regional communications, and E.8 Wellington Regional Education Strategy These actions all seek to deliver improved communications on waste minimisation, recycling and other reduction/diversion options. WCC's recycling directory currently includes information on safe lightbulb and nappy disposal for households	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal'</i> <i>(under Leadership and Management)</i>

					http://wellington.govt.nz/services/environment-and-waste/rubbish-and-recycling/rubbish-and-recycling-directory See action IN.4 Transfer station (includes hazardous waste drop off facilities)	
41	Q9	Engagement	Para Kore to be noted as a proposed initiative within the plan (even as just as an example).	102	See Action E.5, which includes support for marae and iwi groups to minimise waste, and lists Para Kore as an example	Response noted, thank the submitter. Action: Officers to inform submitter Para Kore is noted as an example within the plan
42	Q9	Engagement	Utilise design and messaging to reduce waste e.g. messaging on Council rubbish bags	106	Current messaging is delivered to every household in the 'Our Wellington' quarterly	Response noted, thank the submitter.
43	Q9	Engagement	Recognise EnviroSchools programme for contributing to regional engagement actions, in particular RE1, RLM3 and RLM4	110	See Action E.1 Working with schools, which includes supporting schools to minimise waste, and lists support for EnviroSchools as an example of a provider. Note: this action is requesting changes to the regional actions	Response noted, thank the submitter.
44	Q9	Engagement	Amend local action plan wording "may also include" to be stronger and show more definitive support for EnviroSchools	110		Response noted, thank the submitter.
45	Q9	Engagement	Note within the plan that the EnviroSchools programme can play an important role in meeting the goals of the Draft WMMP	110	See Action E.1:Working with schools, which includes supporting schools to minimise waste, and lists support for EnviroSchools as an example of a provider	Response noted, thank the submitter.
45	Q9	Engagement	Amend Goal E1 on page 102 to include: "...activity also includes support for the enviroschools programme	110		Response noted, thank the submitter.

Collections

Item 2.1 Attachment 1

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
46	Q4 & Q9	Collections	Support for more comprehensive/organic kerbside collections <i>(37 submitters)</i>	Q4: 8, 10, 11, 12, 20, 21, 27, 33, 36, 39, 42, 51, 53, 56, 60, 73, 75, 81, 82, 85, 91, 95, 91, 96, 102, 111 Q9: 3, 14, 16, 18, 19, 30, 32, 49, 78, 89, 101, 107	See Actions C.1: Household recycling collection, C.2: CBD recycling collection, C.3: Household waste collection and C.4: Household food waste collection In addition to continuing to deliver kerbside services, the WCC local action plan contains a number of actions that are proposed to look at options for 'optimising' kerbside services including investigating options for a kerbside food waste collection Further, action LM.7: Funding options – the plan contains an action to explore and where feasible implement new funding models for waste management and minimisation activities. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken. Note: the language of WCC local action C.4 is focussed on food waste only.	Response noted, thank the submitter. Recommend WCC local action C.4 amendment: <i>Amend local action C4 title and description from: "Household Food Waste Collection", to: "Household Food and /or Green Waste Collection"</i>
47	Q9	Collections	Support for "more cost effective options, particularly for green and food waste"	42	See action LM.7: Funding options – the plan contains an action to explore and where feasible implement new funding models for waste management and minimisation activities. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken. See action E.4 Promote and support the reduction and diversion of organic waste	Response noted, thank the submitter.
48	Q9	Collections	Opposed to rates funding for collections, supports polluter pays; does support rates for re-use and recycling infrastructure	106	See action LM.7: Funding options – the plan contains an action to explore and where feasible implement new funding models for waste management and minimisation activities. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken.	Response noted, thank the submitter.
49	Q9	Collections	Costs and trade-offs be made transparent (current and future collection systems)	55	See Actions C.1: Household recycling collection, C.2: CBD recycling collection, C.3: Household waste collection and C.4: Household food waste collection In addition to continuing to deliver kerbside services, the WCC local action plan contains a number of actions that are proposed to look at options for 'optimising' kerbside services including options for a kerbside food waste collection. Further, action LM.7: Funding options – the plan contains an action to explore and where feasible implement new funding models for waste management and minimisation activities. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken.	Response noted, thank the submitter.
50	Q4	Collections	Standardise recycling	33		Response noted, thank the submitter.

			(region)			
51	Q9	Collections	Expressed a willingness to pay for rates funded collections	Q4: 33, 36 Q9: 12, 51, 101	See action LM.7: Funding options – the plan contains an action to explore and where feasible implement new funding models for waste management and minimisation activities. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken.	Response noted, thank the submitter.
52	Q9	Collections	Against cost of weekly food/green waste collection as composting at home is more efficient, supports user pays	48	See Actions C.1: Household recycling collection, C.2: CBD recycling collection, C.3: Household waste collection and C.4: Household food waste collection In addition to continuing to deliver kerbside services, the WCC local action plan contains a number of actions that are proposed to look at options for 'optimising' kerbside services including options for a kerbside food waste collection. Action LM.7: Funding options – the plan contains an action to explore and where feasible implement new funding models for waste management and minimisation activities. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken.	Response noted, thank the submitter.
53	Q5	Collections	Collaborate to investigate and promote the most efficient forms of waste and recycling service delivery within the region, including for polystyrene	63, 99 103	See regional action R.C.1: Optimise collections systems and R.LM.1: Shared governance and service delivery	Response noted, thank the submitter.
54	Q4	Collections	Too many kerbside collection trucks/companies, duplicating effort is inefficient – the plan should control these companies	Q4: 33, 36, Q9: 105		Response noted, thank the submitter.
55	Q4	Collections	Recycling not in Council bins/bags should be picked up by contractors	33	The recycling collection contractor is required to collect extra recycling where it does not pose a health and safety risk to do so and the recycling is presented correctly (e.g. flattened and tied cardboard) and is not an unreasonable volume. Where a resident has moved house for example and may have a one-off large pile of cardboard, the more appropriate place for this would be the Southern Landfill Recycle Centre drop off facilities	Response noted, thank the submitter.
56	Q4 & Q9	Collections	Make it easier to recycle all plastics/soft plastic recycling at kerbside	Q4: 26, 31, 39 Q9: 106	See Action LM.5 Advocacy and lobbying – Some plastics are hard to recycle due to their very low value and/or chemical composition. Where this is the case, some sort of regulation (ban, levy, container deposit scheme or other product stewardship scheme) is necessary to ensure the resources aren't sent to landfill as the least cost option. Therefore, the plan responds to this issue under the lobbying action (LM.5) as this type of regulation is not currently within the scope of local government.	Response noted, thank the submitter.

57	Q4	Collections	Support for/expand existing soft plastic recycling scheme	82, 95		Response noted, thank the submitter.
58	Q4, Q5 & Q9	Collections	Containerisation/wheelie bin latches i.e. to prevent litter	Q4: 4, 26 Q5: 93 Q9: 57	WCC is working on a latch system which is anticipated to significantly reduce this problem.	Response noted, thank the submitter.
59	Q4	Collections	CBD focus - inclusion of inner city residential services in feasibility studies and any expansion of kerbside services	10, 92	See action C.2: CBD recycling collection - includes scope for optimising the service	Response noted, thank the submitter.
60	Q4	Collections	Consideration of costs incurred by apartment owners and body corps, particularly if changes to services are rates-funded but inaccessible to apartment dwellers	92	See action C.2 - Any proposals for optimisation or service level changes that could have a rate impact if implemented undergo thorough cost benefit analysis. Where appropriate (i.e. in accordance with Council's Significance and Engagement Policy) further consultation would also be undertaken.	Response noted, thank the submitter
61	Q9	Collections	Funding/supporting composting and worm farms for homes and businesses (i.e. to spread the load and reduce proposed organic collection frequency – resident has private organics collection once every few months)	2	See actions E.1: Working with schools, E.4 Promote and support the reduction and diversion of organic waste and E.6: Promote and support residents to minimise waste	Response noted, thank the submitter.
62	Q9	Collections	Increase kerbside glass and mixed recycling to weekly and reduce waste to fortnightly	106		Response noted, thank the submitter.
63	Q4	Collections	Kerbside recycling every week	31, 33		Response noted, thank the submitter.
64	Q9	Collections	More frequent recycling collections for 'student flat' areas	55		Response noted, thank the submitter.
65	Q9	Collections	Requests easy to use system for inside the home – bins for recycling, soft plastics, waste, organics (glass taken straight outside) – space is an issue	40		Response noted, thank the submitter.
66	Q5 & Q9	Collections	Collaborate regionally on a domestic E-waste/hazardous waste	26, 46, 77	See regional action R.IN.1: Investigate and if feasible develop a region wide resource recovery network – including facilities for construction and demolition waste, food and/or biosolids, and other organic waste.	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking'</i>

			collection service			<i>and safe disposal' (under Leadership and Management)</i>
67	Q9	Collections	Reinstatement of annual e-waste collection day/point	57	See regional action R.IN.1: Investigate and if feasible develop a region wide resource recovery network – including facilities for construction and demolition waste, food and/or biosolids, and other organic waste. Note: E-waste can now be dropped off most (340) days of the year for free at the Southern Landfill (except TVs and monitors which incur a \$25 charge) , a more central drop off is also available during opening hours at the Sustainability Trust in Wellington City (charges apply). In addition, regionally, Trash palace (Porirua) and Earthlink (Lower Hutt) also accept e-waste.	Response noted, thank the submitter.
68	Q4	Collections	Inorganic collection scheme requested	21, 41, 95	Inorganic waste collections are not within the draft plan as they directly contravene the overarching purpose of the plan, to minimise waste to landfill. There are two types of inorganic collection, those that recover only materials that have reuse or resale potential (generally run by the private sector) and those that recover mainly waste i.e. landfill (run by few Councils nationally). When the former is economically viable, the private sector will undertake the activity i.e. the “anything with a plug” collection is private operators targeting the scrap value of e-waste (currently marginal). The second sort of inorganic collection is effectively a rates funded waste collection to landfill.	Response noted, thank the submitter. Recommend a new WCC local action: <i>‘Investigate options for domestic hazardous waste tracking and safe disposal’ (under Leadership and Management)</i>
69	Q9	Collections	Research international examples of best practice	76		Response noted, thank the submitter.
70	Q9	Collections	Collaborate with local universities and institutes of technology to provide a think-tank on options for more comprehensive kerbside solutions	76		Response noted, thank the submitter.
71	Q9	Collections	CBD - recycling bags needed	22		Response noted, thank the submitter. Officers will contact the submitter to advise of CBD kerbside recycling options (paid official bag or supermarket bag)
72	Q9	Collections	Reduce (halve) rubbish bag size and cost	64		Response noted, thank the submitter.
73	Q4	Collections	WCC should source its rubbish bags locally	37		Response noted, thank the submitter.
74	Q9	Collections	Alternative to WCC plastic waste bags needed as reaffirms its ok to throw plastic bags into landfill	77		Response noted, thank the submitter.
75	Q9	Collections	Consider electric rubbish/recycling truck option	78	WCC’s kerbside collection contractor has been notified of the EECA grant opportunity to electrify its fleet.	Response noted, thank the submitter.

Infrastructure

Item 2.1 Attachment 1

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
76	Q4 & Q9	Infrastructure	Polystyrene – regional recycling solution needed, drop off too far away (6 submitters)	Q4: 2, 68, 77, 97, Q9: 57, 78	Response noted, thank the submitter. See action IN.7 – Investigate and implement polystyrene recycling options – this action provides for consideration for polystyrene recycling and/or reprocessing options by WCC.	
77	Q4	Infrastructure	Consider methane capture at landfills	15,	Response noted, thank the submitter. See action IN.9 The Southern Landfill has a methane capture and energy generation system which provides an electricity equivalent to approximately 1000 homes per annum	
78	Q4	Infrastructure	Community composting stations	41	Response noted, thank the submitter. There are 16 community gardens in Wellington City, many of which have small scale composting facilities (Council provides support to many of them). http://wellington.govt.nz/services/community-and-culture/community-gardens . Wellington City households are estimated to generate 7000 tonnes of food waste per annum. While community composting could increase to take on a proportion of this, a system that can safely handle large volumes of food waste is necessary if landfill is to be avoided.	
79	Q4	Infrastructure	Suburban and CBD recycling bins and/or organics/waste drop off/recovery facilities (10 submitters)	21, 47, 51, 52, 58, 59, 74, 96, 92, 97,	See action IN.6: Public place recycling system E-waste can also be dropped off at the Sustainability Trust and Southern Landfill in Wellington City	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal'</i> <i>(under Leadership and Management)</i>
80	Q4	Infrastructure	Plan should provide for recovery/disposal of household chemicals, batteries and other such hazardous products from more convenient locations	Q4:59, 82 Q9: 57, 64	Note: because there are no robust recycling options for household batteries, and the Southern Landfill is designated as a 'Class A' landfill, this is the only option.	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal'</i> <i>(under Leadership and Management)</i>
81	Q9	Infrastructure	Engage local retailers such as supermarkets for more drop-off bins e.g. light bulbs, batteries and smoke alarms in addition to plastic bags.	105	See actions LM.4 behaviour change, LM.5 Advocacy and lobbying and LM.6 Collaborate with private sector and community Note: because there are no robust recycling options for household batteries, and the Southern Landfill is designated as a 'Class A' landfill, this is the only option.	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Investigate options for domestic hazardous waste tracking and safe disposal'</i> <i>(under Leadership and Management)</i>
82	Q4	Infrastructure	Industrial materials facility/drop off e.g. asbestos, batteries, tyres, asphalt, foil, etc.	97	These materials generally have the potential to cause significant harm (human health and/or environmentally), there is free residential drop off facilities for some hazardous wastes at the Southern Landfill. Commercial quantities (over 20L/20kg) must be safely disposed of by the appropriate specialist. Find out more at http://wellington.govt.nz/services/environment-and-	Response noted, thank the submitter.

					waste/hazardous-substances	
83	Q4	Infrastructure	Recycle plastics locally	34		Response noted, thank the submitter.
84	Q4	Infrastructure	Car and truck tyres should be used as crib walling for playgrounds, green spaces and home gardens.	81	Response noted, thank the submitter. Ideally car and truck tyres would be recycled via a product stewardship scheme. See action LM.5 Advocacy and lobbying – the plan responds to this issue under the lobbying action as this type of regulation is not currently within the scope of local government.	
85	Q4	Infrastructure	Southern Landfill not extended/close the landfill	58, 77	Officers have deliberately and specifically altered the development plan of the Southern Landfill so that it is able to stage its development to allow for closure at any future point. i.e. in the case that diversion It is noted that the Wellington region does have three class 1 landfills in relatively close proximity and that this situation could be reviewed, with the potential for closure of one landfill in the future	Response noted, thank the submitter. Recommend a new WCC local action: <i>'Work in collaboration with other councils to review landfill capacity with potential for closure of one landfill regionally, in the future.'</i> (under Infrastructure)
86	Q4	Infrastructure	Shared investment approach to infrastructure/facilities where economic	24	See actions LM.6 Collaborate with the private sector and community, LM.7 funding options, LM.8 shared services and LM.9 Innovation and technology – these actions all incorporate elements of a shared approach to any future infrastructure or facilities	Response noted, thank the submitter.
87	Q5	Infrastructure	Create efficiencies of scale, and provide for capital intensive facilities that will support waste minimisation within the region	24, 41, 63	See regional actions R.IN.1 Resource Recovery Network, R.IN.2 Beneficial reuse of bio solids, R.LM.1 Shared governance and service delivery See local actions LM.6 Collaborate with the private sector and community, LM.7 funding options, LM.8 shared services and LM.9 Innovation and technology	Response noted, thank the submitter.
88	Q9	Infrastructure	Community and CBD recycling and compost drop offs is needed	26, 49, 60	See action IN.6 public place recycling system	Response noted, thank the submitter.
89	Q9	Infrastructure	Need infrastructure that supports “doing the right thing” in the CBD and suburbs i.e. for businesses and residents	56	See action IN.6 public place recycling system	Response noted, thank the submitter.
90	Q9	Infrastructure	Plan should provide rural agricultural recovery	57		Response noted, thank the submitter. See http://www.agrecovery.co.nz/
91	Q9	Infrastructure	Tyres and e-waste still impacting the environment – more needs to be done	93		Response noted, thank the submitter.
92	Q9	Infrastructure	Unaffordable tip fees and age related issues are a barrier to inorganic waste disposal	57		Response noted, thank the submitter.
93	Q9	Infrastructure	Landfill fees and other	41, 82, 105	See action LM.8 shared services – where appropriate, investigate shared service options for potential regional,	Response noted, thank the submitter.

			waste related services should be consistent per tonne across the region to reduce incentives to go to the cheapest option		sub-regional and super regional scaled waste management and minimisation activities	
94	Q9	Infrastructure	Support for sludge processing technologies - waste to energy and emission reduction	68	Response noted, thank the submitter. See actionIN.1 Collaborate with stakeholders and investigate options to divert sludge from landfill	
95	Q9	Infrastructure	Tyres and e-waste still impacting the environment – more needs to be done	93		Response noted, thank the submitter.
96	Q9	Infrastructure	Ensure appropriate disposal method for pharmaceuticals is available (regionally) and subsidized by councils	46		Response noted, thank the submitter.
97	Q9	Infrastructure	Change planning regime to allow for high temperature low volume incineration of pharmaceuticals in the region	46	The appropriate regulatory responsibilities under the Resource Management Act is at the Greater Wellington Regional Council and Central Government (Ministry for the Environment) level.	Response noted, thank the submitter.
98	Q9	Infrastructure	To make recycling waste economic (such as sanitary waste) - increase gate fees of council owned landfills to \$250/tonne and /or other landfills impose levies to increase total cost to \$250/tonne	46		Response noted, thank the submitter.
99	Q9	Infrastructure	Landfill fees in the Wellington Region are unreasonably cheap – low cost and high accessibility has led to competition between landfills, which has further reduced the cost, undermining diversion activities.	103	Landfill price setting sufficient to drive large scale diversion activity regionally would best be achieved by applying the waste levy to all landfills and then increasing it. Where this has happened internationally, diversion has been immediate and sustained. As central government sets the rate of levy: see action LM.5 Advocacy and lobbying	Response noted, thank the submitter.
100	Q9	Infrastructure	C&D fees should be increased as there is clearly too much timber in these landfills	105		Response noted, thank the submitter.
101	Q9	Infrastructure	Establish community recycling centres – partnership approach between council, community groups and iwi	102	See Regional action R.IN.1 Resource Recovery Network – this action seeks to investigate and if feasible, develop a region-wide resource recovery network	Response noted, thank the submitter.

102	Q9	Infrastructure	Suggested wording change (WMMP 9.6): “Investigate and develop a region-wide resource recovery network – including community recycling centres (with metal and wood yards), facilities for construction and demolition waste, food and/or biosolids, and other organic waste”	102		Response noted, thank the submitter.
103	Q9	Infrastructure	Consider the Fukuoka method (semi aerobic) for landfill management	105	This method would pose significant fire risk and is not considered appropriate for the Southern Landfill.	Response noted, thank the submitter.
104	Q9	Infrastructure	Closed landfills remediated to provide for alternative uses e.g. housing	106	Closed landfills are (almost always) not suitable for housing.	Response noted, thank the submitter.

Leadership and Management

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
105	Q4 & Q9	Leadership and Management	Stronger leadership – e.g. regional target/goals, regulation, incentives and community engagement (10 submitters)	9, 20, 21, 41, 46, 56, 58, 73, 83, 99		Response noted, thank the submitter.
106	Q4	Leadership and Management	A bigger focus on reducing waste i.e. reduce the amount of plastic we use	17, 73, 91		Response noted, thank the submitter.
107	Q4 & Q9	Leadership and Management	Ban or charge/put a tax on single use plastic bags/bottles/containers/ coffee cups (18 submitters)	Q4: 47, 58, 65, 72, 73, 76, 77, 79, 82, 84, 86, 107 Q9: 3, 56, 69, 88, 95, 109	See action LM.5 Advocacy and lobbying and LM.1 support community groups and the business sector, – the plan responds to this issue under the lobbying action as this type of regulation is not currently within the scope of local government. In addition to lobbying, working directly with business and key stakeholders (LM.1) is the focus of the plan.	Response noted, thank the submitter
108	Q4	Leadership and Management	Plastic bag alternatives in super markets (i.e. corn starch bags)	84	See action LM.5 Advocacy and lobbying and LM.6 Collaborate with the private sector and community	Response noted, thank the submitter.
109	Q4	Leadership and Management	Lobby government for powers to manage plastic	76, 107	See action LM.5 Advocacy and lobbying – “...regulation of priority waste streams such as organics, plastics, tyres,	Response noted, thank the submitter.

			bags locally		etc.”	
110	Q4	Leadership and Management	Initiatives or funding for locals to develop recycling processes	20	See actions LM.1 support community groups and the business sector, LM.2 Provide grants for community and business development projects	Response noted, thank the submitter.
111	Q4	Leadership and Management	In addition to regulation for new buildings, incentivise existing building owners to make changes to facilities to accommodate recycling	92		Response noted, thank the submitter.
112	Q4	Leadership and Management	Accountability reporting on targets	53	See action D.1: National Data Framework The plan includes a proposed action to implement the National Data Framework, this is an important first step to improve the quality of data available regionally. In addition to its other responsibilities, the Regional WMMP Joint Governance Committee have the responsibility and authority to: <ul style="list-style-type: none"> • Monitor and review the management and implementation of the Plan. • Report back to territorial authorities of the Wellington region on any aspect of the implementation of the Plan, including: recommendations for funding projects of the Plan, recommendations for the management of the Plan; and reports on the effectiveness of the Plan. 	Response noted, thank the submitter.
113	Q4	Leadership and Management	Zero waste supermarkets	91	See action LM.5 Advocacy and lobbying and LM.6 Collaborate with the private sector and community	Response noted, thank the submitter.
114	Q4	Leadership and Management	Supporting businesses and initiatives to repair and repurpose things	91	See actions LM.1 support community groups and the business sector, LM.2 Provide grants for community and business development projects, LM.3 Industry based reuse, LM.6 Collaborate with the private sector and community and LM.9 Innovation and technology	Response noted, thank the submitter.
115	Q4 & Q9	Leadership and Management	Container deposit scheme e.g. cash back for bottles/cans	Q4: 77, 82 Q9: 106, 109	See action LM.5 Advocacy and lobbying – the plan responds to this issue under the lobbying action as this type of regulation is not currently within the scope of local government.	Response noted, thank the submitter.
116	Q4	Leadership and Management	Product stewardship from manufacturers and retailers	20, 54, 77, 79, 83	See action LM.5 Advocacy and lobbying – the plan responds to this issue under the lobbying action as this type of regulation is not currently within the scope of local government.	Response noted, thank the submitter.
117	Q4	Leadership and Management	Increase levies to stimulate behaviour change (a flat of 5 occupants can throw all their recycling away for a cost of 40c per person)	50	See action LM.5 Advocacy and lobbying – the plan responds to this issue under the lobbying action as this type of regulation is not currently within the scope of local government.	Response noted, thank the submitter.
118	Q4	Leadership and Management	Include environmental impact costs of landfill in accounting	15	In addition to the Emission Trading Scheme, the landfill gate fee includes a portion for environmental remediation of the site, now and into the future.	Response noted, thank the submitter.
119	Q4	Leadership and Management	Include Kaitiakitanga	53		Response noted, thank the submitter.

		Management	principles in plan framework			<p>Recommend regional plan amendment (subject to review from the Treaty Relations Office): Under section 1.1.1 'Why work together?' add a new sixth bullet point, and a new paragraph immediately following that bullet point as below:</p> <ul style="list-style-type: none"> 'Supporting tangata whenua in the exercise of kaitiakitanga, which broadly refers to the exercise of guardianship by the tangata whenua of an area in accordance with tikanga Maori in relation to natural and physical resources. Kaitiakitanga also includes the ethic of stewardship, and includes the responsibility of ensuring that a resource is secured and in a fit state to pass onto future generations. <p><i>The tangata whenua view of reality is that the world is interrelated and interconnected. Therefore tangata whenua are bound, through whakapapa (lineage and genealogical descent) to the natural environment. Issues of waste management are therefore of concern to iwi, as well as to the wider community.'</i></p>
120	Q4	Leadership and Management	Coffee Capital – campaign against disposable cups, reusable cup giveaways, etc.	58	See action LM.4: behaviour change	Response noted, thank the submitter.
121	Q4	Leadership and Management	Make it cheaper to drop off green waste	59	Current Southern Landfill base charges: <ul style="list-style-type: none"> Domestic vehicles \$158.00 per tonne Commercial \$121.80 per tonne Green waste \$58.10 per tonne 	Response noted, thank the submitter.
122	Q5	Leadership and Management	Support regional collaboration to promote shared learning	99		Response noted, thank the submitter.
123	Q5	Leadership and Management	The promotion of regional efficiencies should not drown out smaller local initiatives. Therefore, there is a need to think about waste management efficiencies in a manner that goes beyond 'competitive pricing'	91		Response noted, thank the submitter.
124	Q9	Leadership and Management	Support for zero waste and community based solutions	20	See action LM.1 Support community groups and the business sector	Response noted, thank the submitter.
125	Q9	Leadership and Management	Those who generate the waste should pay, lobby for more application of the polluter pays principle at	59	See action LM.5 Advocacy and lobbying	Response noted, thank the submitter.

			the national level.			
126	Q5 & Q9	Leadership and Management	Collaborate and lobby central government for change (and to levy products for recovery)	50, 97	See action LM.5 Advocacy and lobbying – the plan responds to this issue under the lobbying action as this type of regulation is not currently within the scope of local government.	Response noted, thank the submitter.
127	Q9	Leadership and Management	Lobby government to change the levy system as it's currently inefficient, people are unaware of it, it doesn't incentivise waste minimisation and it's administratively complex, especially to obtain funding	105	See action LM.5 Advocacy and lobbying – the plan responds to this issue under the lobbying action	Response noted, thank the submitter.
128	Q9	Leadership and Management	A multifaceted approach - balance between supporting industry, educating individuals, and developing policy to make positive changes	99		Response noted, thank the submitter.
129	Q9	Leadership and Management	Look at options that cater for different lifestyles e.g. apartments and suburbs; and different household composition e.g. single occupant and large families	21, 107	See Actions C.1: Household recycling collection, C.2: CBD recycling collection, C.3: Household waste collection, C.4: Household food waste collection and LM.7: Funding options - any investigation into optimisation would need to factor in options that cater to a range of household sizes and locations.	Response noted, thank the submitter.
130	Q9	Leadership and Management	Recommend that the plan acknowledges Tangata Whenua as kaitiaki of the land and waterways and the special interest Māori have in protecting the environment from pollution from landfills and littering for future generations	102		Response noted, thank the submitter. Recommend regional plan amendment (subject to review from the Treaty Relations Office): Under section 1.1.1 'Why work together?' add a new sixth bullet point, and a new paragraph immediately following that bullet point as below: <ul style="list-style-type: none"> • <i>'Supporting tangata whenua in the exercise of kaitiakitanga, which broadly refers to the exercise of guardianship by the tangata whenua of an area in accordance with tikanga Maori in relation to natural and physical resources. Kaitiakitanga also includes the ethic of stewardship, and includes the responsibility of ensuring that a resource is secured and in a fit state to pass onto future generations.'</i> <p><i>The tangata whenua view of reality is that the world is interrelated and interconnected. Therefore tangata whenua are bound, through whakapapa (lineage and genealogical descent) to the natural environment. Issues of waste management are therefore of concern to iwi, as well as to the wider community.'</i></p>

131	Q9	Leadership and Management	Recommend that when further waste plans are submitted that local iwi and hapū are included in the consultation process	102	Local Iwi were consulted on the draft plan prior to public release. Workshops and meetings were held around the region. WCC officers attended workshops with Ngati Toa and Port Nicholson Block Settlement Trust. Both Iwi were very interested to learn of the plan and requested further consultation on individual actions prior to implementation.	Response noted, thank the submitter. Action: Officers to inform the submitter that local Iwi were consulted.
132	Q9	Leadership and Management	Landfill revenue is an opposing force to the goal of waste minimisation	103		Response noted, thank the submitter.
133	Q9	Leadership and Management	Support for regional approach	53, 78		Response noted, thank the submitter.
134	Q9	Leadership and Management	Recommend Council establish an expert group (psychologist, PR expert and economist) to propose and implement strategies to change behaviour to support a transition to a sustainable zero-carbon region	106		Response noted, thank the submitter.

Other

Reference number	Q	WMMP action plan theme	Summarised submission point	Submitter number	Officers comments	Action/Recommendation
135	Q4	Other	Targets need to be SMART (specific, measurable, achievable, relevant, timely) or SMARTer	53	The targets were developed using the SMART framework	Response noted, thank the submitter.
136	Q4 & Q9	Other	WMMP should include or be linked with broader environmental targets/strategies e.g. climate change, transport, energy, health etc.	53, 58, 99	WCC's Low Carbon Capital plan is linked with the Draft WMMP. Assessing alternative options for organic waste and bio solids (sludge) are key for achieving the goals of both plans. http://wellington.govt.nz/services/environment-and-waste/environment/climate-change	Response noted, thank the submitter.
137	Q5	Other	If full collaboration isn't possible, then willing councils should still work together to implement the plan	51		Response noted, thank the submitter.
138	Q9	Other	Plan refers to cost benefit analysis and feasibility, but there is not any evaluation of the cost of not reducing waste and	106	Where the actions in the plan require funding, feasibility analyses will be undertaken prior to any decision or commitment being made. These analyses will follow the adoption of the plan (August 2017 onwards)	Response noted, thank the submitter.

			related costs e.g. transportation			
139	Q9	Other	Draft plan needs to articulate with greater precision why Council believes in the value of waste minimisation and what needs to be done to achieve it	106	The stated primary target in the plan (page 19) is to reduce waste by one third. A reduction to class 1 landfill from 600kg per person to 400kg per person by 2026. This target is derived from analysis of potential divertible waste streams entering landfills in the wellington region. The components of the target are clearly identified within the plan and are described as secondary and tertiary targets. The regional actions, if implemented fully across the region, are modelled as having the potential to achieve the target.	Response noted, thank the submitter.
140	Q9	Other	Urge efficiency in both consultation and investigation to ensure money is left for implementation	41		Response noted, thank the submitter.
141	Q9	Other	Proposal is not ambitious enough – look to the world leaders in waste minimisation	50	The plan's vision is Waste free –together, for people, environment , and economy. The plan's target is to reduce waste by one third over the next ten years. In the absence of any additional central government regulation, to achieve this target will require a significant commitment from the region over this ten year time frame.	Response noted, thank the submitter.
142	Q9	Other	Supportive of actions, but more detail on actions needed in future consultation	91	This is the intention of the plan implementation process, to look at each individual action in more detail then where appropriate, undertake further consultation on a more detailed proposal.	Response noted, thank the submitter.
143	Q9	Other	Include within the plan a goal "to minimise the quantity of waste produced" i.e. Prevention or the First 'R' e.g. refuse goods with excess packaging	105, 106	See action LM.4, behaviour change, which aims to shift behaviour up the waste hierarchy, from 'recycle' to 'refuse/reduce'	Response noted, thank the submitter.
144	Q9	Other	The Litter Act is not included with the considerations of the plan	111	The Litter Act (1979) was given consideration to in the development of the Waste Assessment (page 134) and the Plan, specifically it is the legislation used for the enforcement and fines for littering and illegal dumping. The submitter is correct and the reference is missing from the draft plan (page 10).	Recommend regional plan amendment: <i>Include 'The Litter Act (1979)' in the bullet point list on page 10 of the Draft WMMP.</i>
145	Q9	Other	Recognition of link between kerbside organics and goals of predator free Wellington	18	See actions E.1: Working with schools and E.6: Promote and support residents to minimise waste. We are also working with Council's biodiversity team to work on predator-free composting workshops and provide education resources	Response noted, thank the submitter.
146	Q9	Other	Broad support for WMMP	56, 79, 80, 92	Response noted, thank the submitter.	Response noted, thank the submitter.

TOWN HALL STRENGTHENING AND MUSIC HUB PROPOSAL

Purpose

1. This report considers the detailed proposal for the seismic strengthening and development of the Wellington Town Hall and the proposal to create a music hub in partnership with Victoria University of Wellington and the New Zealand Symphony Orchestra.
2. Attachments 1 and 2 provide the detail and:
 - Outline the community engagement and consultation that has taken place on these initiatives;
 - Provide detail on the importance of the Town Hall for Wellington, the proposed engineering solution, costs, and the delivery timeframe; and
 - Provide detail on the Civic Music Hub proposal for Wellington.

Summary

3. The recommended strengthening and development option for the Town Hall is a base-isolated, 100% NBS IL3 scheme at a total cost of \$89.9 million, as discussed in detail in Attachment 1.
4. The creation of a Civic Music Hub has been approved in principle in partnership with Victoria University of Wellington and the New Zealand Symphony Orchestra – this is discussed in detail in Attachment 2. The Civic Music Hub is designed to revitalise the Town Hall as a civic asset and a world-class acoustic space, while strengthening the city's 'Creative Capital' reputation, maximising utilisation of the earthquake strengthened building, and contributing to an energised Civic Square.
5. These recommendations have taken into account the feedback and submissions received through the 2015-2025 Long Term Plan consultation, the 2017/18 Annual Plan engagement and other sector engagement work.

Recommendations

That the City Strategy Committee recommend that Council:

1. Receive the information.
2. Agree to proceed with the earthquake strengthening and development of the Town Hall
3. Agree to proceed with procurement as needed to achieve an anticipated opening of the Town Hall in 2021, including the procurement of the main contractor
4. Agree to recommend the following budget changes for consideration and inclusion in the 2018-2028 Long Term Plan, phased as follows:
 - a. \$89.9 million in total capital expenditure for the earthquake strengthening of the Town Hall (an incremental increase of \$27.9 million over the Long Term Plan capex budget or \$29.5 million including the \$1.6 million in Long Term Plan opex renewals); and

Project Cost (Comparing Schemes)	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M								
LTP (2013 Scheme) ¹	3.2	26.0	24.0	5.6	0.1	0.7	0.3	0.3	0.1	60.4
Stand Alone (2016 Scheme)	1.8	4.0	18.3	46.2	19.8	-	-	-	-	89.9
Increase / (Decrease) in Capex	(1.4)	(22.1)	(5.8)	40.6	19.6	(0.7)	(0.3)	(0.3)	(0.1)	29.5

- b. \$3.8 million in capital expenditure for fit-out, furniture and equipment for the Town

Hall spaces; and

FF&E	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M
LTP (2013 Scheme) ¹	-	-	-	-	-	-	-	-	-	-
Stand Alone (2016 Scheme)	-	-	-	-	3.8	-	-	-	-	3.8
Increase / (Decrease) in Capex	-	-	-	-	3.8	-	-	-	-	3.8

- c. the consequential opex impacts that are partly offset by lease revenue.

Increase / (Decrease)	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M									
Operating Revenue	-	-	(0.3)	(0.5)	(0.6)	0.5	0.5	0.5	0.5	0.5
Operating Costs	-	0.0	0.0	0.0	0.0	0.6	0.2	0.6	0.5	2.0
Operating Surplus / (Deficit)	-	(0.0)	(0.3)	(0.6)	(0.6)	(0.2)	0.2	(0.1)	(0.0)	(1.5)
Depreciation	-	-	-	-	(2.0)	(0.0)	(0.0)	(0.0)	(0.0)	(2.0)
Interest	(0.0)	(0.7)	(1.5)	(0.3)	1.8	2.5	2.5	2.7	2.7	9.7
Surplus / (Deficit)	0.0	0.7	1.2	(0.3)	(0.4)	(2.7)	(2.3)	(2.8)	(2.8)	(9.2)
RATES REQUIREMENT	(0.0)	(0.7)	(1.2)	0.3	0.4	2.7	2.3	2.8	2.8	9.2

5. Note that:
- the earthquake strengthening work and Music Hub proposal were consulted on as part of the Long Term Plan 2015 and were engaged on as part of the 2017/18 Annual Plan engagement process; and
 - the Long Term Plan explicitly provides for a decision to be made for a lease of the Town Hall for the purpose of establishing a Music Hub.
6. Approve the partnership with Victoria University of Wellington and the New Zealand Symphony Orchestra to create a Music Hub, including the long-term leasing and licensing of space in the Town Hall.
7. Agree to recommend, subject to confirmation by Victoria University of Wellington of the inclusion of the Municipal Office Building, the following budget for consideration and inclusion in the 2018-2028 Long Term Plan, phased as follows: \$3.7 million in incremental capital expenditure related to the Music Hub proposal.

Incremental Capex	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M	\$M
LTP (2013 Scheme)	-	-	-	-	-	-	-	-	-	-
Music Hub (2016 Scheme)	0.0	0.2	0.8	1.9	0.8	-	-	-	-	3.7
Increase / (Decrease) in Capex	0.0	0.2	0.8	1.9	0.8	-	-	-	-	3.7

8. Note that a broader Civic Music Hub campus, including the Municipal Office Building, is conditional upon:
- a successful fundraising campaign by Victoria University of Wellington and the New Zealand Symphony Orchestra; and
 - a Council decision on the long-term disposal of the Municipal Office Building, anticipated in late 2017.
9. Approve a right of first refusal, expiring 31 December 2017, to Victoria University of Wellington in respect of the Municipal Office Building, able to be exercised in the event that Council decides to dispose of the Municipal Office Building.
10. Delegate authority to the Council's Chief Executive and the Mayor to finalise and execute the Collaboration and Development Agreement (including the Collaboration and Premises Sharing Agreement) and Town Hall lease and licence agreements in relation to the Music Hub.

Background

6. Attachment 1 provides detail on the history of the Town Hall, the timeline of the Town Hall project to date, the importance of the Town Hall for Wellington, the proposed engineering solution, costs, and delivery timeframe.

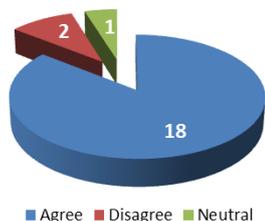
7. Attachment 2 provides detail on the proposal to create a Civic Music Hub for Wellington, in partnership with Victoria University of Wellington, and the New Zealand Symphony Orchestra.
8. The outcome will be one of three scenarios:
 - Town Hall Stand Alone (scenario one) – the Town Hall is earthquake strengthened only
 - Music Hub Uplift (scenario two) – a music hub is established, but only in the Town Hall
 - Civic Music Hub (scenario three) – a full Civic Music Hub campus operates across the Town Hall, Municipal Office Building, and the Michael Fowler Centre.
9. A high-level financial summary of the options relative to the Long Term Plan is outlined in the following table:

	Town Hall (LTP 2013 Scheme)	Town Hall - Stand Alone (2016 Scheme)	Town Hall - Music Hub (2016 Scheme)	Comment
Project Cost	\$57.5m	\$84.9m	\$84.9m	\$27.4m increase v 2013 scheme
Renewals (\$3.4m capex, \$1.6m opex)	\$5.0m	\$5.0m	\$5.0m	Planned renewals as per the LTP will be completed as part of the Project
Total Project Cost	\$62.5m	\$89.9m	\$89.9m	
FF&E Allowance		\$3.8m	\$3.8m	FF&E to be paid by Council and is the same under stand-alone and Music Hub scenarios. Incremental fit-out costs to be paid for by the NZSM and NZSO
Maximum Incremental Capex			\$3.7m	This includes the cost to meet any additional space requirements for NZSM and an allowance for the Wakefield Street foyer
Operational Surplus / (Deficit) ¹	2016/17 to 2020/21 (\$1.3m)	2016/17 to 2020/21 (\$2.8m)	2016/17 to 2020/21 (\$2.8m)	The LTP and Music Hub scenarios assume lease revenue that covers operating costs (exc Interest and Depn) post project completion. The stand-alone assumes no lease revenue
2016/17 to 2024/25	2021/22 to 2024/25 \$0.0m	2021/22 to 2024/25 \$(3.2m)	2021/22 to 2024/25 \$0.0m	
Interest and Depreciation (total 2016/17 to 2024/25)	\$37.2m	\$43.2m	\$44.8m	Increases due to revised capex project costs
Increase in Rates (2016/17 to 2024/25)		\$10.8m	\$9.2m	The increase over the remaining LTP period is predominantly due to the increases in depreciation and interest on the additional capex required. See graph below.

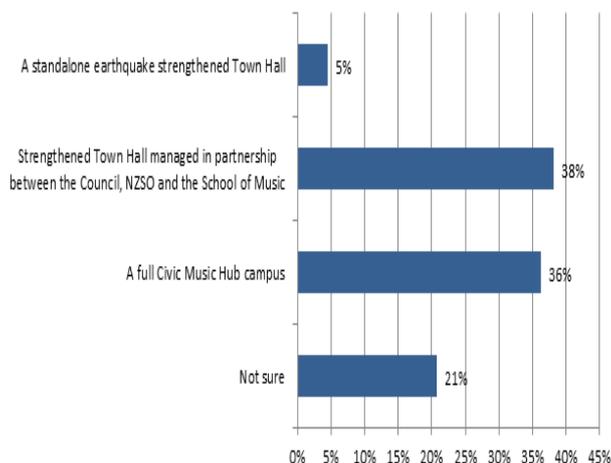
Discussion

10. The Council has undertaken significant levels of engagement and consultation in relation to these proposals, including sector feedback as part of the mid-sized performing venues review in late 2016 and the Long Term Plan consultation in 2015.
11. In general, this feedback has been broadly supportive of both strengthening the Town Hall and creating a Music Hub. Detailed discussion of feedback received is included in and in Appendix 2 (in relation to the Music Hub).
12. Most recently, discussion of these proposals was included in the 2017/18 Annual Plan engagement documentation:
 - From the submissions data: the number of submitters agreeing with Town Hall strengthening initiative were:

Town Hall Strengthening



- In regards the Town Hall and Civic Music Hub options, those indicating that they supported the strengthening of the Town Hall were asked for their most preferred option of the three proposals:
 - A standalone earthquake strengthened Town Hall,
 - A strengthened Town Hall managed in partnership between the Council, NZSO and the School of Music
 - A full Civic Music Hub campus.
- The results were:



- The five submitters who commented on the virtual forum that was held 2 May were all in favour of the idea of a music hub.
 - The research panel survey also asked two questions related to the Town Hall.
13. The research panel survey asked respondents to rate their level of support for the Town Hall earthquake strengthening and showed a high level of support for the strengthening work. Of the 827 respondents to this question:
 - 604 (73%) supported or strongly supported the strengthening work;
 - 123 (15%) neither opposed nor supported it;
 - 73 (9%) opposed or strongly opposed it; and
 - 27 (3%) were not sure.
 14. The survey also asked respondents as to which related outcome they would most like to see. The least popular option was Town Hall Stand Alone (strengthening work only). Results were fairly equal between the Music Hub Uplift and Civic Music Hub scenarios. Noting the high level of unsure responses, this may reflect some confusion around the differences between the two Music Hub scenarios.
 15. 709 respondents answered this question:
 - 271 (38%) supported an earthquake strengthened Town Hall managed in a partnership between the Council, the NZSO and the NZSM;

- 257 (36%) supported a full Civic Music Hub campus across the Town Hall, adjacent Municipal Office Building and the Michael Fowler Centre;
- 148 (21%) were unsure; and
- 33 (5%) supported a stand-alone Town Hall only with no Music Hub.

Options

16. Alternative strengthening options for the Town Hall are discussed in Attachment 1; strengthening the building to a base-isolated, 100% NBS IL3 scheme is the recommended option.
17. The primary choice for the Council in relation to the Music Hub proposal is whether to proceed or not. Additional discussion around options is included in Attachment 2.

Next Actions

18. If the strengthening of the Town Hall is approved, the next step will be to proceed to developed design.
19. If the Music Hub proposal is approved, the next step will be to finalise the Collaboration and Development Agreement (including the Collaboration and Premises Sharing Agreement) and the Town Hall lease and licence agreements.

Attachments

Attachment 1.	Town Hall strengthening proposal	Page 49
Attachment 2.	Music Hub business case	Page 74

Author	Ian Pike, Manager City Shaper
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Significant engagement has been undertaken on these proposals, including through the Long Term Plan consultation in 2015 and the 2017/18 Annual Plan engagement process. Detailed discussion of the feedback obtained through these processes is included in the report.

Treaty of Waitangi considerations

Iwi are being engaged with on these proposals as appropriate.

Financial implications

The financial implications and funding request is discussed in detail in the report and has been reviewed by Finance. The Council is being asked to recommend the budget be considered and included in the 2018-2028 Long Term Plan.

Policy and legislative implications

As discussed in the report, there is a legislative requirement on the Council to seismically strengthen the Town Hall.

Risks / legal

A risk register and risk management process is in place in relation to these projects.

Climate Change impact and considerations

Climate change and sustainability considerations have been included as part of the design process.

Communications Plan

An integrated joint Music Hub communications and engagement plan including the three partners is under development.

Health and Safety Impact considered

Detailed health and safety planning is being undertaken as part of the Town Hall strengthening project planning, including working with the Health, Safety and Wellbeing and Property teams as appropriate.

APPENDIX 1

APPENDIX 1

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

TOWN HALL SEISMIC STRENGTHENING PROJECT



Points of Contact

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Executive Summary

1. The purpose of this report is to consider and support the seismic strengthening and restoration of the Wellington Town Hall for civic and community use, as well as potentially supporting a new music hub in the Civic Square.

2. The report will:
 - Clarify the importance of the Town Hall for Wellington
 - Identify the scope of works
 - Update on the engineering solution, physical outcome and project cost
 - Outline the project delivery

3. As part of the Long Term Plan (LTP) proceedings in 2015, Council asked officers to proceed with seismic strengthening of the Town Hall subject to securing a lease to a third party such as the New Zealand Symphony Orchestra (NZSO) and Victoria University of Wellington (Victoria).

4. There are three scenarios:
 - Scenario 1: Town Hall Stand Alone – Wellington City Council used and managed
 - Scenario 2: Music Hub Uplift - the Town Hall is managed in a 3-way partnership – the Wellington City Council, NZSO and Victoria's New Zealand School of Music (NZSM).
 - Scenario 3: Civic Music Hub – the full Civic Music Hub campus operates across the Town Hall, the adjacent Municipal Office Building (MOB) and the Michael Fowler Centre (MFC).

5. While Scenario 3 is the preferred option, this will be dependent on an agreement for disposal or long-term lease of MOB as well as Victoria and NZSO successfully completing a fund raising programme. The outcome of this process will be known by December 2017. This is further discussed in the Wellington Civic Music Hub Business Case, in Appendix 2.

6. This paper focuses on the renovation and earthquake strengthening of the Town Hall which will form the basis of all three scenarios.
7. The Town Hall has been identified by Heritage New Zealand as an important building for Wellington. It is a listed building in the Wellington City Council District Plan and identified as a significant contributor to the Civic Centre Heritage Area. The acoustics in the main auditorium are considered world class for orchestral work.
8. An earthquake prone notice was issued in December 2009, requiring the strengthening of the building by 2019. Since that time on going testing, design review and costing analysis has been undertaken. The Canterbury, Seddon and Kaikoura earthquakes has led to greater robustness of the project. There has been a greater exploration of an appropriate strengthening solution and how the Town Hall will be used and repurposed.
9. A scheme was developed in 2013 (the 2013 scheme), that strengthened the building, but did not explore any redevelopment or restoration opportunities. The Council requested that a further range of strengthening solutions be explored and that a well considered use for the building that supported the wider civic functions in the Square be identified.
10. As part of the 2015 LTP, a budget of \$58.5 million was identified for strengthening the Town Hall.
11. Further testing of strengthening options and looking at better utilisation has led to a new concept design being developed which was finalised in November 2016 (the 2016 scheme).
12. The building will be strengthened to 100% NBS (New Building Standard) being an IL3 (Importance Level 3) building. New screw piles will replace the existing unreinforced pile foundations and the building will sit on base isolators.

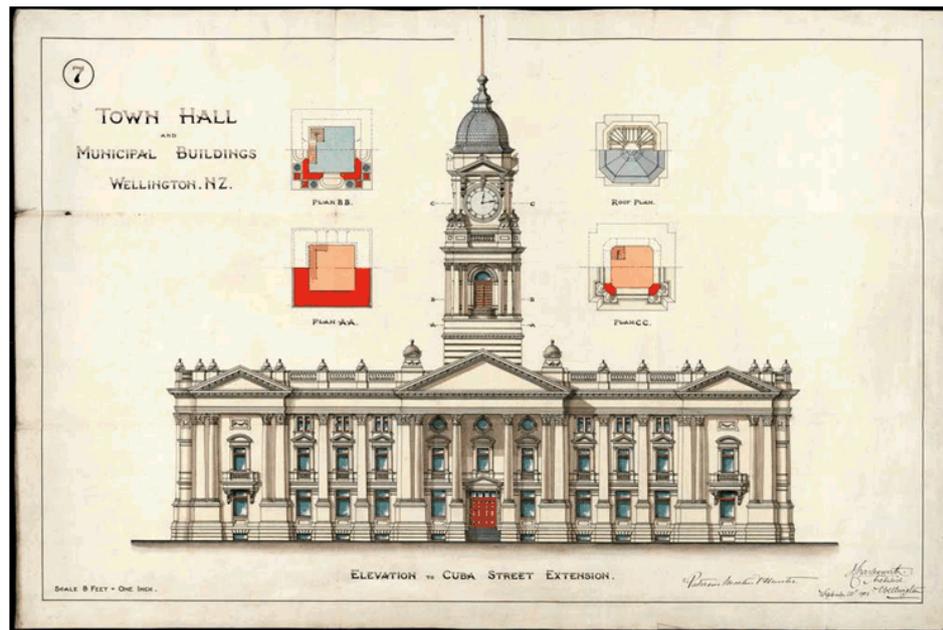
13. The restoration, functionality and requirements for how the building might operate as an improved performance space including the incorporation of a music hub have been encapsulated.
14. A costing analysis based on the concept plan has been undertaken. These costs include construction – including scope changes from 2013, professional fees, insurances, consenting, escalations and contingencies and have been estimated at \$89.9 million.
15. The Concept and Preliminary Design have been completed and need to be further refined through each of the Developed and Detailed Design stages which will give greater clarity as to the proposed work and greater certainty of costs. This can then allow for a robust procurement process for a main contractor to be undertaken in late 2017. It is proposed construction will start in August 2018 and finish in June 2021.

Background

History of Town Hall

16. The Town Hall was built as part of the Wellington Betterment Scheme. By the 1890s the city was growing quickly and the lack of a town hall, where the council administration and a venue for major public events could be combined in one place, was becoming a significant issue. Land was set aside adjoining what became Jervois Quay, on a reclamation undertaken by Wellington City Corporation between 1886 and 1890.
17. A design competition was held and the winner was the architect Joshua Charlesworth. The original brief was for an auditorium seating 3000 people, the Council Chamber, departmental and public offices and a reception room for 700 people. The original budget was £50,000, with the final cost exceeding £68,000. The purchase and installation of a pipe organ was let as a separate contract at a price of £7,000 and the organ was installed in 1906.
18. "When completed in 1901, the building included a clock tower over the main entrance, but there was no clock. John Blundell, proprietor of the Evening Post, donated one in 1922. Unfortunately, just 12 years later, the tower was taken down as a precaution after the 1931 Napier earthquake. The clock was eventually installed in the Central Fire Station (1939) and it remains there.
19. As part of work undertaken in 1934, some of the building's other ornate exterior decoration was removed, including the balustraded parapet, pediments and grand entrance portico; the latter being replaced by a much smaller, squat structure, which was itself later removed. Then, in 1943-44, following the 1942 earthquake, the building was strengthened and the Corinthian capitals on the exterior removed and replaced with Tuscan detailing".¹

¹ Heritage NZ listing: <http://www.heritage.org.nz/the-list/details/3275>



Front elevation of Town Hall displaying a monumental classical style before tower and classical embellishments removed – “a heavy grandeur and magnificence of effect was sought, representing the current attitudes of success and confidence in the city” –Bill Toomath: Wellington’s old Town Hall, NZ Historic Places Trust, March 1978

20. The construction of a 'new town hall' – the Michael Fowler Centre, which opened in 1983 – was to signal the demolition of the original Town Hall. However after lobbying from the New Zealand Historic Places Trust and others in the community it was agreed to retain the building.
21. As part of the 1991 Civic Centre development, the Town Hall underwent a major refurbishment, strengthening and reconfiguration. A new expanded Mayor’s office was built within the space previously occupied by the 400 seat Concert Chamber. The building reopened in 1992.

Why the Town Hall is important

22. The Town Hall building is an important Wellington community asset. It has been identified as having high heritage value, the acoustics of the main auditorium are highly regarded and it is an important civic facility that is comparable to other important Australasian city town halls.

23. The main auditorium has been used for a diverse range of events – “including boxing matches, fashion shows, debutante balls, rock concerts (including, most famously, The Beatles), orchestral performances and recitals, lectures, political rallies, protest meetings, flower shows, polling station, university degree conferrals etc.”²

24. These qualities are recognised by international experts:

“The Town Hall made an extraordinary impression. My immediate first thought upon walking in was that it felt like one does when one does when entering the Concertgebouw in Amsterdam, universally acknowledged to be one of the world’s finest concert halls, if not possibly the very best one. Both halls are of the same vintage and have quite similar proportions. There is both grandeur and surprising intimacy to the hall, much like the Concertgebouw. My guess is that the building materials themselves are even similar, of an approximately similar vintage as Amsterdam, Symphony Hall in Boston and Carnegie Hall in New York. These wonderful old halls are irreplaceable treasures which deserve the greatest care. I realize that the updating necessary to bring the building to current earthquake standards is a costly project but what these halls have cannot be duplicated and thus are worth the investment.”³

25. The NZSO see the redevelopment of the Town Hall as becoming “a flexible, dynamic and nationally and internationally renowned cultural and civic facility. It would assert and demonstrate the capital’s cultural and civic leadership with a leap of imagination and flair.”⁴

26. **Heritage value:** The Town Hall is one of the two listed heritage buildings –the other being the City Gallery - identified in the Civic Centre Heritage Area in the Wellington City Council District Plan. The Council’s Heritage Policy 2010 reinforces its continued commitment to the city’s heritage.

27. It has been identified by Heritage New Zealand’s predecessor – the New Zealand Historic Places Trust in 2003 as a Category 1 building. Heritage New Zealand describes the significance of the building:

² ibid

³ Guzelimian, Ara; Provost and Dean, the Juilliard School, New York in a memo to Euan Murdoch, Director New Zealand School of Music; after a visit to Wellington, 6 April 2015

⁴ A proposal in principle by the NZSO entitled A New Future for the Wellington Town Hall

28. The Wellington Town Hall has outstanding historical and cultural heritage significance, summarised as follows:
- *"This building reflects important and representative aspects of New Zealand's history through its use as the capital city's town hall since 1904 and as the city's principal civic venue.*
 - *It has been associated with events and people of importance by hosting significant artists and concerts over a long period and through the near continuous occupation of the building by the Mayor of Wellington.*
 - *There is a high public appreciation for this building, evidenced by the outcry over its proposed demolition in the early 1980s, and by the continued affection held for the building by Wellingtonians.*
 - *The building displays design and technical accomplishment, particularly in the design and construction of the main auditorium.*
 - *The building is part of a wider historical and cultural landscape, through its role in forming part of one side of the Civic Centre and by being one of a number of historic and landmark buildings in the area in and around the Civic Centre, including the City Gallery, Library, Michael Fowler Centre, City Administration Building, and others".*
29. **Acoustics of auditorium:** The acoustics of the auditorium are highly rated. In a report to the Wellington Regional Committee of The New Zealand Historic Places Trust in March 1978, the acoustic physicist, Rod Satroy notes the auditorium has good acoustics for symphonic music, rating it amongst the top ten in the world. He applauded the simplicity of the shape of auditorium, and compared it to the Grosser Musikvereinssaal in Vienna.
30. "Critics had repeatedly reported in the newspapers that the acoustics of the Wellington Town Hall were near to perfect and the Wellington Town Hall is rated amongst the top ten in the world for acoustics. This was a significant argument in the 1970-80s when the demolition of the Town Hall became a possibility"⁵.
31. **Wellington context:** Wellington City Council undertook a mid-sized Performing Venues Review in November 2016, the following was noted: One of the most significant recent impacts on the music sector in Wellington, as noted in the review, has been the closure of the Town Hall.

⁵ SOUNZ Centre for New Zealand Music – web site

Comments from the review included *“it was probably the most flexible space we had” and that “the Town Hall must be renovated and kept as a large auditorium. Its acoustics are excellent and the open ground floor flexible for many styles of performing arts.”* The review notes that the gap has been problematic for those involved in music in the city as *“the Town Hall had good acoustics for music performances smaller than those involving a full orchestra as well as having the audience amenities and venue management [that] audiences and performers expect for performances by professional organisations...”*⁶

32. The review notes that half of venue hirers surveyed suggested that, if the Town Hall was open again, they would use one of its venues in preference to other city venues (25% auditorium and lloft room; 14% lloft room only; and 11% auditorium only).⁷ In the absence of the Town Hall, St Andrew’s on the Terrace, Hannah Playhouse Theatre, Michael Fowler Centre and the Adam Concert room are the venues currently being used most widely by organisations for performances.⁸
33. **Context of Australia and New Zealand town halls:** An evaluation of town hall buildings across Australia and New Zealand show that there a range of similar 19th century and early 20th century structures across major cities such as Perth, Adelaide, Hobart, Melbourne, Sydney, Brisbane, Dunedin and Auckland. All these town halls provide for their city’s important civic functions. They are all of a similar type with a main auditorium, usually with an organ, and in some cases a number of other rooms or spaces that are available for hire. A majority still have a formal debating chamber and their mayor’s office. Auckland has recently relocated its mayor’s office into the larger council office building.
34. These town hall buildings are supported by other nearby buildings containing the council functions. Christchurch is the only major city that has all its council operations in one building, a building that was refurbished prior to the recent earthquakes. What is known as Christchurch’s Town Hall was opened in 1972 and is being refurbished post the Canterbury earthquakes for a budget of \$127.5 million. This building is primarily a performance venue, similar to the Michael Fowler Centre.

Timeline of Town Hall project to date

⁶ Mid-sized Performing Venues Review, Research First, Nov 2016 – commissioned by Wellington City Council, p.24

⁷ *ibid* p.25

⁸ *ibid* p.29

35. The following illustrates key dates of the Town Hall project since it was formally identified as having seismic issues:

Date	Event
Dec 2009	Earthquake prone notice issued
Sept 2010 Feb 2011	Canterbury Earthquakes
June 2011	The then Council Management Board proposed to strengthen the Town Hall to 100- 140% NBS
March 2013	Early Engagement Contract with Fletcher Construction
July 2013	Seddon Earthquake
November 2013	Town Hall closed to public – construction work expected to start imminently
December 2013	Resource consent granted
December 2013	FCC submitted tender price of \$44.9 million
February 2014	The project was put on hold because the budget available was inadequate to fund the estimated total project cost of \$60 million. Alternatives were asked to be explored
March 2014	Alternative use options were investigated including office floor layout, teaching/learning facility, accommodation, scoring stage, arts/music hub or some form of mixed use of all Alternative strengthening options investigated; 40-100% NBS options, demolition, facadism, different foundation systems

<p>February 2015</p>	<p>A Civic Precinct Revitalisation Project was proposed and presented to the then Governance, Finance and Planning Committee.</p> <p>The recommendation was to consult with the community on the Civic Precinct proposal:</p> <p>Investigations showed costs of strengthening increased to \$63 million</p> <p>The paper noted: "it is recommended that the council provide for up to all of the Town Hall to be leased to a third party. If an appropriate lessee can be secured and lease negotiated, then this will provide a trigger for proceeding with the budgeted strengthening work."⁹</p>
<p>March/April 2015</p>	<p>Consultation on the Civic Precinct Revitalisation Project as part of the LTP, including strengthening the Town Hall and exploring the creation of a Music Hub</p>
<p>May 2015</p>	<p>Feed back as part of the LTP process to Governance, Finance and Planning Committee with the outcome that the Committee "recommended to Council that it approves funding for the Civic Precinct revitalisation programme in the 2015-25 Long-term Plan as proposed in the Draft Long-term plan amended as follows: -</p> <p>"The proposed lease of the Town Hall (and possibly the Municipal Office Building) will be subject to specific Council approval and will be subject to a separate report to Council"¹⁰.</p> <p>The LTP budget was set at \$58.5 million</p>
<p>June 2015 – December 2016</p>	<p>A range of further explorations were undertaken:</p> <ul style="list-style-type: none"> • Development of a draft framework used to inform design decisions • Exploration of Music Hub options • High level review of options across Civic Square site • A new build proposal on the site of MOB

⁹ Para 60, Civic Precinct paper, governance, Finance and Planning Committee 17 February 2015

¹⁰ibid; resolution 4. i.

	<ul style="list-style-type: none"> • A new 300 seat concert chamber in the location of the previous concert chamber in the Town Hall • Different options of spatial layout in the Town Hall and MOB to meet WCC/NZSO/NZSM requirements were tested so that commercial terms could be developed • Exploration and peer review of alternative engineering strengthening options • Cost analysis undertaken
Nov 2016	Kaikoura earthquake
Apr – May 2017	Public engagement as part of the 2017/18 Annual Plan process

Discussion

36. This section will discuss:

- The current structural state
- The proposal for the Town Hall redevelopment
- The engineering solution
- Repair and restoration of the organ
- The estimated cost
- The impact on Council budgets and rates
- The improvements of the 2016 scheme compared to the 2013 scheme
- Changes in the project costs
- Project delivery, including procurement of a main contractor and timing

Current structural state

37. The Town Hall has had work undertaken to mitigate risk from earthquakes multiple times in the past, but the previous works deferred some major tasks including foundation works. The previous strengthening was sufficient to meet requirements in place at the time, however, due to

13

changes in building code requirements, further strengthening is now required to meet current and perceived future requirements.

38. The building superstructure comprises mostly of unreinforced masonry wall elements supporting a variety of original and more recent floor systems and a timber frame roof. Various interventions and alterations have occurred to the building over the years.
39. Structural assessments have confirmed that the north wall facing the Square is particularly vulnerable. The outer perimeter unreinforced masonry is also needing strengthening.
40. The other major concern is the foundation system comprising original bored unreinforced concrete piles that go down to a range of depths. These piles support, but are not connected to, concrete foundation beams which are supporting unreinforced masonry walls. Recent studies have concluded that during a large earthquake event the brittle unreinforced piles may fail at the underside of the foundations, with differential settlement likely. In addition, large settlements could be expected if the underlying beach sands liquefy.
41. An Earthquake Prone Notice was issued for the building in December 2009. This notice (accompanied by a 'yellow sticker' on the building) gives the building owner – in this case Wellington City Council – ten years to address the earthquake prone status i.e. until December 2019. A notice requires the building owner to either:
 - Strengthen the building to address the building's earthquake prone status, or
 - Demolish all or part of the building so that the remaining structure is no longer earthquake prone (if possible).

The proposal for the Town Hall redevelopment

42. The opportunity is to earthquake strengthen and redevelop a landmark civic heritage building while alongside embracing an exciting new music hub proposal. The public will be able to access the building for public events and performances, Council events and meetings and to meet with the Mayor. The added component of a music hub with partners the NZSO and the NZSM will provide for better utilisation of the building while bringing a new community of people into the Square.

43. On-going negotiations have been undertaken with Victoria and the NZSM, as well as the NZSO as to what a music hub might look like, and how it might fit into the wider Civic square context. Consideration had to be given as to how the three partners might be able to share facilities and understand potential conflicts that might occur and how they might best be dealt with. As noted, in appendix 2, the Wellington Civic Music Hub Business Case, develops this proposition more.
44. The Town Hall is to remain the 'front door' of Wellington City Council, with access to the Mayor's office and the Council Chamber.
45. It becomes a place that provides a range of high quality, flexible performance and meeting spaces. It will:
- Support and enhance the heritage of the building
 - Strengthen the building to a high standard, by utilising best practice engineering
 - Be fit for purpose in the 21st century
 - Be publicly accessible
 - Maximise the usability of spaces
 - Be the heart of a new cultural centre and support the wider civic precinct
 - Provide a range of flexible spaces for different uses
 - Have the auditorium as a highly flexible space available for a wide range of uses
 - Improve building services
 - electronic and mechanical systems as needed for a wide range of uses
 - Enhance accessibility to performance spaces and other public rooms
 - Deliver on best practice sustainability principles
46. A number of scenarios are being developed in parallel to minimise the delays of the project:
- Scenario 1: Town Hall Stand Alone – Wellington City Council used and managed
 - Scenario 2: Music Hub Uplift; the Town Hall is managed in a 3-way partnership - WCC, NZSO and Victoria

- Scenario 3: Civic Music Hub – the full Civic Music Hub campus operates across the Town Hall, the adjacent Municipal Office Building and the Michael Fowler Centre.

47. The focus of this report is Scenario 1: Town Hall Stand Alone – Wellington City Council used and managed.

The proposal is to reinstate the building with a number of additions:

- The tiered Ilott Theatre will become a flat floor space, level with the current ground floor. This will become a multi-functional space either for stand-alone performances or as a support space for a function in the main auditorium. This move helps reduce costs and simplifies the engineering strengthening proposal.
 - A new basement under the main auditorium providing public toilets and additional storage space.
 - An improvement of the loading facilities in and out of the main auditorium including a second stage lift.
 - The West Hall will be rebuilt – an exciting new architectural insertion between the Town Hall and the MOB. It will provide a number of support spaces to the main auditorium which can also be stand-alone, small multi-functional spaces for performance, events or break out spaces. A new stair will link the public toilets in the basement through the ground floor to the first floor.
 - Servicing, storage and public facilities will be improved.
48. Scenarios 2 and 3 are discussed further in Appendix 2 Wellington Civic Music Hub Business Case. While Scenario 3 is the preferred option, this will be dependent on an agreement for disposal or long-term lease of MOB and successful fund raising by Victoria and NZSO. This process will be undertaken in the next few months, with an outcome announced in December 2017.

The proposed engineering solution

49. As part of the 2016 scheme a process of review and testing was undertaken where five foundation options were considered:

- bored concrete piles
- screw piles
- jet piles
- compaction ground improvement
- removing poor foundation soils and replacement with a raft foundation.

50. Two other options have been considered and dismissed:

- Demolition – this was dismissed due to the heritage significance of the building, the highly regarded auditorium and community angst as played out in the media.
- Strengthening the north facade to bring the building up to a minimum level of 40% NBS. This was eliminated early as there would still be a requirement for new foundations and other façade strengthening would be required and the building would likely need to be re-strengthened later.

51. Two structural design options were chosen for further analysis:

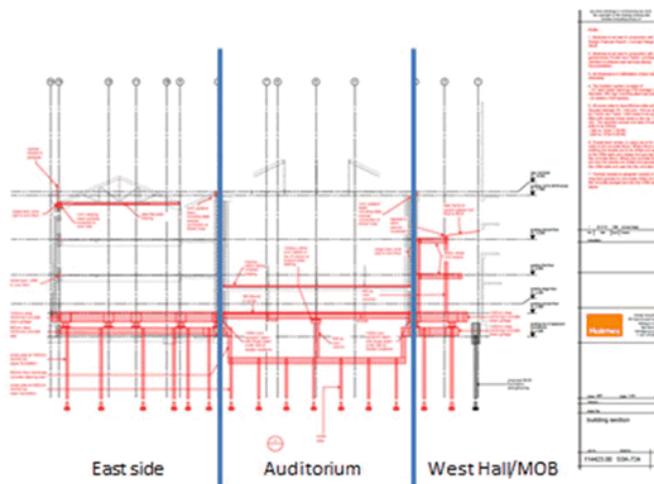
- 67% NBS Importance Level 3 Non-Base Isolated. This option was more expensive than the base isolated option to end up with a lower standard of NBS.
- 100% NBS Importance Level 3 Base Isolated.

52. This testing and evaluation led to the preferred engineering solution; base isolation which isolates the building, minimising the seismic energy transmitted to the structure.

53. In the case of the Town Hall, base isolation reduces the horizontal load at the base of the structure (base shear) to about half of what it would be without base isolation. This method was selected as compared to a non-base isolated solution it:

- Meets 100% NBS, IL3 performance requirements;
- Significantly reduces seismic loads to the building structure and therefore reduces work to the building above ground level;
- Is cheaper.

54. The existing basement below the East Wing has insufficient depth. It is cheaper and more effective to build a new fit-for-purpose basement under the auditorium rather than attempt to improve the existing basement. This then allows the East Wing basement to be utilised for structural elements required for base isolation resulting in considerable design and construction efficiencies compared to the 2013 design.
55. The existing auditorium floor is not strong enough to meet loading requirements and will need to be replaced. This allows the opportunity to create a full height basement in an area with good working headroom. The extent of the basement can be varied dependent on the user requirements option selected.



Section showing pile and foundation systeme for sesmic strengthening

56. A steel screw pile foundation system was selected following pre-concept design costing exercise.
57. The strengthening of the building above ground floor includes:
- Concrete overlay walls to stiffen perimeter unreinforced masonry walls
 - Fixing of unreinforced masonry walls to reinforced concrete floors
 - Strengthening of parapet walls to prevent toppling
 - Concrete columns to strengthen the north auditorium wall

- Concrete floors to act as diaphragms in the roof of the West Hall
- The complete demolition and reconstruction of the West Hall.

58. The MOB east wall forms the outer wall of the West Hall, with VUW responsible for the design of seismic strengthening of this wall. The tendering and construction is complex due to the two projects needing to operate in the same space, and we are working on options to resolve.

Repair and restoration of 1906 Norman and Beard organ

59. The Norman and Beard organ was installed in the Wellington Town Hall in 1906 and was hailed as an immediate success, both in New Zealand and overseas. Unlike other organs such as the one in Auckland Town Hall, this organ has maintained its original specification with no significant alterations which makes it internationally regarded as an organ of heritage importance and artistic merit.

60. The organ was previously restored in situ by the South Island Organ Company in 1985 and some cleaning and low level repairs were carried out after the 1992 Town Hall refurbishment. To continue the philosophy of care, responsibility and minimum intervention, the Wellington City Council has again engaged the South Island Organ Company to carry out a full restoration, along with removal and reinstallation. The refurbishment is complete and the organ components have been shipped back to Wellington and stored in the ex-Capital E building before being reinstalled at the end of the strengthening project.

61. The removal, restoration and reinstallation of the organ will be partly funded by a grant of \$850k which has been approved by the Lotteries Commission. This is offset against the total budget for restoration of \$1.85 million.

The estimated costs of the 2016 scheme

62. The Quantity Surveyors' estimate for the 2016 scheme, based on the concept design stage, is \$89.9 million. This price is inclusive of:

- Construction costs
- An uplift of scope from the 2013 scheme
- Professional fees, insurances and consent fees

- Escalations
 - Contingency
 - Restoration of the organ
63. The construction costs for the 2016 scheme are equivalent to the 2013 scheme. While there has been a change of scope of works, these have been offset by efficiencies that have been gained in the engineering design through a greater understanding of the geotechnical conditions and the existing structure, leading to a simplified and improved structural solution.
64. The escalation allowance is to provide for inflation, market volatility, labour and skill shortages, construction congestion and demand. It is projected that the construction market in Wellington will be buoyant leading up to the time of appointing a main contractor. This allowance is the best estimate at the time, and may be subject to change. There is significant risk of cost escalation in the Wellington market expected at the time of tendering due to the number of projects coming to market, as a result of the November 2016 Kaikoura earthquakes. While there are allowances in the cost plan, there is continued risk that these may not be sufficient to fund the project if high escalation results. Further funds may be requested.
65. The project has been issued with a notice from MBIE requiring that facades and parapets are strengthened by March 2018. Work is underway to assess options to achieve a statutory outcome.
66. A rate for contingences has been allowed for in both the design phase and the construction phase. This is an allowance for any unknown risks that might arise as part of this complex project. When working with an existing building, there are uncertainties that are only manifested when further testing and/or the construction is underway. An extensive investigation programme is underway to reduce assumptions and cost risk. The following items have been identified so far, which were outside the original scope:
- Asbestos lagging under the auditorium.
 - Large concrete construction rubble in the area of the new foundations.
 - Roof angles and gutters in poor condition and needing structural changes.
 - Internal ceiling cavities and roofs requiring new walkways to meet current health and safety working at heights requirements.

These items are intended to be funded by the contingency, however the number and extent of them may exceed the contingencies ability to fund.

67. The main contractor procurement process is planned to be based on fully designed and scheduled quantities at the end of Detailed Design. The tender is intended to achieve a fixed price lump sum contract. A greater level of cost certainty will be achieved upon completion of Detailed Design and the tender process. By its very nature, the project continues to present considerable cost risk.

68. There is an allowance of \$3.8 million for furniture, fixtures and equipment which is allowed for in the 2020/21 year.

69. The table below show the impact on Council budgets. Planned opex renewals of \$1.6 million over the LTP period is now treated as capex and incorporated into the the 2016 scheme figures. This shows a net increase of \$29.5 million.

Project Cost (Comparing Schemes)	2016/17 \$M	2017/18 \$M	2018/19 \$M	2019/20 \$M	2020/21 \$M	2021/22 \$M	2022/23 \$M	2023/24 \$M	2024/25 \$M	Total \$M
LTP (2013 Scheme) ¹	3.2	26.0	24.0	5.6	0.1	0.7	0.3	0.3	0.1	60.4
Stand Alone (2016 Scheme)	1.8	4.0	18.3	46.2	19.8	-	-	-	-	89.9
Increase / (Decrease) in Capex	(1.4)	(22.1)	(5.8)	40.6	19.6	(0.7)	(0.3)	(0.3)	(0.1)	29.5

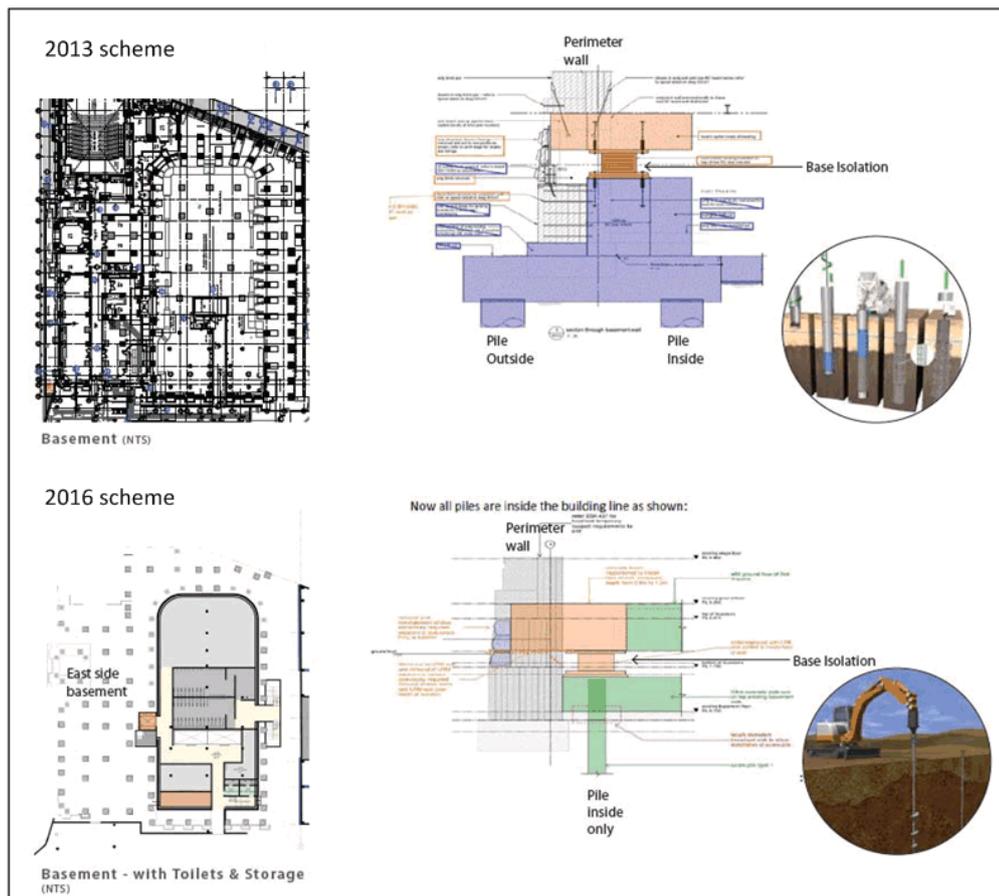
1. Excludes \$1.6m opex renewals which are now treated as capex and incorporated into the 2016 Scheme figures.

FF&E	2016/17 \$M	2017/18 \$M	2018/19 \$M	2019/20 \$M	2020/21 \$M	2021/22 \$M	2022/23 \$M	2023/24 \$M	2024/25 \$M	Total \$M
LTP (2013 Scheme) ¹	-	-	-	-	-	-	-	-	-	-
Stand Alone (2016 Scheme)	-	-	-	-	3.8	-	-	-	-	3.8
Increase / (Decrease) in Capex	-	-	-	-	3.8	-	-	-	-	3.8

The improvements of the 2016 scheme compared with the 2013 scheme

70. The 2016 scheme builds on the 2013 scheme, which was a 100% base isolated pile solution.
- An updated brief allowed for opportunities to test a more efficient design and allow for the option of a music hub
 - A reassessment of the geotechnical site properties was undertaken using current best practice. This showed the building is not as susceptible to liquefaction as had been previously thought, with a much larger earthquake triggering liquefaction. This increases the feasibility of some foundation systems such as screw piles and jet grouting.

- Changes to the seismic standards and a better understanding of seismic performance of buildings post the recent earthquakes has also been factored in. current seismic standards are in draft form, and the structural engineers are reviewing the appropriate approach.
- The 2013 scheme was designed only to strengthen the existing building, preserving all the existing spaces as they are.
- The 2016 scheme is more buildable than the 2013 scheme. Access for construction is far better and there is much less restrictive construction staging required.
- The differences between the two schemes include:
 - Steel screw piles 16m deep replace bored concrete piles 28m deep.
 - Piles can now be installed from inside the building rather than from both inside and outside as before.
 - The raking floor in the Ilott Theatre will be replaced with a flat floor, which simplifies the seismic engineering.
 - The West Hall in the 2013 scheme allowed for a seismic gap only and for the MOB annexe to be retained. The West Hall and MOB annexe on Wakefield Street are now to be demolished and replaced with a modern architectural structure. This improves construction access and buildability.
 - Previously the east side basement was retained as a basement; this is now used to for foundation structural elements. A fit-for-purpose basement is provided underneath the auditorium.
 - Retaining the east side basement slab and installing structural elements above this slab reduces the risk of damage to the building during construction as work will be above the waterline and not undermine existing piles. This is a significant advantage, but hard to quantify benefit.



Difference between 2013 scheme and 2016 scheme:

2013 scheme: bored piles 28 metres, foundation spanning underneath outside facades, Ilott Theatre raking floor and limited stage lifting and basement access

2016 scheme: screw piles 16 metres, piles inside building, east side basement used for foundation –not occupied, new improved basement under auditorium and Ilott Theatre raking floor to become flat floor

Changes in project cost from the 2013 scheme

The increase in costs reflects:

- A new scope of works proposed over and above the 2013 scheme
- The 2013 scheme tender price reflected a soft construction market at the time.
- Concurrently, the construction market from 2015 to 2020 is expected to be buoyant. This reflects increased commercial activity and a city wide response to the 2016 Kaikoura earthquake
- Two phases of escalations have been included in the 2016 scheme; prior to, and post letting the contract

- A reliable and appropriate contingency has been allowed for, given the complexity of the project
- A comprehensive set of consultant fees, insurances and consents have been included.

Project delivery and procurement strategy

71. The project is complex, resolving issues for a building that is over 100 years old on a reclamation dating back 125 years. The cost, timing and quality of output are interconnected. The more site investigation, testing of ideas and clarity of end use that can be considered in the design process the more uncertainty is removed in the construction phase, and the greater certainty of costs and timeframes. A robust peer review of geotechnical engineering and structural engineering solutions has been factored into considerations.
72. **Procurement** A series of interviews has been undertaken with leading Wellington and Christchurch contractors to test their appetite for the project. They all expressed interest, but were concerned about the future buoyant market. Traditionally a buoyant market leads to cost escalation as resources become over committed.
73. It is proposed that a two stage competitive tender process will be undertaken; an Expression of Interest (EOI) stage, followed by a Request for Tender (RFT) stage. To give greater certainty, the following documentation will be required:
- Fully developed Contract Terms and Conditions based on NZS 3910: 2013
 - Full schedule of quantities
 - Detailed Design documentation
74. To minimise risk and variations in costs, the tenderers will need to submit a fixed price lump sum based on a fully documented design, which will minimise the number of extras that might be tagged in the tenders.
75. **Timing** There are a number of design stages for any building programme. The proposed timing for each of these stages for the Town Hall project is:

Concept design - completed	November 2016
----------------------------	---------------

Preliminary design	April 2017
Developed design	October 2017
Detailed design	March 2018

76. By providing robust documentation, consents, and a schedule of services and materials, the procurement process of main contractor will be able to give greater certainty of costs. It is proposed that construction will start in August 2018 and will have a 33-month duration. This will give an expected finish date of June 2021. These dates are preliminary, and will be finalised during the detailed design stage.

Conclusion

77. The current project set up and work programme has been carefully considered and is at a more advanced stage than at any other time of the Town Hall project. This is a complex project and the emphasis over the last eighteen months has been on testing and reviewing options as part of the design process. However the project is still not without risk. Careful management of the project through the design and tendering phases will be required to ensure that time, cost and quality of outcome are met.

APPENDIX 2

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

WELLINGTON CIVIC MUSIC HUB BUSINESS CASE



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EXECUTIVE SUMMARY

Executive Summary

1. Wellington City Council, the New Zealand Symphony Orchestra (NZSO) and Victoria University of Wellington's New Zealand School of Music (NZSM) are proposing a partnership to create a centre of music excellence, cultural connections, education, and community engagement in the heart of Wellington. The Civic Music Hub is designed to revitalise the Town Hall as a civic asset and a world-class acoustic space. The Town Hall, particularly the auditorium, will remain accessible to elected members, arts organisations, venue hirers, and the public as part of the fabric of the city. But it will have greater utilisation and 'vibrancy' from the NZSO, Orchestra Wellington, and the New Zealand String Quartet calling it 'home' and rehearsing there, and from the 'buzz', activity, rehearsals and performances of NZSM music students and faculty.
2. The outcome will be one of three scenarios:
 - Town Hall Stand Alone (scenario one) – the Town Hall is earthquake strengthened only
 - Music Hub Uplift (scenario two) – a music hub is established, but only in the Town Hall
 - Civic Music Hub (scenario three) – a full Civic Music Hub campus operates across the Town Hall, Municipal Office Building, and the Michael Fowler Centre.
3. The Civic Music Hub initiative has a number of strategic elements. It will:
 - strengthen the city's arts and music education sectors and reinforce its reputation as New Zealand's 'Creative Capital', through forming the nucleus of a national centre for music;
 - provide the Wellington public with opportunities to experience and be inspired by music and musicians in a central city setting and reinforce the city's reputation as a vibrant, arts-rich place to live;
 - enhance the city's international positioning as a film scoring destination;
 - strengthen the connection of the NZSO to Wellington as its home and create opportunities for increased collaboration and resource-sharing in the sector; and
 - maximise the utilisation and income producing capacity of the earthquake strengthened Town Hall and contribute to an energised Civic Square Precinct.
4. The Council is being asked for approval of the Civic Music Hub under this proposal, noting that approval for the full Civic Music Hub campus scenario remains conditional upon: (a) a successful fundraising campaign by the NZSO and Victoria University of Wellington; and (b) Council agreement on a disposal or long-term lease of the Municipal Office Building. If these conditions are not met, the Music Hub Uplift scenario (Town Hall only) will become the default position.
5. The financial case for the music hub proposal includes lease revenue and incremental capital expenditure of up to \$3.75 million.

BUSINESS CASE

The Wellington Civic Music Hub Proposal

"I find the prospect of the revitalized Town Hall as the center of a cultural hub for Wellington to be a thrilling prospect. All the elements are there in a most striking way, just begging to be put together."

Ara Guzelimian, Provost and Dean, The Juilliard School, New York

1. Wellington City Council, the New Zealand Symphony Orchestra (NZSO) and Victoria University of Wellington's New Zealand School of Music (NZSM) are proposing a partnership to create a centre of music excellence, cultural connections, education, and community engagement in the heart of Wellington. Under the proposal, the NZSO, Orchestra Wellington, the NZSM, and the New Zealand String Quartet will physically co-locate into a central city music campus comprised of an earthquake strengthened Wellington Town Hall and the Municipal Office Building. The Michael Fowler Centre will form part of the broader Civic Music Hub campus, but will continue to be managed by Venues Wellington as it currently is.
2. The Town Hall earthquake strengthening work has created a one-of-a-kind moment for Wellington to consider how it uses Civic Square, and these specific buildings, to create a unique and pre-eminent musical and cultural destination. Strategically, the Civic Music Hub proposal is anticipated to add significant incremental value to the stand-alone scenario of undertaking only the earthquake strengthening of the Town Hall. It will enhance Wellington's reputation as the 'Creative Capital', add to the city as a place to live and visit, strengthen the relative roles of the NZSO and the NZSM in the city, and increase the ability of the NZSM to attract new students. Indeed, the Civic Music Hub could provide a trigger for the recognition of Wellington as the focal point for music nationally.
3. Regardless of whether the Civic Music Hub proposal is approved, the Council needs to make a decision on the earthquake strengthening of the Town Hall. The revenue and cost impacts of the Music Hub relative to the stand-alone earthquake strengthening for the Town Hall are discussed in the Financial Case.
4. The outcome will be one of three scenarios:
 - Town Hall Stand Alone (scenario one) – the Town Hall is earthquake strengthened and 100% Wellington City Council used and managed;
 - Music Hub Uplift (scenario two) – a music hub is established, but only in the Town Hall and is managed in a three-way partnership between Wellington City Council, the NZSO, and the NZSM; or
 - Civic Music Hub (scenario three) – the full Civic Music Hub campus operates across the Town Hall, Municipal Office Building (MOB), and the Michael Fowler Centre.
5. The Council is being asked for approval of the full Civic Music Hub under this proposal, noting that approval for the full Civic Music Hub campus scenario remains conditional upon:

- a successful fundraising campaign by the NZSO and Victoria University of Wellington (Victoria); and
 - Council agreement on a disposal or long-term lease of the Municipal Office Building. This decision is anticipated for late 2017.
6. If these conditions are not met, the Music Hub Uplift scenario (Town Hall only) will become the default position. In recognition of the fact that the full Civic Music Hub campus scenario is the optimal result, the Council is being asked for approval to grant Victoria a right of first refusal in respect of the Municipal Office Building, expiring 31 December 2017.
7. Note that while the Strategic Case and Arts Economy Case sections of this business case discuss this proposal in its entirety (the full Civic Music Hub campus), the design and operational parts of this business case focus on the Music Hub Uplift scenario (the Town Hall only), as the Town Hall is the first building where work will start.

Background

8. In November 2014, NZSM and NZSO proposed a joint project with the Council to investigate the feasibility of developing a Civic Music Hub. This proposal was originally foreshadowed in the Civic Precinct report¹ to the Governance, Finance and Planning Committee in February 2015. It noted that the Council had begun non-binding discussions with the NZSO and Victoria around leasing all of the Town Hall in order to fund its future operational costs and maximise its contribution to Civic Square and the wider central city.
9. The Council's Long Term Plan 2015 included consultation on a development scheme to strengthen the Town Hall and create a Civic Music Hub in the Town Hall and Michael Fowler Centre and referred to the partnership being explored between the Council, NZSM and the NZSO.² It also referred to a potential long-term ground lease in relation to the Council's Municipal Office Building. See Appendix B for details of the music hub discussion in the Long Term Plan 2015.
10. In 2004 Wellington City Council considered a proposal by Victoria University and Massey University to develop a joint national School of Music on the Circa / Ilott Green site in Civic Square. The assessment at that time was that the proposed School of Music had the potential to be a national asset, a strong point of difference for Wellington, and beneficial to the city. It was envisaged that the School would be a centre of excellence, with a national and international reputation in musical education, research, composition and performance. It was also considered that having the School on that site could add noticeably to the vibrancy and energy of Civic Square and would strengthen the Square as an emerging cultural precinct in

¹ Item 2.2 Civic Precinct at <http://wellington.govt.nz/your-council/meetings/committees/disestablished-committees/governance-finance-and-planning/2015/02/17>

² Wellington City Council Long Term Plan 2015-25 Volume 1 p.62

the heart of Wellington. Work on this School of Music proposal continued until 2010 when it was discontinued, largely due to funding challenges.

11. While the current Civic Music Hub proposal outlined here is an entirely new proposition, it is worth noting the 2004 proposal as background given some similarities in objectives and perceived benefits. There was also significant community consultation undertaken in 2004 on the earlier proposal, some of which remains relevant as background. The majority of respondents to the 2004 consultation on the School of Music proposal were in favour, with the greatest concern expressed being around the loss of green space at Jack Ilott Green with that particular proposal. See Appendix C for a further discussion of the 2004 proposal and consultation.
12. Also as background, venues review work commissioned by the Council in late 2009 noted that some of the gaps identified by participants in the Wellington venue offering at that time included more accessible rehearsal space, more flexibility for NZSO and a scoring stage for orchestra and film activity in Wellington. More recent venues review work commissioned by the Council in 2016 is also referred to in this proposal.

Music Hub Partners

13. The **New Zealand Symphony Orchestra** was founded in 1946 and is the national orchestra. It is recognised as an outstanding orchestra of international stature and performs over 100 concerts to more than 100,000 people each year. The NZSO would like its offices, rehearsal spaces, and performance spaces in close proximity to each other. Under the Civic Music Hub proposal, the Town Hall would provide a permanent home for the NZSO and specialised NZSO concerts, recording, rehearsals, and film scoring would take place in the Town Hall.
14. **Orchestra Wellington** will be based in the NZSO spaces and will share rehearsal space, performance space, and administration offices within the Civic Music Hub.
15. Victoria University of Wellington's **New Zealand School of Music** currently has around 350 students. It has the broadest music programme on offer in New Zealand, including classical music, opera, composition, sonic arts, music technology, music studies, and the largest jazz school in the country. NZSM was ranked first among music schools in New Zealand in the 2012 Performance Based Research Fund Evaluation. For NZSM, the priority is to secure the partnership opportunity and improved physical facilities through the proposal. It offers the chance of an internationally competitive position for NZSM: co-location with the national symphony orchestra in a world-class acoustic facility in the heart of the capital city.
16. The NZSM facilities, which are currently located at Victoria's Kelburn campus, are space constrained, hard to navigate and spread across the length of the Kelburn campus and, particularly the performance spaces, are inadequate to support NZSM's objectives, require earthquake strengthening, and are currently constraining student numbers. Music facilities are considered second only to laboratories in their construction cost due to the high acoustic

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requirements, intensive small group pedagogy and plant requirements. Accordingly, within the next few years, Victoria has to either find a new home for NZSM or invest in refurbishing, strengthening, and expanding the current facilities. In contrast, the Civic Music Hub proposal will include a tightly clustered group of high quality facilities in a central city location designed so as to maximise the benefit of the investment in music facilities for Victoria, and the city more broadly.

17. Opportunities will also be enhanced for the **New Zealand String Quartet**, which will continue to be housed within the NZSM space.
18. From a **Wellington city** and **Wellington City Council** perspective, as discussed in this business case, the Civic Music Hub provides a significant opportunity for further embedding and improving key creative partnerships across the Wellington music and music education sectors. It is designed to ensure continued public access to the Town Hall facilities, while strengthening the city's 'Creative Capital' branding, and ensuring a high degree of utilisation of the Town Hall given the investment in earthquake strengthening required. It will also provide increased vibrancy and activation in Civic Square, the heart of the city.

What is Proposed

19. The Civic Music Hub proposal is designed to revitalise the Town Hall as a civic asset and a world-class acoustic space. The Town Hall will remain accessible to elected members, arts organisations, venue hirers, and the public as part of the fabric of the city. But it will have greater utilisation and 'vibrancy' from the NZSO, Orchestra Wellington, and the New Zealand String Quartet calling it 'home' and rehearsing there, and from the 'buzz', activity, rehearsals and performances of NZSM music students and faculty.



20. The physical co-location of these partners will enhance Wellington's claim to a strong and vibrant arts and educational precinct in the heart of the city. It is also anticipated to lead to broader and deeper collaboration between the partners directly, and to significantly increase collaborative opportunities with other arts and educational groups in the city such as New Zealand Festival, Jazz Festival, Chamber Music New Zealand, Royal New Zealand Ballet, Massey University, and Te Auaha.

21. Wellington City Council will become a shared tenant in the Town Hall, with approximately 40% of the total occupancy of the building. NZSO and NZSM will share access to the remaining 60% of the Town Hall in return for a rental stream at market-derived rental levels. Three shared performance spaces will open in the strengthened Town Hall. These are discussed under Shared Performance Spaces.
22. The Civic Music Hub will accommodate the specialised spaces required by each partner, as well as spaces common to the shared purposes of studying, creating, sharing and performing music. A recording space will be built in the basement of the Town Hall, classrooms and break-out spaces will be created, and MOB will also house administration functions for the resident partners, as well as teaching, practice, performance, research and storage spaces for the NZSM.
23. The Civic Music Hub proposal adds to the stand-alone earthquake strengthening scenario for the Town Hall (discussed in Appendix 1) through the following:
 - The building of a recording space in the basement paid for by, and designed to meet the needs of, the NZSO to allow for film scoring and other recording work (refer to the Scoring Stage discussion);
 - A small box office space in the Town Hall circulation area, available as required;
 - Level two will incorporate a new practice and performance space in the north-west corner above the Mayor's office;
 - Extensive fit-out throughout the Town Hall with tenant spaces paid for by the NZSM and the NZSO, including improved floor loadings for a performance space, improved acoustic quality, and internal spaces to meet the needs of the NZSM and NZSO as tenants; and
 - The debating chamber space will be extended to provide extra seating for NZSM performances and practice sessions and the gallery will be refurbished, in order to allow for larger audiences, better viewing angles, and improved acoustics.



MFC laneway from Wakefield Street; West Hall from Civic Square

24. The full Civic Music Hub campus (scenario three) will provide further improvements such as:
- A jazz café space on the ground floor of the Municipal Office Building on the Civic Square side, accessible via the MOB ground floor foyer and off Civic Square;
 - A connection between the West Hall and the ground floor of MOB including a possible foyer for the Civic Music Hub in MOB. The foyer could potentially be used to improve public circulation space for events in the Town Hall auditorium;
 - A new stair to better connect the basement, ground floor, and first floor for events in the music hub, including the Town Hall auditorium; and
 - Improved connections between the MOB and the Town Hall at Levels 1 and 2 to better serve the music hub spaces and circulation.
25. With the seismic design proposed and the reinstatement of the Mayoral office, the current design does not fully meet the spatial brief for the NZSM. As a result, they will require additional space availability outside the Town Hall and Municipal Office Building footprint. Options to address this space requirement are continuing to be investigated as part of the negotiations. These include additional rehearsal and performance availability in other city venues at an agreed rate (such as the Michael Fowler Centre auditorium) and building additional spaces under the eaves of the Michael Fowler Centre.

Shared Performance Spaces

26. The shared Town Hall performance spaces will be:

Shared Performance Space	Usage	Specifications	Proposed Partner Allocation	Notes
Town Hall Auditorium	Will remain one of the city's primary venues for concerts and musical performances, including classical and popular touring acts	1,025sqm 12m average room height Occupancy of up to 1,400 seated; 1,900 with general admission	WCC 67% (245 days) NZSO 33% (120 days)	NZSO current usage is around 30 performance days and 90 non-performance days in MFC
Ilott Room	Will become the primary performance space for NZSM – used for teaching and public performances by students and faculty members Performances likely to include classical, jazz, and sonic music	233sqm 4m average room height Flat floor (previously raked floor) Occupancy of up to 250, but more suitable for 150-200	WCC 20% Victoria 80%	During term time, WCC allocation is likely to be one weekend day and one evening per week
Debating Chamber	Intimate but grand venue Performances likely to include jazz, public lectures	150sqm 8m average room height Occupancy of up to 220 (including the expanded gallery)	WCC 20% Victoria 80%	Will be available for the monthly Council meetings and citizenship ceremonies During term time, WCC allocation is likely to be one weekend day.

Where access is designated 'WCC', this represents combined access for Wellington City Council functions or usage, Council-organised performances, and external hirer access

27. From a city venues perspective, the Michael Fowler Centre will continue to be managed by Venues Wellington (WREDA) as it currently is. If Venues Wellington is appointed as the venue manager of the music hub, it will manage the above shared Town Hall performance spaces under the agreed Civic Music Hub framework and protocols. The Wellington City Council allocation noted above will be available for a range of uses; however, WREDA's perspective is that external hirers will primarily have interest in the Town Hall Auditorium space.

Impact on Other Council-Owned Venues

28. To the extent that existing NZSO performances and rehearsal days shift from the Michael Fowler Centre to the Town Hall, the rental stream will be partially offset by the loss of existing venue hire revenue. At a high level, this has been adjusted for in the Financial Case. Over time, there are likely to be additional revenue opportunities from the potential role for the Michael Fowler Centre within a larger and more vibrant city music campus. This is particularly

the case if a range of musical genres are included in the music hub vision, for example jazz, world, folk and popular, in addition to classical orchestral.

29. To ensure the wider view of the city's venue offering is represented, WREDA has been an active participant in the planning process for the proposal. The operational management and potential pricing structure is being planned to ensure that the Civic Music Hub objectives are met, but not by undermining existing events at existing city venues.

Curated Programme

30. A key component of an investment in arts facilities is the planned programming. The Civic Music Hub will have two streams of programming and events: the existing events currently scheduled by the resident partners and a specific curated programme (which may be dependent on funding). The NZSM already runs approximately 250 existing performances a year which are open to the public, the majority of which are not charged. Combined with some of the existing performances of the NZSO, Orchestra Wellington and the New Zealand String Quartet, this will create the foundation of the music hub programme, plus other arts performances, visiting artists, and relevant public talks.
31. The curated programme may also provide a key focal point for the wider creative arts community, drawing in practitioners and performers from a diverse range of disciplines and enabling the development of more comprehensive collaborative programmes.

Scoring Stage / Recording Suite

"Park Road Post is very supportive of the inclusion of a scoring stage in the Music Hub proposal. We anticipate that it will add a significant element to Wellington's international competitiveness in post-production film services – it will let us really offer a 'one-stop shop' service as a city."

Cameron Harland, General Manager, Park Road Post Production

"It has been a real thrill working with the extraordinary talents of the NZSO in Wellington's world class auditorium, the Town Hall. This recording space is a rare gem and its acclaimed sound qualities must be preserved for future generations to enjoy."

Sir Peter Jackson, December 2015

32. An element of the Civic Music Hub proposal worth particular mention is the scoring stage / recording suite. As NZSO noted in its Long Term Plan submission, "a key capability of the enhanced Wellington Town Hall would be the installation of a permanent and fully equipped control room for film scoring". This will be a dedicated recording space, which requires high-quality sound isolation and a good connection to a performing stage (or scoring stage). Currently New Zealand does not have a professional recording venue of this size and set-up and prior work on this topic has indicated that the lack of a scoring stage prevents New Zealand successfully packaging 'one-stop' post-production packages.

33. The facility will allow the NZSO to build on recent success in this area, including its Grammy nomination for Best Orchestral Performance for *Symphony 'Humen 1839* and the recording of the soundtracks for *The Hobbit: The Desolation of Smaug* and *The Hobbit: The Battle of the Five Armies*. It will also further consolidate the existing partnerships that both NZSO and NZSM have with Park Road Post Production.
34. The combination of a world-class orchestra, the expertise of Park Road Post, a dedicated recording facility, and access to a performance space with world-class acoustics is anticipated to provide a highly attractive 'one stop shop' opportunity for Wellington as a film scoring destination. Anecdotally, there are already scoring inquiries that can't currently be delivered in the city. This facility will also offer opportunity in the area of soundtracks for the online gaming industry and is likely to become a hireable space within Wellington.

Stakeholder and Community Engagement

35. There has already been significant sector and public feedback received on the indicative Civic Music Hub proposal through the 2015 Long Term Plan process (and indirectly through the 2016 venues review work). Results of the original 2004 School of Music consultation are also included in Appendix C.
36. This feedback has been considered in the development of the proposal and is reflected in aspects such as the WCC allocations for the shared performance spaces in the Town Hall.
37. For example, sector representative comments in the mid-sized performing venues review³ relevant to the Civic Music Hub proposal include:
 - The Town Hall must be renovated and kept as a large auditorium. Its acoustics are excellent and the open ground floor flexible for many styles of performing arts.
 - Support the redevelopment of the Wellington's Town Hall's performance spaces through the Civic Music Hub project, which has the potential to open up a number of new public performance spaces.
 - What worries me about the School of Music and the orchestra going in there is that there will be heaps of days that it will be used by them and won't be available for other hirers... that's everybody's concern."
 - Others noted that as the Michael Fowler Centre is better for full orchestras but not as useful for other groups, they wondered why the NZSO doesn't stay there, keeping the Town Hall available for others.
38. The Long Term Plan consultation in 2015 included the question: "*Should Council strengthen its Civic Square buildings, and offset cost where possible?*" Submissions that addressed this question (217 submissions) were 57% supportive, 30% neutral and 12% opposed. There was

³ *Mid-sized Performing Venues Review*, Research First, Nov 2016, p.43

not a specific question on the Town Hall earthquake strengthening or the Civic Music Hub proposal.

39. An additional 59 submissions commented on aspects of the Civic Precinct proposals. Of these, support for the Civic Music Hub itself was twice as high (10%) as opposition (5%). Those opposed to the proposal were generally concerned about the hub monopolising the use of the Town Hall and/or other parts of the Civic Precinct.
40. Of the additional comments received relating to the Town Hall earthquake strengthening itself, 7% wanted to prioritise the work and 5% wished to demolish or replace the Town Hall. Those supportive were likely to cite the heritage value and the use of the Town Hall for performance purposes. Those opposed were most likely to cite excessive cost. More detailed Long Term Plan comments in relation to the Civic Square proposals are in Appendix B.

High Level Timeline

41. The current high level timeline for this proposal is set out below:

Council decision Town Hall and Civic Music Hub	June 2017
Partnership Accord finalised	July 2017
Collaboration and Development Agreement finalised	July 2017
All partners have approval to proceed	June 2017
Developed design Town Hall	By Oct 2017
Council decision on disposal of MOB	Late 2017
Detailed design Town Hall	March 2018
Main contractor procurement process for Town Hall	Sep 2017 – August 2018
Construction work on Town Hall	August 2018 – June 2021
Town Hall reopens as part of Civic Music Hub	Q3 2021
Full Civic Music Hub campus opens	Late 2021

Strategic Case: The Case for Change

"The true impact of performing arts experiences is what happens to individual audience members when the lights go down and the artist takes the stage – and the cumulative benefits to individuals, families and communities of having those experiences available night after night, year after year."

Assessing the Intrinsic Impacts of a Live Performance, WolfBrown, 2007

Why a Music Hub?

42. The Civic Music Hub proposal is aimed at optimising one of Wellington's perceived strengths to best advantage for the city, rather than fixing a problem. It is also aimed at maximising the utilisation of a key city venue (the Wellington Town Hall) regarded as having world-class acoustic quality and which requires a significant investment in earthquake strengthening.
43. The Civic Music Hub initiative has a number of strategic elements. It will:
- strengthen the city's arts and music education sectors and reinforce its reputation as New Zealand's 'Creative Capital', through forming the nucleus of a national centre for music;
 - provide the Wellington public with opportunities to experience and be inspired by music and musicians in a central city setting and reinforce the city's reputation as a vibrant, arts-rich place to live;
 - enhance the city's international positioning as a film scoring destination;
 - strengthen the connection of the NZSO to Wellington as its home and create opportunities for increased sector collaboration and resource-sharing amongst a range of organisations; and
 - maximise the utilisation and income producing capacity of the earthquake strengthened Town Hall and contribute to an energised and active Civic Square Precinct.
44. A key theme to emerge from consultation undertaken for a 2013 Creative New Zealand report was that "many parts of the music sector operate in isolation from each other – composers, performers (across genres and musical traditions), music educators, music publishers, presenters, young people and community-based music groups.⁴ The Civic Music Hub proposal is designed to better connect tertiary music and orchestral music connections with each other and with broader performing arts connections across the city, helping reinforce Wellington's 'Creative Capital' reputation.
45. While this business case places strong emphasis on orchestral music as a major synergistic link between the NZSO and the NZSM, it should also be noted that collaborative opportunities may be strengthened across NZSM's broad range of educational offerings, including:

⁴ Creative New Zealand 2013: Music Review Report p.5

- Composition, with strengths in orchestral composition and film music;
 - Sonic arts and music technology, including audio engineering, film sound, and coding;
 - Music studies, including historical musicology, popular music studies, jazz studies, and ethnomusicology, with an emphasis on the Asia-Pacific region;
 - Classical performance, with outstanding orchestral, chamber music, and opera programmes;
 - Jazz performance, with a renowned big band programme; and
 - Music therapy, the only such programme in New Zealand.
46. In addition, the NZSO's international touring programme showcases New Zealand music, and Wellington as the 'Creative Capital', overseas. The music hub proposal will strengthen the potential for international branding opportunities for the city.

Why Now?

47. The Civic Music Hub proposal primarily reflects an opportunity to re-think the opportunities available to the city through the use of its Town Hall, prompted by the earthquake strengthening work and the Civic Precinct project. It has also created an opportunity for the city to re-think its relationship with the music sector to directly contribute to Wellington's 'Creative Capital' reputation and to maximise the utilisation of a key city building.

Strategic Context

48. Under Wellington Towards 2040: Smart Capital, the Civic Music Hub proposal falls under the strategic goals of 'connected city', with its emphasis on the partnership between the Council, NZSM and NZSO and encouraging greater sector collaboration, and 'dynamic central city', with its focus on a variety of experiences, programs and opportunities for tertiary music students, the city's music sector, and the Wellington public.
49. Wellington has built a reputation as New Zealand's 'Creative Capital', with a strong arts and culture sector. Broadly the Council's aim is to ensure that the value of this 'Creative Capital' status is retained and enhanced. The Arts and Culture Strategy sets out this vision for our city: Wellington is the place for all people to experiment with, learn about and experience New Zealand's arts and culture, especially contemporary work. This is also in alignment with WREDA's goal to position the Wellington region as an acclaimed global hub of creativity, culture, and technology. The city's "Creative Capital" status is regarded as an important competitive advantage for Wellington and is embraced by the business, tourism, and education sectors and the wider community.

Wellington as New Zealand's 'Creative Capital'

50. Residents think highly of Wellington's arts and culture sector. The 2016 Colmar Brunton Quality of Life survey found that while 66% of respondents across New Zealand consider their local area to have a diverse and culturally rich arts scene, Wellington was clearly the highest scoring area in the country with 86% of respondents agreeing with this question. The next highest region was Dunedin with 76% of respondents agreeing. In Auckland, 66% of respondents agreed.
51. Wellingtonians see this as important. A December 2016 survey commissioned by the Council found that 89% of respondents agreed that it was important to have a vibrant and diverse performing arts scene in the city.
52. Similarly, Council survey results⁵ find that a majority of Wellingtonians, and of New Zealanders, continue to see Wellington as the arts capital of New Zealand. This was also reinforced recently by Infometrics. Using its Boho measure of creativity (the proportion of a city's workforce that is involved in creative and artistic occupations and industries), Wellington is clearly New Zealand's most creative city. 6.4% of Wellington's population are employed in the creative sector; next was Queenstown with 4.9% and Auckland with 4.8%. Infometrics notes that "Wellington's creative environment is likely to improve the city's ability to attract top talent from around the world."⁶
53. Similarly, spending data implies that international visitors to New Zealand are more likely to come to Wellington than other New Zealand cities for culture.⁷
54. Retaining this competitive advantage for Wellington, and its 'Creative Capital' reputation, is likely to require clever thinking by the city and potential new strategic investments in the sector. New investments in and of themselves, however, will not overcome the size and funding differential created by Auckland's population advantage. Instead, the city needs to focus on how Wellington can best maximise its advantage in creative areas it is already disproportionately strong in and how it can enhance its reputation as an energetic arts scene on the 'cutting edge'. Wellington needs to compete on excellence and comparative advantage, rather than on size. This approach is reflected in this proposal.

Music in Wellington

55. While some sub-sectors of the arts economy are considered to be dominated by Auckland, Wellington has a well-regarded position in the music sector within New Zealand. Key to this is the presence of the NZSO, NZ String Quartet, Chamber Music New Zealand, and groups such as Orchestra Wellington and Royal New Zealand Ballet in the city.

⁵ Wellington City Council resident monitoring survey and Wellington City Council national survey

⁶ <http://www.infometrics.co.nz/new-zealands-creative-city/> (accessed 16 May 2017)

⁷ *Exploring the Economic Case for Revitalising Wellington's Civic Precinct*, BERL, Feb 2016, p.9

56. Wellington also has a well-regarded tertiary music education sector, with the New Zealand School of Music ranked first among music schools in New Zealand in the 2012 Performance Based Research Fund Evaluation. The NZSM is well connected, with existing partnerships with NZ Festival and the Wellington Jazz Festival and a number of international links, particularly with institutions in China. As context, it is worth remembering that music schools need critical mass to retain a competitive standing in terms of student attraction and the quality of students, faculty members, and practice orchestras and ensembles.

Benefits of a Stronger Music Sector

57. As noted in the *New Zealand Professional Orchestra Sector Review* report⁸, orchestras “are an essential part of a wider arts offering, supporting other art forms such as dance and music theatre.” “This brings wider benefits such as retaining or attracting residents, and attracting domestic and international visitors.”
58. This proposal is likely to enhance NZSO’s ability to attract top overseas performers and musical directors and retain New Zealand’s leading musicians. As the NZSO’s position is enhanced, “in turn this has spill-over benefits that flow beyond concert audiences including, for example, opportunities for these people to contribute to music education in schools and tertiary institutions and the community generally.”⁹ There are benefits from having musicians resident in a city who are available to contribute through the school system, university tutoring, playing, and leading community music etc. as well as benefits in that the musicians are in that city because there is an orchestra to play in...¹⁰
59. The 2011 report *Economy of the Arts in Wellington* considered the question of Wellington’s arts and culture eco-system; respondents described Wellington’s arts and cultural sector “as an integrated and unique package where all elements are important to the sustainability of other elements.”¹¹ While respondents were reluctant to single out particular organisations as being of particular importance, organisations that were mentioned frequently in focus groups included Creative New Zealand, the NZSO and Orchestra Wellington, among others.¹²
60. NZSO having its home in Wellington assures the city of a critical mass of music-related people in the city and benefits the city’s music scene, particularly contemporary art music. A critical mass of music-related, music-loving people living in Wellington, partially because of the NZSO base, provides audience members, collaborators, volunteers for shows, musicians for other gigs, one-off performers for events such as CubaDupa and Fringe Festival, and performers for groups such as Wellington Chamber Music Society, Hutt Chamber Society, and the Upper

⁸ Ministry for Culture & Heritage “*New Zealand Professional Orchestra Sector Review*”, February 2013, pp.4, 24

⁹ *Review of the Orchestra Sector: Funding Framework*, Martin Jenkins, Dec 2012, p.11

¹⁰ *ibid* p.12

¹¹ *Economy of the Arts in Wellington*, Martin Jenkins, Jan 2011, p.73

¹² *ibid.*, p.73

Hutt Chamber Music Series. It also attracts and encourages touring artists to visit Wellington or to stay longer when they come.

61. The Analysis of Submissions for the 2012 Orchestral Review¹³ explicitly discussed the inter-connection between orchestras and the tertiary music sector, noting that the 253 submissions on this topic “generally see great potential in this collaboration.” “A strong relationship between orchestras and tertiary institutions is seen to have benefits for the orchestra, for the music department, for players and for the staff of the university.”

Anticipated Benefits of the Civic Music Hub

62. There are many anticipated benefits associated with the development of the Civic Music Hub in Wellington; some are measurable and some are more qualitative in nature:
- Reinforcing the profile of Wellington as New Zealand’s ‘Creative Capital’;
 - Attracting talent to Wellington, both musical talent and people who wish to live in a vibrant, arts-rich city;
 - Potentially contributing to economic growth for Wellington, as discussed in the Arts Economy Case;
 - Strengthening the existing relationships between the city, Victoria, the NZSO and other educational and arts organisations in Wellington. While there is already a degree of collaboration, opportunities are more likely to be explored or deepened under the music hub partnership;
 - Improving proximity and performance and resource-sharing opportunities amongst NZSM students and faculty, Orchestra Wellington, the NZSO, and other performing arts organisations within the city;
 - Reducing incentives for Wellington-based performing arts organisations to relocate to Auckland or Christchurch;
 - Maximising the benefit of investments made for the city’s music sector as a whole (as both orchestras and music schools are large, expensive operations);
 - Creating a unique proposition as no other School of Music in Australasia is currently co-located with a full-time professional symphony orchestra;
 - Reinforcing and benefiting NZSM in its aim to be the top-rated music school in New Zealand, as measured by research rating, student choice and student numbers;
 - Attracting additional music students to Wellington, including international students);
 - Enhancing the international competitive positioning of Wellington in the global film scoring market (see earlier Scoring Stage discussion);

¹³ *New Zealand Professional Orchestra Sector Review: Analysis of Submissions*, Ministry for Culture & Heritage, Oct 2012, p.15

- Increasing Victoria's engagement with the city, including its civic visibility; and
 - Combining the Civic Music Hub proposal with the broader Civic Square Precinct project to achieve a more cohesive design, better outcomes across the campus, and improved links to the city.
63. While there are already existing relationships between the NZSO, Orchestra Wellington and the NZSM, the Civic Music Hub proposal will significantly strengthen and broaden the opportunities for collaboration, partnership and performance development. The proposal will 'hard wire' these relationships and broaden the range of collaboration opportunities, including:
- many existing NZSO players are or could be teachers at NZSM;
 - NZSM students are more likely to be pulled in as substitute players for the NZSO as needed;
 - the NZSO relationship is likely to appeal to potential international students;
 - it will be easier to arrange programmes to share the time and costs of visiting international artists to maximise the benefit to the city;
 - the potential for collaborative programmes such as those in Adelaide where the Elder Conservatorium and the ASO collaborate together on performances, a *Professional Pathways* program for advanced music students, and the *Big Rehearsal Masters* mentoring program for advanced secondary and tertiary music students; and
 - greater public visibility of the significant number of NZSM performances, many free of charge, will benefit Wellingtonians and may even increase potential audience interest in, and engagement with, music more generally (potentially to the benefit of organisations such as NZSO, Chamber Music NZ and the Jazz Festival).
64. A centrally located Civic Music Hub will increase Victoria's engagement with the Council and the city, its civic visibility and students' options for study venues. It will better facilitate links with Te Auaha (Whitireia's Institute for Applied Creativity) on Cuba Street and with Massey University's commercial music spaces, providing opportunities for NZSM to lead music education and cultural opportunities in a growing CBD cultural heart. The Civic Music Hub would be within walking distance of the Victoria Business School and Law School and close to its Te Aro campus, which houses the ICT Graduate School alongside the Faculty of Architecture and Design. It will also be closer to the Miramar Creative Centre facility and will allow for closer collaboration with the city's tech sector on music software and hardware technology.
65. The Civic Music Hub is expected to provide the NZSM with a higher profile and publically accessible creative 'front door' in the city and a clear strategic fit with Victoria's distinctiveness theme of 'cultivating Creative Capital' and its 'global-civic university' goal.

66. Potential tourism spill-over benefits include:
- audiences who come from outside the Wellington region to attend performances for whom the visit to the music hub is the primary or an important reason to decide to come to Wellington;
 - orchestral players or ensembles and their supporting teams who visit Wellington in order to come to the music hub; and
 - visiting friends and relatives linked to the Civic Music Hub facilities for whom the presence of the music hub is a primary or important contributor in deciding to come to Wellington.
67. The Civic Music Hub also appears to be a good fit with Wellington's demographics and goals around talent attraction more broadly. The city's marketing collateral and positioning in this area includes significant reference to our reputation as the 'Creative Capital' and the vibrant arts and culture scene in Wellington. In addition, there is evidence that the typical audience profile for orchestral music¹⁴, and indeed arts participation more broadly, includes people with a tertiary education and above average income.

Fit Within the Central City

68. A key driver for the timing of this proposal is the Civic Precinct project - a collection of initiatives to revitalise Civic Square - of which the earthquake strengthening of the Town Hall and the development of a national Civic Music Hub are two primary components. This proposal includes a number of objectives and design elements that align with the broader Civic Square Precinct project, and the suggested framework for Civic Square as 'Wellington's cultural and civic heart', including:
- Greater activation of the Town Hall ground floor space;
 - Improved links between the city, the buildings and the Square; and
 - Encouraging greater programming, activation, and public and student interaction in Civic Square.

Case Studies Elsewhere

"This is a decisive moment for music in this country. There is a once-in-a-lifetime chance to shape a new creative offer to audiences, visitors and performers. All the elements are present to create and deliver a vision for the future: we need to seize the opportunity now."

Towards a World-Class Centre for Music: Outline Business Case and Feasibility Study (London)

69. Appendix A includes a discussion of a selection of relevant New Zealand and international case studies, including the current proposal for a Centre of Music in London.

¹⁴ Review of the Orchestra Sector: Funding Framework, Martin Jenkins, Dec 2012, p.9

Arts Economy Case

“the economic value of the arts is in the commercial and cultural value of the performance, not the costs of cleaning the theatre. The economic perspective does not differ from the common sense perspective... Activities that are good in themselves are good for the economy...”

John Kay, A good economist knows the true value of the arts, 2010, FT.com (retrieved 17 Feb 2017)

Wellington’s Arts Economy

70. The February 2016 report from BERL “Exploring the Economic Case for Revitalising Wellington’s Civic Precinct” notes that Arts & Culture¹⁵ employment in Wellington accounts for approximately 1,800 FTEs in the city, \$187m in GDP, and 40% of Tourism employment in the city.¹⁶ Of those employed as ‘arts and media professionals’ in New Zealand, a disproportionate share live in Wellington and Auckland. Wellingtonians make up 18% of those employed in arts-related occupations, compared to 12% across all occupations. Auckland has approximately 44% of arts-related employment using this definition, compared to 33% of total employment.¹⁷
71. The 2011 report “*Economy of the Arts in Wellington*”¹⁸ noted that Wellington city has the second highest share of arts and culture sector employees in New Zealand, after Auckland and that, relative to other parts of New Zealand, it also has a higher than average share of employees in the Performing Arts sub-sector. The direct value added to the Wellington city economy by the arts and culture sector was estimated at between \$284 million and \$292 million in 2009; including up-stream and down-stream effects, the total estimated value added to Wellington’s economy was between \$495 million and \$583 million.¹⁹
72. A 2010 Arts Wellington report²⁰ “*Arts Wellington Economic Impact Survey 2010*” included more detailed information on the forty arts and cultural organisations represented in the study. It found they contributed approximately 2,041 jobs (or 1,114 jobs on a FTE basis), \$58 million in direct household income, and \$141.5 million in total expenditure within the Wellington region over a 12-month period. They generated 5,272 performances or events in the 12 months reflected in the report, suggesting a total audience in the order of 2.7 million people. The report notes that “overall, it’s as simple as this: an investment in the arts sector reaps the additional benefit of jobs, tourism and economic growth, as well as quality of life.”

¹⁵ Where Arts & Culture is made up of Heritage activities and Creative and performing arts activities under ANZSIC codes.

¹⁶ *Exploring the Economic Case for Revitalising Wellington’s Civic Precinct*, BERL, Feb 2016, pp.3, 20

¹⁷ *Mid-sized Performing Venues Review*, Research First, Nov 2016, p.9 (using Statistics NZ ANZSCO sub-major group)

¹⁸ *Economy of the Arts in Wellington*, Martin Jenkins, Jan 2011, pp.5-6

¹⁹ *ibid.*, p.6

²⁰ *Economic Impact Survey 2010: Understanding the Economic Impact of Arts and Cultural Organisations in the Wellington Region*, Angus & Associates, commissioned by Arts Wellington, Dec 2010, p.4

73. Arts organisations attract significant Central Government funding to the city. The Arts Wellington report found that in 2010 Local Government provided 9.4% of the aggregate total income for these forty organisations and Central Government 38.4% (of which almost 80% went to the four directly Crown funded entities – NZSO, Royal New Zealand Ballet, Te Papa, and New Zealand Film Archive).²¹ Despite the current Government focus on Auckland and Christchurch, Wellington is still attracting a disproportionate share of Crown funding to its arts and culture sector.
74. The organisations involved in the Arts Wellington survey were also exporters of performances, with 24% of performance activity taking part in other regions of New Zealand and 2% overseas.²²
75. The August 2016 Nielsen Open for Business survey of Wellington businesses found that 8% of respondents felt that the city’s arts and culture made Wellington a good place to do business. This was consistent with the 2014 survey.

Changes in the Past Five Years

76. The BERL report²³ notes that Arts & Culture employment in Wellington has been growing faster than total employment in the city (over the ten years to 2015). Over the past ten years, the rate of growth in Arts & Culture employment in Wellington has also been faster than the equivalent growth in Auckland or New Zealand as a whole.

Full-time Equivalent Employment (FTEs) in Arts and Culture					
	2005	2010	2015	% change p.a. 2005 to 2015	% change p.a. 2010 to 2015
Wellington					
Heritage	663	1186	1307	7.0%	2.0%
Creative / performing arts	299	427	495	5.2%	3.0%
Total Arts and Culture	962	1613	1802	6.5%	2.2%
Auckland					
Heritage	708	1071	892	2.3%	-3.6%
Creative / performing arts	475	518	717	4.2%	6.7%
Total Arts and Culture	1183	1589	1609	3.1%	0.3%
NZ					
Heritage	4154	6223	5566	3.0%	-2.2%
Creative / performing arts	1559	1874	2347	4.2%	4.6%
Total Arts and Culture	5713	8097	7913	3.3%	-0.5%

Source: BERL report *Exploring the Economic Case for Revitalising Wellington's Civic Precinct* February 2016 and WCC analysis

77. However, there is a different picture if just the ‘Creative and performing arts’ sub-sector data is included, rather than the broader Arts and Culture sector data. Wellington’s employment growth within just the ‘Creative and performing arts’ category is higher than for Auckland or

²¹ *ibid* pp.9-10

²² *ibid*, p.13

²³ *Exploring the Economic Case for Revitalising Wellington's Civic Precinct*, BERL, Feb 2016, p.3

New Zealand over the past ten years. However, in the past five years, that trend has flipped, with Wellington's growth rate in 'Creative and performing arts' employment lagging Auckland's and New Zealand's as a whole.

78. This is broadly consistent with the 'arts and media professionals' employment trends reflected in the venues review work. Arts-related employment in 2013 in Auckland increased relative to the 2006 census (44% of total arts-related employment in 2013 compared to 41% in 2006). Over the same period, Wellington's remained constant at 18% of arts-related employment.²⁴

Music within the Arts Economy

79. While there is not a specific economic impact report in relation to the NZSO's presence in Wellington, the 2012 Martin Jenkins report outlines the high-level rationale for Central Government funding support of the orchestral sector in New Zealand²⁵:
- Performances are a mechanism through which culture and national identity is fostered and promoted. Orchestras are generally viewed as being an important part of cultural life;
 - Performances attract visitors to cities and this provides flow-on economic benefits for those communities; and
 - It is possible that having one or more high quality orchestras may be a factor in attracting migrants including professionals and high income earners and academics for tertiary institution music schools.
80. There is also the direct economic impact of the specific music-related and connected organisations based in Wellington. NZSO has a staff establishment of 118 FTEs, receives Crown funding of over \$13 million a year, generates direct expenditure of around \$18 million a year, and tours nationally and internationally. In addition, each year over 100 international soloists, conductors, and musicians travel to New Zealand to work with the NZSO. Royal New Zealand Ballet has 38 full-time professional dancers, 36 crew staff members, receives Crown funding of over \$4 million a year, generates direct expenditure of around \$12 million a year, tours nationally and internationally, and has a range of international artistic and commercial partnerships. Orchestra Wellington generates direct expenditure of just over \$1 million a year. Chamber Music New Zealand has 13 staff members and generates direct expenditure of around \$2 million a year.

Arts Investment as a Driver of Economic Development

81. International literature has repeatedly demonstrated the positive social contribution made by the arts sector and "all of the research generally shows that – however the term is defined – the arts are associated with positive economic and social outcomes."²⁶

²⁴ Mid-sized Performing Venues Review, Research First, Nov 2016, p.9

²⁵ *Review of the Orchestra Sector: Funding Framework*, Martin Jenkins, Dec 2012, pp.8-9

82. This is echoed in the BERL report; international evidence suggests that it is well recognised that arts and culture plays a role in supporting economic development. Some of the recurring themes, as summarized in the LGA UK report²⁷, are that:
- Interventions should be part of a holistic approach to creative industries (rather than considered in isolation), for example combining investment in physical infrastructure with investment in networks or associated events;
 - Working in partnership is vital, including with economic development agencies and the creative sector; and
 - Cities should play to their local strengths to ensure they achieve their desired outcome.
83. The European Institute for Comparative Urban Research (EURICUR) did a 2005 compendium report on the impacts of culture on the economic development of cities; this was discussed within the BERL report. One of the findings was that it is important to balance between investing in flagship facilities and investing in activities, particularly if redevelopments replace affordable performance spaces with higher priced facilities.
84. The EURICUR report identified three 'impact areas' of culture on the local economic environment:
- Direct economic impacts from employment and value generation in the cultural industries and indirect expenditure effect;
 - Induced effects of cultural activities on the quality of a place, including tourist attractiveness and location amenities and decisions for companies; and
 - 'Creative inputs' in the local network of artists, residents, businesses and employees i.e. the cultivation of a lively and stimulating cultural environment for a city.

Does the Music Hub Proposal Fit?

85. The Civic Music Hub proposal appears well aligned with the above themes in relation to arts sector investment. First, as discussed earlier, the music sector is an area of existing competitive advantage for Wellington as the city is already the home of the NZSO, Chamber Music NZ, the Jazz Festival, and Orchestra Wellington and has a strong choral presence. Similarly, from the perspective of Wellington's relative position in tertiary music education, the NZSM is one of the two leading music schools in New Zealand.
86. Secondly, the Civic Music Hub proposal has been developed jointly with NZSO, NZSM, and WREDA, and it is planned to actively engage with the arts sector as part of the proposal. There is likely to also be the opportunity to work in partnership with Massey's commercial

²⁶ *Working Paper: An economic profile of the arts in New Zealand*, Infometrics (commissioned by Creative NZ and Ministry for Culture & Heritage), March 2015, p.8

²⁷ *Investing in creative industries: a guide for local authorities*, Local Government Association UK, June 2009, pp.42-43

music and Te Auaha's sound engineering, jazz and band recording offerings. While driven by NZSO and NZSM, it is designed as a partnership proposal across the city's music scene, to strengthen connections and reinforce the advantage of these entities working collaboratively.

87. Finally, the primary recommendation that is echoed throughout the literature on the relationship between arts investment and economic development is the need to invest holistically; this typically means concurrent investments in infrastructure and in programming and activation. The Civic Music Hub proposal incorporates this – planning a curated programme of music events, activation, and public performances (as funding allows) as one of the means to ensure high levels of collaboration between the partners, high levels of community access to performances, and a spill-over activation effect into Civic Square.

What Impact Might the Music Hub Have?

“as well as the direct economic benefits that flow from arts and culture business and employment, the sector adds to the city's unique fabric, making Wellington a lively, exciting and interesting place to live, work, and visit.”

Economy of the Arts in Wellington, Martin Jenkins, p.6

88. The BERL report notes that the Arts and Culture sector plays an important role in the Wellington economy. It notes that nurturing this sector with proposals such as a revitalised Civic Precinct could promote tourism and could build on the sector's important role in making the city attractive to work and live in, as well as to visit.
89. BERL observes that while “the School of Music already has an economic impact in its current location ... it would have an enhanced impact in the [Civic] Precinct because it would generate vibrancy in a way that would be difficult to achieve in Kelburn.”²⁸
90. Without improved facilities, NZSM will continue to struggle to differentiate itself from other schools of music. The Civic Music Hub's central city location is anticipated to be a major drawcard for students, will increase opportunities for the public to attend performances and interact with the NZSM, and will increase collaborative opportunities with existing NZSM partners such as embassies (for example, Thai and Indonesian), NZ Festival, Footnote, Chamber Music NZ, WREDA, the Wellington Youth Orchestra and the film sector. NZSM anticipates that moving to a central city location will also enhance the opportunity for new collaborations, including the potential to build upon existing international links, particularly with the Confucius Institute and institutions in China, and to maximise the benefit of international ensembles or artists travelling to Wellington.
91. The university estimates that the proposal could potentially add as many as 150 to 250 music students over the next ten years, a potential increase of between 40% and 70% on the

²⁸ BERL report, p.19

existing student base. An NZIER report commissioned by the University in 2016 on the economic contribution of Victoria University to the Wellington region indicated that, in addition to student fees, direct spending in the region is in the order of \$15,000 - \$20,000 per additional student per year (before multipliers).

92. As discussed in the Proposal, the scoring stage facility may specifically create economic benefits. Earlier work suggests that these benefits would be:
- Recording contracts that would not otherwise have occurred in New Zealand (funded from overseas or New Zealand sources);
 - Overseas post-production contracts for the New Zealand film industry, to the extent that a scoring stage contributes to a full post-production package; and
 - Potentially release of capacity to other sectors at venues currently used for relevant rehearsal or recording work.
93. As a comparison, it is worth noting the potential benefits identified in the London Centre for Music feasibility study²⁹, which include:
- Improvements in London's international competitiveness and inward investment prospects;
 - Ensuring London retains its status as a world-class music destination through providing world-class acoustics and facilities to rival other major cities;
 - Ensuring London can continue to attract and produce world-class musicians;
 - Increases in the number of individuals benefiting from improved wellbeing, skills, productivity and health as a result of music engagement and participation;
 - Increases in the diversity of individuals engaged with classical and contemporary music;
 - Increases in the number of individuals benefiting from the transferable skills music engagement helps to enhance (team work, self-discipline etc.);
 - The ability to inspire musicians of the future to make the leap from observation to participation in music;
 - Tourism spill-over effects;
 - Ability to continue to attract a highly skilled creative class to London; and
 - Reinforcing and enhancing London's cultural identity.

²⁹ Towards a World-Class Centre for Music: Outline Business Case and Feasibility Study, London, 2015, p.62

Financial / Commercial Case

Long Term Plan

94. As discussed in the Town Hall Project report, the Council's Long Term Plan 2015-2025 included a \$57.5 million strengthening budget and \$3.4 million in capex renewals over the ten years. It also included a rental stream for the Music Hub, starting in 2018/19.

Key Indicative Commercial Terms

95. The key indicative commercial terms under the proposal are:

TERM	NZSO	NZSM
Rental	Combined lease revenue of approximately \$1 million per annum	
Spaces	Auditorium and Basement	Ilott, Debating and Classroom
Term	25 years	25 years
Reviews	Pre-set increases	Pre-set increases
Renewals	1 of 10 years	1 of 10 years

96. Note that these terms are still subject to final negotiation as part of the development agreement.

Financial Assumptions

97. The Music Hub proposal outlined in this business case includes the following major assumptions:
- Lease revenue from NZSM and NZSO in relation to the Town Hall building in line with the above table;
 - Third party venue hire revenue accruing to the Council is excluded, as it is largely offset by venue operating costs;
 - No disposal of MOB is included in these figures as this will be considered as part of any separate Council decision on a disposal or long-term lease of MOB;
 - Running costs of the building are largely in line with those of the stand-alone earthquake strengthening scenario for the Town Hall.
 - Overall under either of scenarios two or three, Music Hub Uplift or Civic Music Hub, the rental stream will more than cover the operating costs of the Town Hall building, resulting in a breakeven or slightly surplus position (excluding interest and depreciation). This incorporates an allowance for the Council's proportion of joint marketing, programming curation, and venue management costs.

- Furniture, fit-out and equipment for the Town Hall to be paid by the Council is of a similar cost to that under the stand-alone earthquake strengthening scenario. Major incremental fit-out costs are to be paid for by the NZSM and the NZSO (as relevant);
 - Maximum incremental capex of \$3.75 million. This includes the cost to meet any additional space requirements for NZSM (for example, if spaces need to be built under the eaves of Michael Fowler Centre), a pencilled-in amount for the Wakefield Street foyer under the full Civic Music Hub scenario (Scenario 3) and a contingency allowance for Music Hub specific works.
 - Figures are based on 2016/17 dollars and adjusted for inflation.
98. To the extent that the rental stream replaces existing venue hire revenue (particularly at Michael Fowler Centre), this is assumed to be offset by the potential for additional revenue (e.g. lease income from proposals to solve NZSM's additional space requirements). Currently the partners are anticipating that the Civic Music Hub will initially operate on a collaborative basis through the partners' existing financial processes and systems, without its own operational funding. Under the current draft proposal, the Governance Group may determine that a dedicated Civic Music Hub funding stream is necessary and the partners will agree this if needed.
99. The Council's financial modelling for the Music Hub already includes an allowance for the Council's proportion of joint marketing, programming curation and venue management costs. This is because case studies demonstrate that this is likely to be necessary, for example, Melbourne Recital Centre, Sydney City Recital Hall, and Q Theatre. The London Centre of Music feasibility study is provisionally forecasting net operating costs at £5.6 million per annum. In relation to Wellington examples, the tech hub Collider currently receives annual Council funding relating to programme resourcing, development and delivery. Toi Pōneke's funding was recently increased in order to allow it to better deliver programming, activation, and branding work as this had been identified as a gap.
100. To the extent that existing NZSO performances and rehearsal days shift from the Michael Fowler Centre to the Town Hall, the rental stream will be partially offset by the loss of existing venue hire revenue. As discussed above, this is assumed to be offset by the potential for additional lease income from solutions proposed to NZSM's additional space requirements. There is also the fact that there are likely to be additional revenue opportunities from the potential role for the Michael Fowler Centre within a larger and more vibrant city music campus.

Recommended Option

101. The financial modelling of the recommended proposal is set out in the tables below, relative to the Town Hall Stand Alone scenario (scenario one). As can be seen in the following tables, the music hub proposal makes a slightly positive impact on rates funding relative to the Town Hall Stand Alone scenario due to the rental income received. This income is partially offset by an allowance for the Council's proportion of joint marketing, programming curation, and venue management costs and the higher interest and depreciation costs from the incremental capital expenditure.

Capital Expenditure	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M								
Town Hall - Stand Alone	1.8	4.0	18.3	46.2	19.8	-	-	-	-	89.9
Town Hall - Music Hub	1.8	4.1	19.0	48.1	20.6	-	-	-	-	93.6
Increase / (Decrease) in Capex	0.0	0.2	0.8	1.9	0.8	-	-	-	-	3.7

FF&E Allowance	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M								
Town Hall - Stand Alone	-	-	-	-	3.8	-	-	-	-	3.8
Town Hall - Music Hub	-	-	-	-	3.8	-	-	-	-	3.8
Increase / (Decrease) in Capex	-	-	-	-	-	-	-	-	-	-

Operational Revenues and Expenditure

Town Hall - Stand Alone	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M								
Operating Revenue	-	-	-	-	-	-	-	-	-	-
Operating Costs	0.8	0.4	0.4	0.8	0.4	0.8	0.8	0.8	0.8	5.9
Operating Surplus / (Deficit)	(0.8)	(0.4)	(0.4)	(0.8)	(0.4)	(0.8)	(0.8)	(0.8)	(0.8)	(5.9)
Depreciation	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.1	2.1	9.6
Interest	0.3	0.5	1.1	3.0	5.2	5.8	5.8	6.1	6.0	33.7
Surplus / (Deficit)	(1.3)	(1.1)	(1.7)	(4.0)	(5.8)	(8.7)	(8.7)	(9.0)	(8.9)	(49.2)
RATES REQUIREMENT	1.3	1.1	1.7	4.0	5.8	8.7	8.7	9.0	8.9	49.2

Town Hall - Music Hub	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M								
Operating Revenue	-	-	-	-	-	1.0	1.1	1.1	1.1	4.3
Operating Costs	0.8	0.4	0.4	0.8	0.4	1.0	1.1	1.1	1.1	7.0
Operating Surplus / (Deficit)	(0.8)	(0.4)	(0.4)	(0.8)	(0.4)	-	-	-	-	(2.8)
Depreciation	0.2	0.2	0.2	0.2	0.2	2.2	2.2	2.2	2.2	9.9
Interest	0.3	0.5	1.1	3.1	5.4	6.0	6.0	6.3	6.2	35.0
Surplus / (Deficit)	(1.3)	(1.1)	(1.7)	(4.1)	(6.0)	(8.2)	(8.2)	(8.5)	(8.4)	(47.6)
RATES REQUIREMENT	1.3	1.1	1.7	4.1	6.0	8.2	8.2	8.5	8.4	47.6

Increase / (Decrease)	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	\$M	\$M								
Operating Revenue	-	-	-	-	-	1.0	1.1	1.1	1.1	4.3
Operating Costs	-	-	-	-	-	0.3	0.3	0.3	0.3	1.1
Operating Surplus / (Deficit)	-	-	-	-	-	0.8	0.8	0.8	0.8	3.2
Depreciation	-	-	-	-	-	0.1	0.1	0.1	0.1	0.3
Interest	0.0	0.0	0.0	0.1	0.2	0.2	0.2	0.2	0.2	1.3
Surplus / (Deficit)	(0.0)	(0.0)	(0.0)	(0.1)	(0.2)	0.5	0.5	0.5	0.5	1.6
RATES REQUIREMENT	0.0	0.0	0.0	0.1	0.2	(0.5)	(0.5)	(0.5)	(0.5)	(1.6)

Other Options Considered

102. A number of high-level options have been considered relative to the Music Hub proposal.

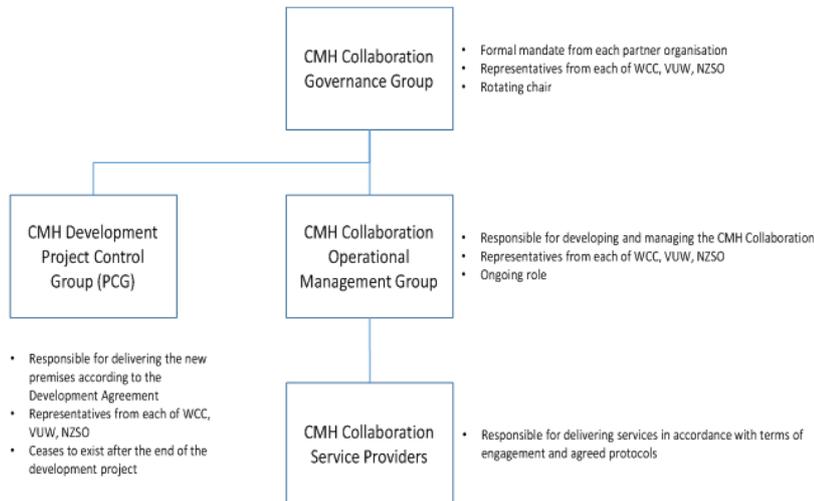
- Town Hall Stand Alone option (scenario one) which involves earthquake strengthening the Town Hall only, as presented above and discussed in Appendix 1.

- While other uses of the Town Hall have been considered in passing at a high-level, the Music Hub proposal is the proposal best designed to take advantage of the building's world-class acoustics and position next to Michael Fowler Centre.
103. As discussed in detail in Appendix C, the 2004 proposal suggested a new School of Music building in Civic Square. While the project was originally budgeted at \$30 million, by 2009 this cost had been revised to \$60 million and the proposal was discontinued in 2010, largely due to funding challenges. The cost of a new School of Music building is likely to now be significantly higher and would not leverage the earthquake strengthening investment in the Town Hall.
104. Similarly, earlier work notes that investing in a stand-alone, purpose-built, scoring stage facility has been explored in the past but was considered cost prohibitive.
105. For example, as a high-level guide to the cost of new recital halls, the London Centre of Music feasibility study includes a discussion of other recital hall developments, with a range of construction costs from £67 million to £305 million. As a current example of a new, purpose-built facility, the London Centre of Music proposal is estimated to be £278.2 million in capital costs (excluding land value).

Management Case: Planning for Successful Delivery

Civic Music Hub Project Governance

106. The proposed Civic Music Hub (CMH) governance structure is:



107. At least initially, it is not anticipated that the Civic Music Hub will be a separate legal entity; however, a Governance Group will be formally constituted by the three partners under a collaboration agreement. This group will have the ability to review the development phase of the project; set the strategy for the Civic Music Hub; set, review and amend the operational and partnership protocols as required; set parameters for the curated programme; supervise management functions (via the Operational Management Group); and generally ensure that the Civic Music Hub operates to achieve its goals.

108. If the proposal is approved, it is anticipated that the Civic Music Hub Governance Group will be established within two months of the development agreement being executed.

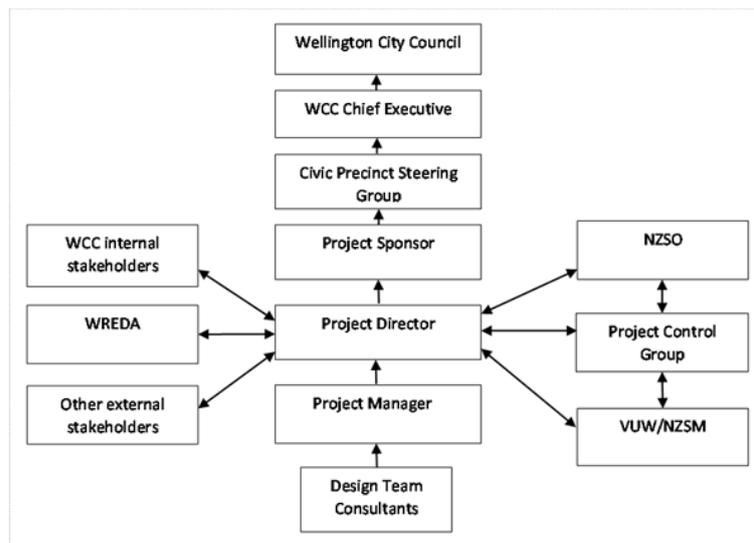
109. There is currently a Civic Music Hub Project Control Group (PCG) set up to coordinate the project amongst the three partners, with attendance as relevant by WREDA. It will provide periodic updates to the Governance Group (once established).

110. In addition, an ongoing Operational Management Group will be established. Once the Civic Music Hub enters its operational planning and delivery phases, the Operational Management Group will be responsible for ensuring that the Hub's performance is reviewed, that it operates in accordance with the agreed protocols, for liaising with the Council (as landlord) around property issues, and to make recommendations to the Governance Group around service provision and operational arrangements. It will also be responsible for curating the Civic Music Hub programme and monitoring space utilisation and activation to ensure the music hub goals are achieved.

111. The Project Control Group will cease to exist at the end of the development project. It will ensure that there is a formal handover to the lessees and the Operational Management Group at project completion. There may be reasonable overlap at first of membership between the PCG and the Operational Management Group, and both groups will co-exist during the development phase of the project.

Internal Project Governance of Civic Music Hub

112. The Civic Music Hub’s internal project governance structure within Wellington City Council is set out below.



113. The Civic Precinct Steering Group is chaired by the Chief Executive and monitors, guides, and advises on projects related to the Civic Precinct, including the Civic Music Hub. Current membership of the Steering Group includes the Council’s Chief Executive, Chief City Planner, Chief Financial Officer, additional members of senior management, and two external members. This Steering Group will continue to internally monitor and guide the project through the planning and construction phases.

Project Planning and Personnel Requirements

114. If approved, the Civic Music Hub project and the Town Hall earthquake strengthening work will be internally project managed by the City Shaper team, with external consultants as appropriate. This will include the development of an integrated joint communications and engagement plan with the other partners.
115. In addition, representatives from teams including WREDA, City Shaper, City Arts and Events, Mayor’s office, Democratic Services, and Funding and Relationships are being consulted as appropriate to ensure that varied Council interests are reflected in the project’s planning.

Documentation

116. The partners will agree a Collaboration and Development Agreement (including the Collaboration and Premises Sharing Agreement) and the Town Hall lease and license agreements.
117. The partners will also agree a set of protocols around how the Civic Music Hub partnership and operations will work. This is critical to ensuring a strong sense of direction, integration and branding across the Civic Music Hub activities of the partners.
118. Soon after establishment, the Governance Group will establish a formal outline of the Civic Music Hub's strategy and initial 5-year plan.

Constraints and Dependencies

119. The timing of this project is linked to the timing of other Civic Precinct projects, including the Workplace project. There are also potential dependencies relating to the availability of certain specialist consultants and to the Civic Square Precinct public design project and the organ restoration project.
120. Approval of the full Civic Music Hub campus (scenario three) remains conditional upon successful fundraising by NZSO and Victoria and on the disposal or long-term lease of the Municipal Office Building. In the absence of these conditions being met, the Music Hub Uplift scenario (in the Town Hall only) will become the default option.

Procurement

121. Procurement, including the main contractor procurement, will be managed by the project team. The procurement strategy for the Town Hall is discussed in Appendix 1.

Partnership and Operation

122. The three partners have agreed to seek to maximise the overall usage of the Civic Music Hub facilities, particularly for music-related events, without compromising the interests of the other partners. The partners have also agreed to make as many performances as possible available to entry by the public.
123. The partners have agreed that they will work together under the following broad principles:
 - The policies and priorities for managing the Civic Music Hub must enhance and not reduce the core effectiveness and operations of the resident parties.
 - The resident parties understand that in return for the 'right to use' they also accept an obligation to develop, activate and maintain a flourishing music hub centred in Civic Square.
 - Resident parties must ensure that any unused time and space capacity is actively promoted to achieve the music hub's wider role for the community.

124. It is anticipated that the operational structure established will ensure that there are coordination mechanisms to avoid unnecessary performance clashes, to coordinate programming with other city venues and with other activities in Civic Square, and to monitor whether the curated programme is achieving the objectives of the Civic Music Hub.
125. All three partners require a cost-effective design and a proposal that allows for the smooth integration and operation of the music hub facilities, including venue appearance and user experience, venue bookings, noise management, building cleaning and maintenance, security, ticketing, food and beverage facilities, and adequate levels of student and public access. These details are being agreed as part of the partnership documentation and operational protocols in relation to ticketing, food and beverage, sustainability, health and safety, and security will be developed by the CMH Operational Management Group and approved by the CMH Governance Group. These will be designed to align with existing policies in place at the partner organisations.
126. The CMH Operational Management Group will appoint a venue manager as a coordination point. In relation to the shared performance spaces, each partner with a proposed allocation will have usage requirements that will take precedence over other uses of the space. Protocols around booking priorities will be developed to resolve any conflicts between third party booking requests, resident partner booking requests, and the music hub curated programme.
127. Venue hire rates for shared performance spaces will be defined by the CMH Operational Management Group and approved by the CMH Governance Group. Rates will be set for each individual performance space and it is anticipated they may vary according to the type of hirer (community organisation versus commercial performance etc.), subject to funding availability. These rates will need to be set within the context of Wellington's existing venues market.
128. It is anticipated that the partners will agree a branding and marketing protocol within two months of executing the development agreement. There will be a joint approach to this. The curated programme will be developed as a separate brand and each partner will promote it alongside promoting its own programme. One of the goals will be to broaden and diversify the reach of the curated programme beyond the reach attained by the individual marketing strategies of the partners.
129. The Civic Music Hub will also have a defined fundraising protocol as it is anticipated that it will undertake fundraising activities to support the curated programme and broader partnership opportunities. It will also undertake a coordinated fundraising campaign to support the development of the music hub facilities.
130. The fundraising and sponsorship protocol will be agreed by the CMH Governance Group. At a high level, the protocol is anticipated to allow for the partners to jointly agree on sponsorship or naming rights deals with appropriate parties within the Civic Music Hub, excluding naming for the Wellington Town Hall building itself and the Mayor's office. The key principles around

fundraising will incorporate joint agreement between the partners, ensuring sponsors are in alignment with the music hub vision and goals, and being cognisant of potential conflicts between Civic Music Hub supporters and the individual fundraising agreements of the partners.

Performance Measurement and Evaluation

131. If this proposal is approved, an evaluation framework will be developed to measure the success of the Civic Music Hub. Indicative performance measures will be developed and agreed between the parties as part of finalising the agreements.
132. Some indicative performance measures of the type that may be used are:
- Number of attendees to music hub performances;
 - Utilisation rates of the performance spaces;
 - Number of performances, events and activities;
 - Number of out of town students enrolled at NZSM;
 - International and national awareness levels of the Civic Music Hub;
 - Civic Music Hub impact on students' decision to attend NZSM;
 - Perceptions of Wellington's music eco-system; and/or
 - Attendee and/or student satisfaction measures.

Risk Management

133. An internal risk register has been developed in relation to the earthquake strengthening work for the Town Hall and the Civic Music Hub proposal. This has been prepared in accordance with the Council's standard risk framework and using the standard reporting requirements. The register will be reviewed and updated on a regular basis. As appropriate, updates to relevant risks shall be reported to the Project Control Group and/or the Project Steering Group.

Process from Here

134. If approved, work from here on the proposal will include:
- Continuing work on developed design and cost estimates, including earthquake strengthening work;
 - Finalising the Partnership Accord and lease agreements;
 - A decision on the disposal of MOB, anticipated for late 2017; and
 - The development of an evaluation framework.

APPENDICES

Appendix A: Case Studies

Melbourne Recital Centre

135. As part of the broader Southbank Cultural Precinct Redevelopment, the Victorian Government made a commitment to build a world-class recital hall in 2002. The Melbourne Recital Centre was completed in late 2008 and opened in February 2009, at a reported cost of A\$75m. The land and building are Government owned and the Centre is operated by Melbourne Recital Centre Ltd, a State Government company. The Centre receives an annual operating grant from the State Government of A\$3.9 million or 33% of total revenue.
136. The Melbourne Recital Centre has two high-quality music spaces: Elisabeth Murdoch Hall, a 1000-seat auditorium, and a more intimate 150-seat space (the Salon). The Centre was planned as both a high-quality performance space and as having an active programming role. Neighbours in close proximity to the Centre include ABC Southbank, ACCA, Chunky Move, Melbourne Symphony Orchestra, Melbourne Theatre Company, National Gallery of Victoria, The Australian Ballet, The Arts Centre, and the Victorian College of the Arts.
137. The Centre has now been in operation for seven years and acts as an artistic leader and the heart of a community of music-lovers and performers. In 2015/16 it presented 306 of its own events, in addition to 231 events presented by its Key Presenting Partners: Australian Brandenburg Orchestra, Australian Chamber Orchestra, Australian String Quartet, Melbourne Chamber Orchestra, Melbourne Festival, Melbourne International Jazz Festival, Melbourne Symphony Orchestra and Musica Viva Australia. Total audience numbers were 173,934.
138. The Centre also runs programmes such as *Local Heroes*, *Southbank Series*, and *Spotlight Series* to highlight and encourage work by Victorian and Australian performers; co-presents the *Metropolis New Music Festival* with the Melbourne Symphony Orchestra; runs a *Share the Music* programme focused on accessibility; tours performances to regional Victoria; hosts educational and children's events; runs master classes; and runs music-related talk series.

Sydney City Recital Hall

139. The Sydney City Recital Hall is a purpose-built chamber music venue opened in 1999 (with a capacity of 1,246). It is funded by the Sydney City Council, fitting within the city's branding as "Creative City Sydney", and hosting ensembles, children's performances, multi-sensory works, string quartets, a lunch music series, and events such as Sydney Flash Mob Choir and Voices of Angels. Priority hirers include the Australian Chamber Orchestra, Australian String Quartet, Musica Viva Australia, Sydney Symphony, Sydney Philharmonia Choirs, and the Sydney Festival.

140. In light of City Recital Hall's unique role in Sydney's cultural life, the Sydney City Council commissioned a review of management options for the Recital Hall in late 2014³⁰, noting that "unlike a 'hall for hire', specialised facilities like City Recital Hall require a 'curated' management approach that offers audiences a distinctive, unified and reputable program of events each year. New York's Carnegie Hall is the best example of this model. Excellence in this sphere is usually built on partnerships with resident music ensembles, complementary commercial music offerings and appropriate community uses."
141. A Council report in March 2015 recommended the establishment of a dedicated non-profit organisation to govern the City Recital Hall in order to produce, promote, present and facilitate a vibrant, enterprising, diverse and inclusive program of concerts and events each year. This structure was anticipated to provide the best mix of recognition of the Hall's specialised nature, relevant governance expertise, ability to attract external funding, and the ability to avoid actual or perceived conflicts of interest from the curator also being a hirer. The report also noted that "maximising the use of City Recital Hall as a performance venue with high levels of utilisation optimises its economic value through the employment of additional technical, administrative and artistic labour and increasing footfall and spend in the precinct."³¹ The Hall receives an annual operating grant from Sydney City Council of approximately \$400,000 a year.

Adelaide Collaboration

142. In June 1998 a working party was set up by the Helpmann Academy to carry out a feasibility study into the creation of a National Institute of Music in Adelaide, involving the University of Adelaide, TAFE and the Adelaide Symphony Orchestra (ASO) in purpose-built facilities. The specific proposal did not get off the ground, although the planning and further work eventually led to the two tertiary institutions being merged into the Elder School of Music in 2002.³²
143. The Elder Conservatorium and the ASO collaborate together on performances and the ASO runs two programs available to Elder School students: the *Professional Pathways* program with exclusive access to rehearsals, workshops and master classes; and the *Big Rehearsal Masters* program, a mentoring program available to advanced secondary and tertiary music students.

Q Theatre, Auckland

144. Q Theatre in Auckland opened in 2011 as a performing arts hub; the culmination of planning for a central, 350 to 450 seat, flexi-form venue since 1997. Q Theatre has a flexible main auditorium with seating for 350 to 450 people, a second, more intimate performance space

³⁰ Sydney City Council Cultural Sub-committee *Future Management and Governance Models for City Recital Hall* 23 March 2015

³¹ *Future Management and Governance Models for City Recital Hall* p.13

³² *A History of the Faculty of Arts at the University of Adelaide: 1876-2012*, edited by Nick Harvey, Jean Fornasiero, Greg McCarthy, Clem Macintyre and Carl Crossin, University of Adelaide Press, 2012, pp.339-343

(120-seat) with a separate entrance, a café, a bar, and rehearsal areas. In addition, created in 2012 as a capacity building programme under the name 'Q Presents', the Matchbox theatre development programme offers practical support to artists and companies. This is a contestable process focusing on the successful delivery of a public season of work. Successful applicants and Q share in the risk and reward of the season and the applicants receive venue hire, rehearsal space, marketing support, and support with lighting, sound, technical support, and front of house.

145. Q Theatre's annual programme sees them working with over 60 different arts companies every year. In 2015 Q Theatre's spaces were home to 577 performances - with a ticketed attendance of 89,328 – an increase of 7,300 from the previous year. The venue hosts shows and events from festivals including the NZ International Comedy Festival, the Tempo Dance Festival, and the Auckland Fringe Festival. Regular hirers include Auckland Theatre Company, Silo Theatre, Indian Ink, New Zealand Dance Company, and NZTrio.
146. The Auckland City Council provided the land and buildings for the development at 305 Queen St, along with \$9.6 million in capital funding and ongoing operational support of approximately \$400,000 a year. The Lottery Grants Board contributed \$6 million to this theatre. In total Q Theatre cost \$21 million and was funded through the combination of Auckland Council, ASB Community Trust, the Lottery Grants Board and other private trusts and individuals.

London Centre for Music

147. A number of cultural organisations in London are working in partnership to form a Cultural Hub, a creative alliance to build upon London's cultural offer. A key project currently in the feasibility and planning stage is a proposed new Centre for Music to be built in the city, led by a partnership of the Barbican Centre, the London Symphony Orchestra and the Guildhall School of Music and Drama.³³ The initial feasibility study *Towards a World-Class Centre for Music* was published in late 2015 and £5.5 million has now been provided in funding for the development of a full business case, including initial design, investigation of funding options, consultation with the arts and educational sectors, and analysis of costs and benefits. This will be released in 2017.
148. At the heart of the vision outlined in the feasibility study are proposals for a world-class concert hall for the digital age, an ambitious educational offer to bring music making to millions, and a commercial plan that will maximise the revenue raising and fundraising potential of the new Centre. The Centre will become the home for the LSO, a venue for guest orchestras and the BBC Symphony Orchestra, and will offer a collaborative program to develop and provide digital learning resources to develop opportunities for everyone to access music.

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http://www.gsmd.ac.uk/about_the_school/research/news/details/article/proposals_for_a_centre_for_music_in_london_move_forward_as_feasibility_study_published/ and *Towards a World-Class Centre for Music: Outline Business Case and Feasibility Study* published September 2015

149. The City of London has agreed in principle to make the land available for the Centre and the current preference is for the centre to be located at the current site of the Museum of London. The capital cost is estimated to be £278.2 million (excluding the value of the land) and the Centre is anticipated to include a 1,900 concert hall with world-class acoustics, a more informal club space for 200 people with integrated dining and bar facilities, and an inclusive and engaging front-of-house space.
150. A diverse music programme so that the venues will be filled with musical and cultural experiences all year round is considered the heart of the proposal, including 100 additional concerts, 300 programmes in the club space, and two major commercial exhibitions a year. It will also build upon the existing LSO Discovery and Barbican/Guildhall Creative Learning offers to offer an extensive learning programme. The net operating costs for the Centre of Music are provisionally assessed at £5.6 million per annum.
151. The aims of the new Centre for Music include to:
- Be an inspirational, forward-looking facility connecting performance, discovery and learning, which enhances the status of London as a world-class city;
 - Act as an energising, inclusive advocate for the future of music-making for all, reflecting the diversity of London, its national and international visitors;
 - Be the world-class home for the London Symphony Orchestra, the resident orchestra of the Barbican Centre; and
 - Be a beacon of the City of London's vibrant and welcoming Cultural Hub in the north-west of the Square Mile, a destination for visitors and audiences.
152. Part of the impetus for the proposal has been that the Barbican Hall is currently in high demand for concerts and commercial hires, preventing the Hall's resident and associate orchestras from rehearsing there as regularly as they wish. As complementary parts of this proposal, the Barbican Hall will be redeveloped as a home for innovative contemporary and world music and performance (at an additional capital cost of £34.4 million) and LSO St Luke's will be adapted to enhance its community focused and digital recording facilities (at an additional capital cost of £0.8 million). The project has been given urgency and focus by the appointment of Sir Simon Rattle as the Music Director of the London Symphony Orchestra in 2017; he is seen as someone who can galvanise public support and private funding.

Madison, Wisconsin

153. In 1997, Jerry Frautschi, pledged US\$50 million to build what he called Overture Center for the Arts in Madison, Wisconsin, eventually donating US\$205 million. Overture Hall opened on September 19, 2004, along with four other performance spaces. The Center hosts ten resident companies, including Children's Theater of Madison, Madison Ballet, Madison Opera, Wisconsin Chamber Orchestra, and Madison Symphony Orchestra. In 2016, 693,470 patrons

experienced a performance or event at Overture Center, with 54.5% of ticket sales to non-residents of Madison.

154. The November 2009 Overture Center Community and Economic Impact Study found that the Center had resulted in spending of \$37.4 million during 2008. In turn, this supported 1,471 FTEs, \$26.4 million in household income generated and \$4.5 million in tax revenue to state, county and local government. The study found that the top community benefits achieved by the Center were: enhancing Madison's quality of life; creating a sense of place and pride in the city; enabling more access to the arts for adults; attracting and retaining a creative workplace; and increasing real estate development and upgrades downtown. One civic leader was quoted as saying that the development ignited "bigger dreams about what's possible downtown."

Appendix B: Civic Music Hub Proposal in the Long Term Plan 2015

155. The Civic Music Hub proposal was foreshadowed in the Civic Precinct report³⁴ to the Governance, Finance and Planning Committee in February 2015 which noted that the Council had begun non-binding discussions with the NZSO and Victoria around leasing all of the Town Hall in order to fund its future operational costs and maximise its contribution to Civic Square and the wider central city. It was indicated that the tenants would be responsible for the fit-out costs.
156. At that time, the report noted that the evaluation criteria to be used in evaluating the Civic Precinct proposals (including the lease of the Town Hall) were: economic development; social benefits; seismic strengthening; Council resilience; and likely costs.
157. This was echoed in the Council's Long Term Plan 2015 consultation, which included discussion of a development scheme to strengthen the Town Hall and create a prime New Zealand Civic Music Hub in the Town Hall and Michael Fowler Centre. The consultation document referred to a partnership being explored between the Council, Victoria and the NZSO that would allow the refurbished Town Hall to be used as a performance and recording venue. The consultation document specified that negotiations over a future Civic Music Hub tenancy would include provision for public access to the auditorium and Council chambers. It was noted that a successful lease would then provide a trigger for the seismic strengthening work.³⁵
158. The consultation documentation separately referred to a potential long term ground lease to a third party in relation to the Council's Municipal Office Building, with the developer undertaking responsibility for the seismic strengthening work.
159. The final LTP included a proposal to establish a national Civic Music Hub in the Town Hall and Michael Fowler Centre and potentially other spaces in the Civic precinct.³⁶
160. Detailed LTP submissions or comments from the sector in relation to the Civic Music Hub proposal included:
- **Chamber Music New Zealand** strongly supported the Civic Music Hub, believing it makes sense for NZSO, Orchestra Wellington and for NZSM – noting that this is important if Wellington is to remain preeminent in advanced music education in New Zealand and if the NZSM is to hold its own in the face of competition from Australia. Chamber Music New Zealand notes that the Town Hall must be available to other users, that a second smaller concert performance venue should remain part of the array of venues, and that, ideally, a

³⁴ Item 2.2 Civic Precinct at <http://wellington.govt.nz/your-council/meetings/committees/disestablished-committees/governance-finance-and-planning/2015/02/17>

³⁵ Refer Wellington City Council's Draft Long Term Plan 2015-25 Consultation Document p.30 and Appendix 1

³⁶ Wellington City Council's Long Term Plan 2015-25 volume 1 p.62

500-600 seat space would also be available. It also notes that, if there is the chance to house the offices of significant arts organisations within the precinct under the Civic Music Hub proposal, it would be interested.

- **Royal New Zealand Ballet (RNZB)** strongly supported the Civic Precinct proposal, noting that the loss of the Town Hall – “one of the Southern Hemisphere’s great venues” - is keenly felt throughout the New Zealand arts sector. Although the RNZB is not a direct user of the Town Hall, they comment on how challenging their music sector colleagues are finding presenting concerts in other venues. RNZB welcomes and supports any creative solutions that would enable the Town Hall to reopen.
- **New Zealand Festival (NZF)** strongly supported the Civic Precinct proposal, noting that the loss of the Town Hall has had a major impact on the Festival. During Festival time all major venues are booked to capacity to cater for the 300 performances over three weeks. They note that this has affected the financial viability of presenting artists at the Festival due to a lack of suitably sized venues and venue costs elsewhere and has impacted on audience experience (particularly in the larger Michael Fowler Centre). Without the Town Hall there is no major venue which can support cabaret seating used for music, jazz and cabaret. As an example, in 2009 the NZF transformed the Town Hall into a 600-seat jazz club. In 2012 the Town Hall was a major venue for NZF with sold-out concerts for Bon Iver and Death Cab for Cutie, as well as choral concerts by The Sixteen.
- **Orchestra Wellington** strongly supported the Civic Precinct proposal, noting that the loss of the Town Hall has had an impact on the acoustic standard of their concerts and that being forced to use the Michael Fowler Centre has resulted in a 40% increase in venue and production expenses for the organisation. They note that “strengthening the Town Hall and developing it as a Civic Music Hub would ensure that resources are more efficiently utilised.”
- **Arts Wellington** strongly supported the Civic Precinct proposal, noting that the performance venues in the area are vital to the health of the arts in Wellington. “They form a vital part of the ecosystem, and they are in need of attention.”

161. Detailed comments in other submissions in relation to the Civic Music Hub proposal included:

- **Creative NZ** noted that they are excited by the Civic Precinct proposal, including the Civic Music Hub, “both as support for a major artform and as a physical expression of the importance of the arts to Wellington.”
- **Tourism Industry Association NZ** noted that “a strengthened Town Hall and/or expedient moves to develop a replacement facility are the most pressing priority in this area in order to bring back a number of concerts and events that Wellington has lost due to the unavailability of the facility.”

- **Victoria University of Wellington Students Association** noted that it supports the Civic Precinct proposal, including the Civic Music Hub observing that “students value the opportunity to perform in the city and embed their connections here through attending events around Wellington” and noting the importance of recording space availability.
- **Mt Victoria Residents Association** noted that keeping the Town Hall multi-purpose means it can serve as a ‘Civic Music Hub’ alongside other activities; they did not agree it should become a single-purpose music venue. They also noted their opposition to long-term leasing for the Municipal Office Building.
- **Kensington Swan** supported the Civic Music Hub, noting that its successful implementation “will represent an excellent outcome for the city, the NZSO, and VICTORIA.” They note that the Civic Precinct proposal “could be one of the early ‘wins’ for the Council, as it will deliver quick gains to the City’s residents and provide continuity to Wellington’s claim to be the Creative Capital of New Zealand.”
- **New Zealand Labour Party (Newtown Branch)** noted that “a national Civic Music Hub is well overdue in Wellington” and asked if it is possible to involve Massey University (particularly its jazz school) as well as VICTORIA.
- **New Zealand Opera** did not specifically speak to the Civic Precinct or Civic Music Hub proposals, but noted that “Wellington offers myriad opportunities to explore and develop creative partnerships and collaborations. Many of the creative partnerships currently being explored are with Wellington-based collaborators (e.g. New Zealand Festival, Orchestra Wellington and New Zealand Symphony Orchestra, New Zealand School of Music, Toi Whakaari and Whitireia).”
- The **Wellington Employers’ Chamber of Commerce** noted that it supported the proposal for the Civic Precinct in principle, was pleased to see the consideration of alternative options in regard to strengthening the Town Hall, and anticipated more detail on the development and project as the plans are worked through.

Appendix C: 2004 School of Music Proposal

162. Wellington City Council considered a proposal in September 2004 by Victoria University and Massey University to develop a national School of Music on the Circa / Ilott Green site in Civic Square. The assessment at that time was that the proposed School of Music had the potential to be a national asset, a strong point of difference for Wellington, and beneficial to the city.
163. It was considered that having the School on that site could add noticeably to the vibrancy and energy of Civic Square and that there were considered to be synergies with the New Zealand Symphony Orchestra, Wellington Sinfonia and Wellington Convention Centre. It was anticipated that adding the proposed School of Music to the mix would strengthen the Square as an emerging cultural precinct in the heart of Wellington. While the project was originally budgeted at \$30 million, by 2009 this cost had been revised to \$60m, of which Central Government had agreed to fund over \$11m. Work on this School of Music proposal continued until 2010 when it was discontinued, largely due to funding challenges.
164. At the time the Council agreed to support this proposal subject to conditions including:
- Expectations that the school [would] be recognised nationally and internationally as New Zealand's premier school of music;
 - Access to public space in the building; and
 - Contribution by the school to the cultural life of the city.
165. The proposal at that time would have included the building of a 600 to 800 seat auditorium, a 120-seat lecture theatre, and a sound recording studio as part of the facility. In 2004 the Council consulted on the proposal using two methods: the special consultative procedure and commissioning TNS to conduct quantitative research.
166. The special consultative process attracted 235 submissions, with 58% in favour, 40% opposed, and 2% who did not state a position. The key themes were:
- 106 comments on the benefits of a music school, including comments such as "the proposed music school in the central city will be a wonderful boost to the city's artistic and cultural life. Wellington enjoys a reputation as 'the arts capital' of NZ, and this is just the kind of infrastructure that an arts capital creates for itself";
 - 104 comments on losing green space on the Jack Ilott Green site, with the majority (58) expressing concern about the loss of green space and others (43) noting that the site provided poor quality green space;
 - 59 comments on having a building on the Jack Ilott Green site with a range of views, including comments on the specific design, both negative and positive;
 - 47 comments concerned about having a music school on that site, including comments around the loss of green space, feeling the site was inappropriate for an educational institution, or concerns about separating the school from the other university campuses.

For example, "while NZSM would add to the public appreciation and access to creative events, the school would still be a private institution and the site would no longer be owned/controlled by the WCC and by extension, the people of Wellington";

- 40 comments on the 600 to 800 seat auditorium, with the majority of these supportive of the auditorium and some commenting that "the public benefit of the proposal would be reduced without [the auditorium]";
- 36 comments agreeing with a music school, but not the specific location on Jack Iloit Green; and
- 34 comments on Civic Square vibrancy with most comments positive about the opportunity to add to the liveliness of the area.

167. The TNS survey separately interviewed 500 Wellington residents and found that 72% of respondents were in support of the School of Music proposal, with 13% opposed and 15% of no opinion. Prior awareness of the proposal was high (47% of respondents). The main reason given for support was that the school was considered a good thing for Wellington as a whole and the main reason given for opposition was concern over a loss of green space.

DEVELOPMENT PROPOSAL FOR SITE 9 - NORTH KUMUTOTO

Purpose

1. The purpose of this report is to:
 - a. inform the City Strategy Committee of the background to and preliminary details of a development proposal received from developer Willis Bond & Co for Site 9 North Kumutoto on Wellington waterfront; and
 - b. seek the City Strategy Committee's approval of officers' assessment of significance of the proposal to develop Site 9 in accordance with Willis Bond's development proposal; and officers' proposal to seek the public's views on Willis Bond's proposal to develop Site 9, to be carried out in July.
2. Following public consultation, a report and recommendation will be submitted to Council in September 2017, detailing the outcome of engagement, development of the preliminary concept design and detailed commercial terms for a Council decision.

Summary

3. In 2013-14, Wellington Waterfront Limited (WWL), now Wellington City Council - City Shaper conducted a competitive selection process and publicly sought development proposals for the future development of Sites 9 and 10 at North Kumutoto.
4. Proposals were comprehensively evaluated by a panel comprising the Council's Technical Advisory Group (TAG) and the board and senior management of WWL. This process resulted in Willis Bond's development proposals for both Sites 9 & 10 being selected. The development proposal for Site 10 and North Kumutoto public space (currently under construction) were publicly consulted prior to a successful application for resource consent.
5. Willis Bond secured a first right of refusal on Site 9 while it progressed planning and execution of the Site 10 (PWC building) development. Willis Bond has recently exercised its first right of refusal for Site 9 and submitted a preliminary concept design for a five (5) level commercial building. Development of the preliminary concept design and negotiation of the main terms of a Development & Lease Agreement are both currently progressing satisfactorily.
6. Officers have assessed the significance of the proposal as moderate.
7. Officers seek City Strategy Committee's approval of:
 - officers' assessment of significance of the proposal; and
 - officers' proposal to seek the public's views on Willis Bond's proposal to develop site 9 in July.
8. A further report will be submitted to Council in September 2017, reflecting the outcome of consultation and engagement, and further detailed recommendations for a Council decision at that time.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Note that Wellington City Council, as landowner, has previously undertaken a

comprehensive and competitive developer selection and proposal evaluation process and selected Willis Bond & Co as the preferred developer for the development of Site 9 at North Kumutoto.

3. Note that officers have assessed the proposed commercial terms of the agreement and confirmed them to be in line with current market expectations and have reported these in a separate public excluded report.
4. Note that the preliminary concept design of the Willis Bond & Co development proposal for Site 9 has been reviewed as meeting the requirements of the Wellington Waterfront Framework, and approved in principle by the Council's Technical Advisory Group.
5. Agree with officers' assessment of the significance of the proposed decision as moderate.
6. Agree to seek public views on the proposed building development Site 9 at North Kumutoto on the waterfront between 3 July and 28 July 2017.
7. Note that a full report will subsequently be provided to Council for consideration and final decision. The report will include:
 - a. results, analysis and report on the public consultation process;
 - b. details of the developed concept design for the Site 9 building development proposal;
 - c. details of the legal and commercial terms of the Development and Lease Agreement; and;
 - d. recommendations to Council on the development proposal, taking into account community views.

Background

9. North Kumutoto is the northern-most of five precincts on the waterfront and it extends from the Meridian building through to the northern side of the Waterloo on Quay Apartments (ex-Shed 21) building adjacent to the Bluebridge ferry terminal.
10. The Whitmore Street entry is a prominent gateway to the waterfront from the north and until recently north Kumutoto had provided temporary parking for up to 200 commuter vehicles and motorhomes pending planned redevelopment of the precinct.
11. North Kumutoto has strong connections to the city's CBD and links to the Bluebridge ferry and railway station transport hubs. Proposed redevelopment of the precinct will offer recreational, leisure, cultural, business and employment opportunities that will activate the area in a way which the Meridian building and adjacent public space did when completed in 2007.

Background (north Kumutoto)

12. In response to public concern in the late 1990s about waterfront development, Wellington City Council appointed the Waterfront Leadership Group with a brief to develop a vision for the waterfront and set in place the principles and values that would govern future development and an urban design framework for the area.
13. The group consulted widely and found it had to balance competing demands – the demand for space versus the demand for buildings and new activity; the demand for high quality developments versus the demand to keep the cost to ratepayers down; the demand for certainty about what would happen next versus the demand for flexibility in the future.

14. The result of more than a year of work was 'The Wellington Waterfront Framework' which was published in April 2001 to guide future development on the waterfront. As well as establishing themes, values and principles, and objectives for the waterfront, it also identified the specific intentions for North Kumutoto (within which is Site 9), described as North Queens Wharf in the Framework.
15. In 2002 the Waterfront Development Subcommittee (WDSC), a subcommittee of Council, developed the North Queens Wharf Design Brief following public consultation. The WDSC was charged with developing briefs and monitoring designs in order to achieve the general objectives of The Wellington Waterfront Framework. The Design Brief established a building height for Site 9 of five storeys stepping down to three at its southern end.
16. In 2007 Wellington Waterfront Limited conducted a design competition for buildings on sites 8, 9 and 10 at north Kumutoto. This was followed by public information days, display of short-listed competition entries and public comment. The winning design did not proceed due to the intervening Global Financial Crisis.
17. In 2011, the Council initiated a formal review of the Framework; the result of which was strong endorsement as a relevant, useful and valuable guide for the continued development of the waterfront.
18. In October 2012, officers undertook public consultation on its draft North Kumutoto Design Brief. The design brief was to provide direction for the future development of Sites 9 and 10 and was based on the previous North Queens Wharf Design Brief (2002) but updated to reflect the April 2012 Environment Court decision¹ on Council's proposed District Plan Variation 11 which *recommended* a maximum building height of 19 metres reducing down to 16 metres at the south end. The North Kumutoto Design brief was subsequently approved by Council.
19. The Wellington Waterfront Framework identifies five precincts along the waterfront, each with its own distinct character. North Queens Wharf (now North Kumutoto) is one of those precincts. The area is recognised as having a strong connection to the city's CBD and as such this can be reflected with a stronger sense of city form being developed in this area through a higher proportion of buildings than on the rest of the waterfront.
20. Development in Kumutoto and North Kumutoto over the past twelve years has included:
 - relocation of the historic Steamship (now Foxglove) building (2005)
 - Seismic strengthening and adaptive re-use of two heritage buildings Shed 11 (NZ Portrait Gallery) 2005 and Shed 13 (Mojo head-office and warehouse) 2009
 - Meridian building – NZ's first five green star commercial office building (2007)
 - Kumutoto public space (2007)
 - PwC building – currently under construction and due for completion mid-2018
 - North Kumutoto public space – currently under construction and due for completion in mid-2018

¹ *Waterfront Watch Inc and Queens Wharf Holdings v Wellington City Council*, NZEvC 74, 24 April 2012, page 35. Referring to Site 9 (also known as Block B) the Court stated at [115] that: "The footprint of Block B was generally considered as quite satisfactory across the relevant witnesses, and we agree. However, in relative terms its height should be adjusted downwards to complement the lowered height of Block A. The maximum height of Block B should be 16m and 19m accordingly (a lowering of the 25m allowance to 19m which would equate to the Meridian Building annex and provide relativity to Shed 13".

21. The decade long development hiatus between completion of the Meridian building in 2007 and commencement of the PWC building in 2016 was mainly due to the effects of the Global Financial Crisis coupled with the time taken to conduct a robust competitive development selection process and subsequent Environment Court approval of the PWC (Site 10) development proposal.

Background (site 9)

22. In 2012, following public feedback, the Council adopted the North Kumutoto Design Brief. The purpose of the North Kumutoto Design Brief was to fulfil the objectives outlined in the Framework and to reflect the Environment Court decision for development of sites 9 and 10 in North Kumutoto. The design brief set out the design principles and parameters for buildings and open spaces, in combination with an indicative layout of spaces, buildings and maximum building envelopes, while leaving some flexibility for parties to be creative in exploring ideas for development in the area. Site 9 was confirmed in the North Kumutoto Design Brief as a future development site within North Kumutoto.
23. In 2013-14, Wellington Waterfront Limited (now City Shaper) through a competitive selection process, publicly sought development proposals for the future development of sites 9 and 10 at north Kumutoto. Developers were required to respond to a design brief developed by Wellington City Council's Technical Advisory Group (TAG).
24. From 31 expressions of interest, Wellington Waterfront Limited (WWL) selected nine highly experienced and suitably resourced commercial property developers, of which the following five submitted detailed proposals:
- Todd Corporation
 - DNZ (now Stride Property NZ)
 - Kidz Hotel/Citizenship Trust & Cheops Holdings
 - Willis Bond & Co
 - The Wellington Company
25. Proposals were comprehensively evaluated by a panel comprising TAG and the board and senior management of WWL which selected Willis Bond's development proposals for both Sites 9 & 10. The development proposal for Site 10 and North Kumutoto public space (currently under construction) were publicly consulted on prior to the application for resource consent.
26. Willis Bond secured a first right of refusal on Site 9 while it progressed planning and execution of the Site 10 (PWC building) development.
27. Council's public consultation on its Long Term Plan in 2015, included the Waterfront Development Plan which advised "All future proposals for site 9 will be subject to consultation and Council approval." Consultation is proposed for July 2017.
28. In October 2016 Willis Bond presented a preliminary concept design on site 9 and, after several months of negotiation, Wellington City Council and Willis Bond reached agreement in principle on the main commercial and legal terms of a development and lease agreement. This is conditional on Council approval to the development proposal and Willis Bond securing a resource consent on terms and conditions that are acceptable to Willis Bond and Wellington City Council.

Discussion

29. Site 9 has for some time been identified as a future development site of approximately 855 square metres, to be surveyed and subdivided from an existing larger parcel of land.
30. It is located immediately south of the Whitmore Street entry to the waterfront and, while it fronts Customhouse Quay, its physical access is off Kumutoto Lane.
31. Whilst the waterfront location and level contour makes Site 9 a desirable one, it nonetheless has some features which make it costly to develop and thereby diminishes its value:
 - the long and relatively narrow shape of the site (high perimeter to site area ratio makes building costly and relatively inefficient);
 - geo-technical ground conditions consistent with Site 10 (PWC building) and Site 7 (Meridian building); and restrictive planning and consenting requirements including building height restrictions.

Site 9 development proposal

32. The proposed Site 9 development will be a five (ground plus four) level building of approximately 21 metres height plus basement carpark. The proposed use has not yet been finally determined but is likely to be either commercial offices or boutique residential accommodation (serviced hotel or owner occupier) apartments. The external design and appearance of the building will remain largely the same regardless of which of the two uses is confirmed for the building. The use of the building will be confirmed by/before Council decision in August/September.
33. The ground floor of the development will be (in common with most waterfront buildings) required to be predominantly publicly accessible and have an active edge on the ground floor.
34. The building will also be required to meet waterfront expectations in regard to high quality design and construction as well as the developers own requirements in terms of seismic resilience and environmentally sustainable design.
35. The preliminary concept design has been reviewed by Wellington City Council's Technical Advisory Group. TAG has confirmed it is comfortable with the initial concept design but will require periodic ongoing review of the proposal as it progresses through the developed design stages.
36. In common with all developments on the waterfront, resource consent applications for Site 9 development will require a publicly notified application for resource consent. If an application proceeds in a similar manner to the Site 10 (PWC building) it will likely be a request for direct referral for a hearing in the Environment Court.
37. The resource consent process will determine all relevant Resource Management Act considerations relating to the proposal including potential adverse effects such as building height, shading, wind, view-shafts, cultural and heritage considerations among others.

Public consultation and engagement process

38. Council officers have considered the development proposal of Site 9 against the Council's Significance and Engagement Policy as outlined in detail in section 4 (Project Significance Rating) of the Communications and Engagement Plan appended to this report. For the reasons set out in section 4 of the Plan, Council officers formed the view that the development proposal has a moderate degree of significance.

39. Council officers have also developed a public consultation and engagement process which reflects:
- the outcome of the 'International Public Participation' (IAP2) assessment criteria (refer section 5 of the attached Communications and Engagement Plan)
 - the Significance and Engagement Policy statement that, for key projects and activities, Council will use a robust, standardised and consistent engagement process
 - the fact that, under the Significance and Engagement Policy, decisions to facilitate the development of the waterfront in accordance with 'The Wellington Waterfront Framework' are not matters which must be provided for in the Long Term Plan, and the special consultative procedure does not need to be followed
 - consultation has been indicated in Council's Long Term Plan in 2015, which included the Waterfront Development Plan which advised: "All future proposals for Site 9 will be subject to consultation and Council approval."
40. The public consultation and engagement process is proposed to generally follow the same form previously used for Frank Kitts Park in 2015 and North Kumutoto public space and Site 10 (PWC building) in 2014. Both processes included the following:
- Advertorials in the Dominion Post newspaper
 - Letters to interested/affected parties
 - Meetings with interested/affected parties on request
 - On-site information kiosk in a converted shipping container with unique branding for high visibility
 - On-line information and consultation on WCC website
 - Hard-copy information and consultation forms at Central Library and Council reception.
41. There is the option for councillors to decide whether there will be an opportunity for submitters to speak to their submissions and in what forum. Further details of the proposed public consultation process are contained in the Communications and Engagement Plan attached to this paper.

Next Actions

42. If the Council approves going to consultation, officers propose to follow the process outlined below:

June 2017

- WCC continues detailed planning of the public consultation process (Communications & Engagement Plan is attached)
- WCC and Willis Bond continue negotiation of a conditional development and lease agreement including all detailed legal and commercial terms
- Willis Bond's architects (Athfield Architects) continue development of the preliminary concept design
- Willis Bond seeks tenant and/or investor conditional commitment to the project
- Initial engagement with major stakeholders (eg Waterfront Watch and the Wellington Civic Trust)

- WCC and Willis Bond conclude negotiation of a development and lease agreement including detailed legal and commercial terms that will be conditional on Council approval
- 43. Council decision on recommendation for public consultation on site 9 development proposal

July 2017

- 44. Public consultation and engagement from 3 to 28 July 2017.

August 2017

- Opportunity for submitters to speak to their submissions at the August Council meeting
- Independent (external) analysis and report of public consultation and engagement process

September 2017

- 45. WCC officers report and recommendation to Council for a decision. The report will include:
 - results, analysis and report on the public engagement process;
 - details of the developed concept design for the site 9 building development proposal;
 - details of the legal and commercial terms of the Development & Lease Agreement; and recommendations to Council on the development proposal, taking into account engagement with the public undertaken to date.
 - Willis Bond present refined preliminary concept design to WCC and TAG for comment and approval

Attachments

Attachment 1. Site 9 Engagement Plan

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Authors	Michael Faherty, Project Director, Waterfront, Ian Pike, Manager City Shaper
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation and engagement will be undertaken in accordance with details outlined in this report and the attached Communications and Engagement Plan.

Treaty of Waitangi considerations

Local iwi will be consulted on this proposal.

Financial implications

There are relatively small cost implications at this point. The costs of public consultation and engagement on the development proposal are expected to be in the range of \$20 – 30,000 + GST.

If the development proposal proceeds there will be a significant positive future financial implication as detailed in the public excluded report.

Policy and legislative implications

The recommendations in this paper have been prepared in accordance with relevant Local Government Act decision making requirements and are consistent with Council's Significance and Engagement Policy.

Risks / legal

The risks associated with proceeding with the recommendation to proceed to public consultation on this development proposal are considered to be minimal.

Climate Change impact and considerations

All buildings proposed for the waterfront are required to take cognisance of, and make provision for the effects of future climate change and sea-level rise in particular.

Communications Plan

The Communications and Engagement Plan are attached to this report.

Health and Safety Impact considered

Health and Safety risks associated with proceeding with the recommendation to proceed to public consultation on this development proposal are considered to be minimal.

Communications and engagement plan

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Public engagement on the Site 9 preliminary concept design.

Project governance

Project manager: Michael Faherty, Project Director, Waterfront

Project team members: Senior communications and engagement adviser, RMG Ltd, Democratic Services, Digital Services, Creative Services-Design

Document version: 1

Plan approval (date and manager signature):

Council committee (if applicable): City Strategy Committee

1 Project overview

It is proposed to seek feedback from the public and stakeholders on a proposed commercial development on site 9, North Kumutoto Precinct, on Wellington waterfront. This plan sets out the approach to engaging the public and engaging with key stakeholders about the proposal.

Purpose

The purpose of the engagement is to receive public feedback on the development proposal. A publicly notified resource consent process will follow.

Background

Site 9 is part of the waterfront's North Kumutoto precinct which extends from the Meridian building through the northern side of Waterloo on Quay apartments next to the Bluebridge ferry terminal.

The Kumutoto precinct is an important part of Wellington's waterfront. It acts as a public gateway to the waterfront from the north and offers recreational, cultural and employment opportunities. It has strong connections to the Central Business District (CBD) and links north to the Bluebridge ferry terminal, the railway station, CentrePort and the stadium.

In line with the design brief for North Kumutoto precinct, the Meridian Building, Foxglove bar/restaurant and Sheds 11 and 13 have already been developed or redeveloped; construction of the new PwC Centre is underway on site 10; and it is now intended to develop Site 9 as a commercial building and site 8 as public space. In keeping with the look and feel of the CBD, the North Kumutoto precinct will have a higher proportion of buildings than the rest of the waterfront (as agreed in the design brief approved by the Council).

Site 9 is a long and narrow rectangular parcel of land comprising 855 square metres immediately to the south of the Whitmore Street gate entry to the waterfront on the eastern side of Customhouse Quay. The site was formerly occupied by the 1904 Brick Store building which was demolished in the mid-1970s. The site has been used as a 40-space car park since then. It is currently occupied by construction contractors working on the adjacent public space.

In 2013 Willis Bond & Co successfully won a competitive tender to develop sites 9 and 10 in the North Kumutoto precinct. Construction started a year ago on site 10 for the new PwC Centre under a long term lease arrangement with the Council.

Willis Bond now wishes to proceed with developing site 9. Resource consent will be required for the proposed development of site 9. Construction of the PwC Centre and public space is already underway and is scheduled for completion in the second half of 2018.

If the Council agrees, after public consultation, to proceed with the development of site 9, a resource consent process would follow.

The public amenities which are already underway in the vicinity of sites 9 and 10 comprise:

- improved waterfront walkways the length of the precinct
- a shaded pavilion with seating and tables, in front of site 9
- a timber boardwalk in front of the shaded pavilion, with footbridges linking to the tug wharf beyond
- a redeveloped entranceway into Whitmore Plaza between sites 9 and 10
- seating and enhanced paving in Whitmore Plaza (similar to the public space outside the Meridian building to the north)
- space for cafes and small retail or outlets.

If resource consent is granted for site 9 and a satisfactory tenant pre-leasing commitment is secured, the developer could potentially start construction as early as the second half of 2018.

The proposal

The proposal is for a five-storey (ground plus four) development and basement car park. The proposed development will comply with the requirements for all waterfront developments including:

- high quality design and construction
- ground floor space being predominantly publicly accessible.

The use of the proposed premises is not finalised but would be either commercial offices, a boutique serviced hotel or residential apartments. The external appearance of the building would remain largely unchanged whatever its use. The proposal will require resource consent (notified).

2 Summary of previous engagement activities relevant to this project

A public and stakeholder engagement was carried out for the neighbouring site 10 before resource consent was granted for that site 2015. The engagement for site 9 preliminary concept design will be along similar lines:

- Briefing and site visit for Councillors
- Letter to interested/affected parties
- Meetings with interested/affected parties on request
- Advertorial
- Public engagement notice on WCC website
- Online engagement process on WCC website
- Public display in shipping container on site
- Engagement documents distributed to libraries and Council reception
- Opportunity to make an oral submission to Council.

3 Communications and engagement objectives

Communications objective

- Information about the proposed development is easy to understand and readily accessible to anyone who is interested in the proposal.

Engagement objectives

- Anyone who wants to provide feedback can do so easily, via a range of channels.
- Key stakeholders are well informed and have the opportunity to ask questions and provide feedback via a range of channels.

4 Project significance rating

In general, the significance of an issue lies somewhere on a scale from low to high. The higher the significance, the greater the level of engagement required. Use the table below to work out the significance rating of your project. Refer to the [Significance and Engagement Policy](#) for more information when completing this section.

Criteria	Factors and threshold	Degree of significance rating
<p>IMPORTANCE TO WELLINGTON</p> <p>The extent to which the matter under consideration impacts on the environment, culture or people of Wellington City, now and in the future. (Large impacts would indicate high significance).</p>	<p>Factors that might impact on community wellbeing are:</p> <ul style="list-style-type: none"> a) Any decision that would significantly alter the level of service provided by the Council of a significant activity (including a decision to commence or cease such an activity) b) Extent costs, opportunity costs, externalities and subsidies. c) Uncertainty, irreversibility, and the impact of the decision in terms of the community's sustainability and resilience <p>Rating High = large impact Medium = moderate impact Low = little impact</p>	<p>Low</p>

Criteria	Factors and threshold	Degree of significance rating
<p>COMMUNITY INTEREST</p> <p>The extent to which individuals, organisations, groups and sectors within the community are particularly affected by the matter.</p>	<p>Factors that would indicate a high degree of significance are:</p> <ul style="list-style-type: none"> a) High levels of prior public interest or the potential to generate interest or controversy b) Large divisions in community views on the matter c) A moderate impact on a large proportion of the community d) A large impact on a moderate number of persons <p>Rating High = large impact Medium = moderate impact Low = little impact</p>	<p>Mod</p>
<p>CONSISTENCY WITH EXISTING POLICY AND STRATEGY</p> <p>The extent to which the matter is consistent with the Council's current policies and strategies.</p>	<p>Factors that would indicate a high degree of significance are:</p> <ul style="list-style-type: none"> a) Decisions which are substantially inconsistent with current policies and strategies <p>Rating High = inconsistent with other strategies and policies Medium = moderately inconsistent with other strategies and policies Low = well within other strategies and policies</p>	<p>Low</p>

Criteria	Factors and threshold	Degree of significance rating
<p>IMPACT ON THE COUNCIL'S CAPACITY AND CAPABILITY</p> <p>The impact of the decision on the Council's ability to achieve the objectives set out in its Long-term Financial Strategy, Long-term Plan and Annual Plan.</p>	<p>Factors that would indicate a high level of significance are:</p> <ul style="list-style-type: none"> a) Transfers of strategic assets to or from the Council b) High capital or operational expenditure c) A financial transaction with a value of greater than 10% of rates revenue in the year of the decision <p>Rating High = large impact/consequence Medium = moderate impact/consequence Low = small impact/ consequence</p>	<p>Low</p>
<p>Result: The proposed commercial development of site 9 is rated a Moderate degree of significance.</p> <p>NOTE: Two or more 'high' ratings means the issue is likely to be significant for the Council.</p>		

5 International Public Participation (IAP2) spectrum

Fill out the table below to help you to work out where your project sits on the [IAP2 Public Participation Spectrum](#).

The results from the table can be used to make a general assessment of the level of stakeholder participation you should be using during your project. The different stages in participation are: **Inform > Consult > Involve > Collaborate > Empower**.

Assessment questions	Very Low	Low	Moderate	High	Very High	Notes/Comments
1. What is the probable level of difficulty in addressing the problem/opportunity?		✓				
2. What is the anticipated level for public controversy?			✓			
3. What level of public interest on social and general media is expected?			✓			
4. How much do key stakeholders care about the problem/opportunity and decision to be made?			✓			
5. How important are the potential impacts to the public?		✓				
6. What degree of participation does the public appear to want?			✓			

Assessment questions	Very Low	Low	Moderate	High	Very High	Notes/Comments
7. What is the potential for the public to influence the decision-making process?		✓				
8. At what level do internal staff members perceive public interest in this project?			✓			
Count number of check in each column		3	5	0	0	
Multiply number of checks by the weight	(x1)	(x2)	(x3)	(x4)	(x5)	TOTAL
Enter column score		6	15		0	21
Divide total score by the number of questions answered		8	8	8	8	
Average Score		0.75	0.63	0	0	1.38
Appropriate level of public participation for this project is to at least consult.						

Key: Score rating indicators

0–1 very low to low – recommendation is to at least **Inform**

1–2 low to moderate – recommendation is to at least **Consult**

2–3 moderate to high – recommendation is to at least **Involve**

3–4 high to very high – recommendation is to at least **Involve**, consider opportunities for **Collaborate** or **Empower**, if possible

6 Concurrent Council engagement and consultation projects

- Council sale of land for development at Shelly Bay

7 Role of elected members

The Mayor and officers briefed councillors about the Site 9 proposal on 18 May 2017. Councillors were invited to request individual meetings with City Shaper officers should they wish.

Six councillors attended a site visit to inspect the area and ask questions on Thursday 25 May.

On 22 June CSC will be asked whether they wish to endorse the proposal to engage the public on the preliminary design concept, as part of a wider report on the Site 9 proposal.

8 Engaging with mana whenua iwi, Māori community stakeholders, Advisory Groups and Residents' Associations

Engaging with mana whenua iwi entities and Māori community stakeholders

Representatives from the Council's mana whenua Treaty partners – Port Nicholson Block Settlement Trust - will be engaged in the project through the engagement process

Engaging with Advisory Groups

The Accessibility Advisory Group and the Technical Advisory Group will be engaged in the project through the engagement process.

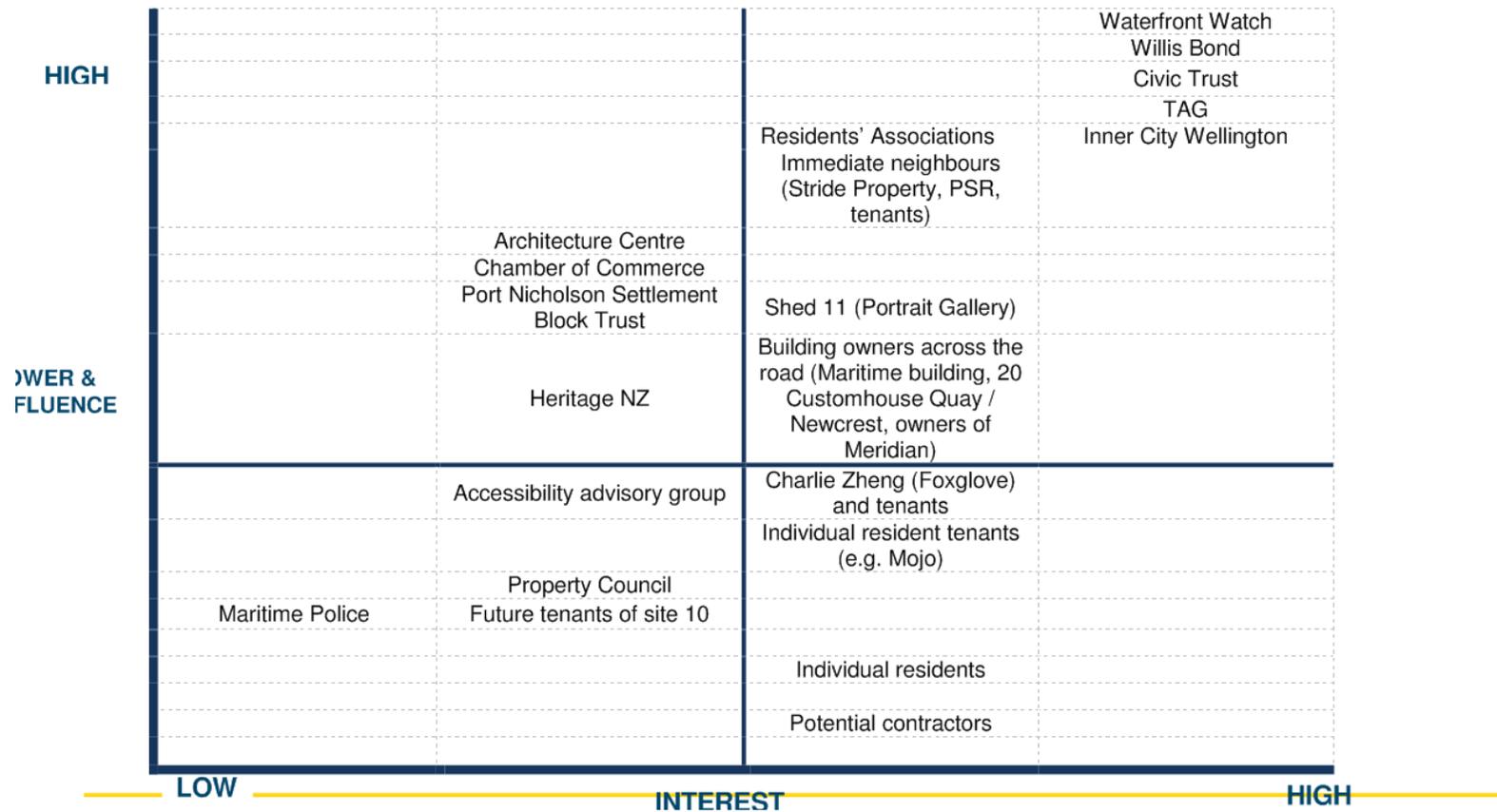
Engaging with Residents' Associations

The Residents Associations of Mount Victoria, Tinakori and Oriental Bay will be engaged in the project through the engagement process.

9 Stakeholder mapping

The chart below shows stakeholders grouped in a matrix that examines their power/influence and their interest

Stakeholder Mapping Chart



10 Key Project milestones

Milestones	Start Date	End Date
Finalise engagement and communications plan	28 April 2017	5 th May 2017
Report to CSC	22 June 2017	22 June 2017
Engagement with key stakeholders	ongoing	28 July 2017
Public engagement	3 July 2017	28 July 2017
Report back to ELT	28 August 2017	28 August 2017
Report to Council	14 September 2017	14 September 2017

11 Communications and engagement action plan

Communication channels and engagement methods - overview	
Stakeholder	Comms channels/engagement methods
General public	<p>The general public will be made aware of the engagement process via:</p> <ul style="list-style-type: none"> • WCC website (upcoming consultations) • govt.nz website (upcoming consultations) • An advertorial in the Dominion Post • Twitter • Facebook • Public engagement documents in libraries and at Council reception. <p>The general public can provide feedback on the proposal via:</p> <ul style="list-style-type: none"> • Information displays. We will set up a detailed information display in a shipping container located on Site 9 in North Kumutoto. Feedback forms and a deposit box will be on prominent display. • Feedback forms distributed to libraries and community centres. • Online engagement: the online feedback space on the WCC website; Wellington Waterfront website (provide link to the WCC website online feedback space); Site9@wcc.govt.nz

Stakeholders (shown on stakeholder map)	<p>Key stakeholders will receive information about the proposal via:</p> <ul style="list-style-type: none">• Individual briefings. <p>Other stakeholders will receive information about the proposal via letter and offer to meet.</p> <p>In addition to the feedback mechanisms listed above, stakeholders can provide feedback via:</p> <ul style="list-style-type: none">• notes taken by City Shaper officers at individual meetings.

Communications and engagement action plan				
Date	Milestone	Stakeholders	Channels/methods	Lead
18 May 2017	Briefing to councillors	Councillors	Powerpoint presentation.	Michael Faherty
25 May 2017	Site visit for councillors	Councillors	Visit to site, discussion, answering questions.	Michael Faherty
29 May	Councillor workshop	Councillors	Presentation	Ian Pike/Michael Faherty
Before 22 June	Info to key stakeholders	Key stakeholders	Letter with background info. Offer of one-on-one meetings.	Julia Anderson
Before 22 June	Initial stakeholder meetings (one on one)	Key stakeholders	One on one meetings	Ian Pike/Michael Faherty
15 June	CSC agenda on website	General public and stakeholders	Media release? <to be confirmed>	Julia Anderson
<Date TBC>	Public information in media	General public and stakeholders	Advertorial	Julia Anderson
15 June	Upcoming public engagement notice published	General public and stakeholders	Item on WCC public feedback page. Generic email address set up.	Julia Anderson
29 June	Public information in media?	General public and stakeholders	2 nd Advertorial? (TBC)	Julia Anderson
30 June	Public feedback container on site with picture boards.	General public and stakeholders	Public display.	Michael Faherty
By 30 June	Public feedback documents distributed.	General public	Deliver to libraries and WCC reception.	Julia Anderson
3 July	Public engagement live online	General public and stakeholders	WCC engagement page	Julia Anderson

3 – 28 July	One on one meetings	Stakeholders	One on one meetings	Ian Pike/Michael Faherty
3 – 28 July	Manage email questions	General public stakeholders	Site9@wcc.govt.nz	Julia Anderson Ian Pike

12 Key communications messages

The proposal to develop commercial premises at site 9 is part of the wider plan to develop Wellington Waterfront to attract people at all times of the day, all year round.

Site 9 is part of the North Kumutoto precinct which links the northern city centre to the harbour and includes a mix of commercial premises, cafes and public spaces.

If you are interested in providing feedback on the proposals for site 9 you will have two opportunities:

- We will consult the public in July 2017.
- The proposed development will also require resource management consent when the public will have another opportunity to provide feedback.

13 Budget

To be confirmed

14 Risk assessment

Consider the possible risks related to your project. These could be legal, reputational, media, engagement and consultation, communications, structural, or other types of risk.

Issue/risk	Likelihood	Impact	Mitigation
Negative media coverage	Medium	Medium	Provide media with good quality, timely information.
The public perceives North Kumutoto Precinct to be too 'built up' relative to other areas of the waterfront, causing a negative reaction to the Site 9 proposal.	Medium	Medium	Make sure the public engagement information is clear about the reason for the North Kumutoto precinct being more densely built than other areas. Emphasise there will be more public spaces than currently.
People don't like the look of the design.	Medium	Medium	Make sure the design is shown in context with the buildings around it. Provide clear explanation for why the design looks as it does.
People are suspicious that the building will end up looking different if it ends up being apartments or a hotel, not offices – so give negative feedback.	Medium	Medium	Make sure the information shows that the design will look similar regardless of what the use of the building turns out to be.

15 Feedback process

The outcome of the public engagement will be the subject of a paper to ELT in August and the City Strategy Committee and Council in September.

Those who submit feedback online or via email will get a reply letting them know what will happen to their feedback and when the report will be published.

We will talk to key stakeholders in the lead-up to the CSC committee meeting.

We will write to stakeholders letting them know the outcome of the public engagement and the next steps.

16 Evaluation

We will utilise an online survey to seek feedback from stakeholders and the public to measure the success and impact of our communication and engagement activities.

3. Operational

MAYORAL DELEGATION TO CANBERRA

Purpose

1. This paper reports on Mayoral travel to Canberra between 3 – 6 May, 2017.

Summary

2. Mayor Lester was invited to meet with ACT Chief Minister Andrew Barr to discuss progressing both Wellington and Canberra Weeks in respective cities. He was also invited to engage in a short itinerary in Canberra to familiarise him with the work programme delivering on the Sister City Agreement.
3. The City Strategy Committee approved the Mayor's travel to Canberra on 13 April, 2017.

Recommendation

That the City Strategy Committee:

1. Receives the information.

Background

4. A number of actions have already been taken to deliver on Wellington's sister city agreement with Canberra:
 - VisitCanberra has commenced marketing tourism opportunities in Wellington.
 - A Memorandum of Understanding has been developed to foster cooperation between Wellington's Tech-Hub Collider and the CBR Innovation Network.
 - A Memorandum of Understanding has been agreed between Zealandia and Mulligan's Flat Woodland Sanctuary.
 - A Memorandum of Understanding has also been agreed between the Wellington and Canberra Chambers of Commerce under the auspices of the Sister City agreement.
 - Exchanges between ActiveCanberra and Sport Wellington have been undertaken.

General Comments

5. The Mayor felt there was tremendous will on the part of Canberra officials to forge closer ties with Wellington. Without fail, the officials were extremely open and transparent, and often provided information that was either confidential in nature, or had not yet been released publicly.

6. The Sister City relationship between Wellington and Canberra is entirely logical. The cities are approximately the same size and both have larger cities that dominate their country (Auckland; Melbourne and Sydney).
7. For a Sister City relationship that has existed such a short time, there has been huge progress made. The Mayor said the Singapore Air direct link between Wellington and Canberra opens up possibilities that are only beginning to be explored. Already a great deal of progress has been made in the relationship between the two cities and it was exciting to hear Canberra and Wellington officials discussing such a range of ideas in areas such as business, cultural and sport.

Discussion

VisitCanberra

8. The Mayor met with VisitCanberra Executive Director Ian Hill to:
 - Develop understanding of each city's visitor economies and discuss VisitCanberra's 2020 Tourism Strategy, including planning, execution, campaign initiatives and approaches to international markets.
 - Discuss cooperative opportunities as a result of the Singapore Airlines route through Canberra to Wellington.
 - Discuss major events.
9. VisitCanberra is the official tourism organisation for Canberra and the ACT Government, working to grow the visitor economy for Canberra and the surrounding regions by creating and implementing a range of marketing and development programmes.
10. Key points from the discussion with Mr Hill include:

Tourism

- Mr Hill believes that tourism in Canberra is experiencing a *renaissance* – factors for significantly improving visitor numbers include new budget domestic flight carrier Tigerair, and Singapore Airlines' presence in Wellington and Canberra.
- 25% of Singapore Airlines inbound passengers are from China. Canberra is now receiving 40,000 Chinese tourists annually, significantly up from 12,000 in 2013.

Singapore Airlines

- Mr Hill advised that, generally, officials in Canberra are pleased with the performance of the new service between Wellington and Singapore via Canberra. Mr Hill advised that passenger volumes were at the high end of initial estimates, particularly between Canberra and Singapore, and within expected volumes (and improving) between Wellington and Canberra.
- It was raised with Mr Hill that the Singapore Airlines product could and should be improved. Specifically, that while the service is welcome in both cities, officials have some concern that the age of the aircraft and level of service may detract from the benefits of the service generally. Mr Hill advised that officials in Canberra share some of these concerns.
- It was also raised with Mr Hill that officials understand that due to the age of aircraft, the carriage volume may be limiting and that to be competitive with other airports, a more modern aircraft could and should be investigated for the route.

- The Office of the Chief Executive is already cooperating with officials in Canberra on a joint campaign that may result in an increase in the number of services as well as a new aircraft.

Marketing in Canberra

- Mr Hill advised that he believes Wellington needs a more physical presence in Canberra, noting that there is already a strong digital marketing presence. Officials in Canberra believe there is still significant opportunity to market Wellington even more effectively as a short-stay destination. Our own 'Wellington Week' in Canberra, showcasing our best products such as World of Wearable Arts, Wellington on a Plate, New Zealand Festival etc. remains an area of active interest.

ActiveCanberra

- The Mayor and Mr Hill moved to a discussion on ActiveCanberra to:
 - Develop greater understanding of each city's sporting communities.
 - Discuss ActiveCanberra's 2020 strategy, the thinking and execution.
 - Discuss opportunities for cooperative approaches for Sport Wellington with ActiveCanberra.
 - Facilitate tourism promotion, marketing and product development.
 - Collaborate on opportunities to increase participation in sport.
- Canberra is interested in reciprocal arrangements that are mutually beneficial to both themselves and Wellington. Both cities have sport areas they can excel at and improve upon.
- ACT is the most physically active community within Australia and its aim is to continue its community lifestyle by delivering the highest standard in sporting grounds, facilities and also promoting development within participation and offering support to individuals and teams around the ACT.
- ActiveCanberra takes great pride in maintaining high quality sports grounds and facilities that are maintained to a standard that are safe and fit for purpose. Active Canberra provides training, match and international standard facilities for the sporting community.
- ActiveCanberra works closely with State Sporting Organisations and schools to deliver, support and promote participation and development opportunities for both students and teachers. These activities can be introduced into PE classes and help to improve the link between school-based sporting experiences and community-based participation.

Transport Canberra and City Services (TCCS)

11. The Mayor met with TransportCanberra and City Services Deputy Director General Duncan Edgehill and Chief Operating Officer Cherie Hughes to:
 - Discuss Capital Metro, Canberra's light rail project – an important part of the ACT Government's vision to deliver a sustainable city.
 - Discuss how Capital Metro will be a catalyst for extensive urban development and urban renewal projects, as well as for public housing renewal.
12. A directorate of the ACT Government, Transport Canberra and City Services (TCCS) is a diverse directorate responsible for managing roads, footpaths, street lights, cycle

paths, active travel and the public transport network (ACTION buses and the light rail project).

13. The directorate delivers essential services Canberrans rely on each day, including public libraries, the collection of recycling and waste, graffiti removal, shop and playground upgrades and grass mowing. It is also responsible for the management of urban trees, public open spaces and city places, including maintenance of shops, domestic animal services, animal welfare and other licensing and compliance services, such as ranger services and permits for public land use.
14. The key points from a discussion with Mr Edgehill and Ms Hughes focused on light rail include:
 - The business case proposing the development and implementation of \$AUD783m light-rail network across Canberra was approved by the ACT Cabinet in mid-September 2014. The implementation of the network will deliver almost \$AUD1bn in benefits to the community.
 - \$AUD222m in transport time savings
 - \$AUD140m in infrastructure efficiencies
 - \$AUD198m in wider economic benefits
 - \$AUD240m in land-use benefits
 - \$AUD5m in walking, cycling and other active mode health benefits
 - \$AUD13m in environmental and other benefits.
 - A policy decision was made not to remove buses being replaced by light rail, but to instead re-purpose and deploy them elsewhere. Buses will not be in direct competition to light rail.
 - Stage 1 is due to be completed late 2018. This includes building 12 stations and purchasing trams to operate on the 15km stretch between Civic, in Canberra's central business district, and Gungahlin, to the north.
 - Valuable lessons regarding community engagement were learnt, and for stage 2 implementation (Western Basin along Lake Burley Griffin) technology and online communication will be deployed more heavily.

National Arboretum

15. The Mayor met the Arboretum's Executive Manager Scott Saddler and his team to:
 - See, first hand, the National Arboretum with introduction of the history and future of the site, and tour of the building.
 - Visits with curators in the National Bonsai and Penjing collection, garden gallery and visits to some of the planned forest sites.
16. The National Arboretum Canberra features 94 forests of rare, endangered and symbolic trees from around Australia and the world. Many of the trees are still young, but two of the forests are nearly 100 years old. More than 44,000 trees from over 100 countries are growing across the huge 250 hectare site, making it one of the world's largest living collections of rare, endangered and significant trees.
17. In time, the Arboretum will be home to 104 forests of rare, endangered and symbolic trees from Australia and around the world.
18. The key points arising from discussions with Mr Saddler include:

- The investment made by the ACT Government was described by Mr Saddler as a confident investment in Canberra's future. Not only does the Arboretum act as a natural heritage site, it also acts as a multipurpose tourism and events space offering large built structures through to the natural amphitheatres and lookout spots.
- It was noted that while the arboretum is still new, and the trees are at an early stage, the natural amphitheatre is currently used to host concerts and is already providing community and financial benefit for classical music events such as Voices in the Forest.
- Discussion over the potential for biodiversity initiatives and nature-based partnerships leveraging off the existing Memorandum of Understanding between Zealandia and Mulligan's Flat Woodland Reserve in Canberra's west.
- Collaboration and knowledge-sharing about urban renewal and sustainable growth remains a principle driver for how the arboretum focuses the impact of its work.

Public Housing

19. The Mayor met with Housing and Community Services Executive Director Louise Gilding to:
 - Discuss the ACT's social housing initiatives.
 - Collaborate and share knowledge about urban renewal and sustainable growth.
20. Housing & Community Services ACT is a division of the Community Services Directorate. The area is responsible for the provision of social housing and community services in the Territory.
21. The organisation allocates, manages and maintains more than 11,000 public and community housing properties and caters to 10,500 tenancies. It collects \$85 million a year in rent. It also coordinates comprehensive support services and community participation programmes for its tenants.
22. More broadly, Housing & Community Services ACT provides support for people who are disadvantaged or experiencing a crisis. It does this through a variety of programmes, including services targeted at preventing homelessness and assisting people to transit through homelessness into stable housing.
23. The key points arising out of discussions with Ms Gilding include:
 - Housing & Community Services ACT's funding comes almost entirely from the housing sector. Even in the areas of emergency and social housing, health agencies do not offer funding assistance.
 - It is critical to the ACT Government when providing affordable housing to ensure the right size of housing is being built. In the ACT the greatest need is two-bedroom houses and large dwellings that are suitable for a single parent with several children.
 - Even though Canberra's urban population is around 500,000 compared with Wellington's 200,000 urban population, Canberra records half as many beggars, 27 compared to 55. Canberra's provision of emergency accommodation appears, on the face of it, more mature than in Wellington at this point.
 - Following from initial discussions with Mayor Wade-Brown in 2016, it was agreed to develop and implement a series of secondment opportunities for staff in the ACT Government and Council's housing areas. The Office of the Chief Executive

will report to the Council's Executive Leadership team on a proposal to deliver on this commitment as part of a wider secondment arrangement with the ACT Government. Areas of interest, in addition to housing, include:

- Communications
- Arts and Events
- Infrastructure management
- Facilities management
- Economic growth (delivery level – WREDA).

Land Development Agency

Visit to Kingston Foreshore and West Basin

24. The Mayor met with the Canberra Land Development Agency's Director of Urban Projects, Nicholas Holt, to:
- Be briefed on Canberra's urban renewal agenda including heritage site revitalisation – Kingston Foreshore.
 - Be briefed on Canberra's transformational infrastructure investment projects, such as the City to the Lake Project and the new city stadium.
 - See sites made available for private development, such as New Acton Precinct on which the city has leveraged economic growth and improved social connectedness.
25. The Land Development Agency (LDA) is an ACT Government agency within the Chief Minister, Treasury and Economic Development Directorate portfolio. Its core business is developing and selling land on behalf of the ACT Government.
26. The LDA is dedicated to achieving new standards of innovation, excellence and value in urban design and sustainable development. Its commitment has been recognised with multiple industry awards.
27. The Mayor was advised that the LDA will return about \$A600m this year in dividends arising out of its multi-billion dollar urban rejuvenation projects throughout the city and the surrounding areas.

Kingston Foreshore

28. The Kingston Foreshore will be a Mixed Use waterfront precinct with a strong arts, cultural, tourism and leisure theme.
29. The overall vision for Kingston Foreshore is to rejuvenate under-utilised industrial area and to create a mix of retail, commercial, residential and recreational areas while preserving the overall historical significance.
30. Kingston Foreshore will be the leading arts, recreation, cultural and community location in Canberra and will provide a perfect blend of landscapes, nature, art, history and people. The Kingston Foreshore will be somewhere visitors and residents can experience life, art and nature in balance.

West Basin

31. The West Basin waterfront is the first stage in the ACT Government's multi-billion dollar plans to connect the city centre to Lake Burley Griffin. It is being designed to bring the everyday life of the city to Lake Burley Griffin.

32. The West Basin waterfront is a central component of the City to the Lake project. When complete, the West Basin waterfront will be a vibrant destination, where people meet, celebrate and have fun. It will be the premier place for festivals and events in Canberra. The precinct will include new parks, cafes, restaurants, plazas and streets for the community to use and enjoy.
33. Construction of the waterfront will be delivered in stages. Stage 1 of construction commenced in October 2016. It has a bold design that has been further developed since receiving the 2013 Australia Award for Urban Design. Stage 1 includes:
- The first 150 metres of boardwalk. It will be 8.1 metres wide and positioned just above the water level.
 - A protected cove providing recreational lake users a place to berth watercraft and access the waterfront precinct.
 - A sculptural marker, highlighting the Lake Water Axis between Black Mountain and East Basin of Lake Burley Griffin.
34. Design features beyond Stage 1 are subject to government consideration and agreement, but may include:
- Purpose-built pavilions for cafes and tourist facilities along the promenade.
 - New recreational areas, including open parks, playgrounds, barbeque facilities and water play spaces.
 - A generous 650m boardwalk, positioned just above the water level.
 - Jetties for commercial boat operators and berthing facilities for recreation craft.
 - A central events plaza.
 - New paths connecting Commonwealth Avenue to the waterfront, and upgrades to the western section of Barrine Drive into a new shared zone.
 - New large-scale shade trees and other plantings that highlight the changing seasons.
 - Water sensitive design features to filter storm water before it enters Lake Burley Griffin.
 - Dedicated Copenhagen-style bike lane with a minimum width of 3m adjacent to the shore.
 - A new lake wall on the Eastern section of West Basin returning to the Griffin's 1918 design for West Basin. Portions of the lake will be reclaimed to maximise public space.
 - Community activities and events are already being planned for the area.

Canberra Innovation Network

35. The Mayor met with the newly appointed Chief Executive Officer of the Canberra Innovation Network (CBRIN), Petr Adamek, to:
- View the facility, developed by the ACT Government with several partner foundations to devise new approaches to fostering innovation in Canberra.
 - Develop understanding on CBR Innovation Network as an open collaboration of innovators, dedicated to developing a diverse innovation eco-system within

Canberra. For businesses, the CBR Innovation Network is a great source of low-cost to free, high level services.

- Exchange ideas regarding smart city technologies and implementation, and renewable and sustainable energy supplies.
- Discuss joint support of innovation and technology start-up ecosystems.

36. CBRIN is a space where developers can create and test their products. The Mayor met entrepreneurs designing products such as a mat that measures a person's balance, an app for construction site workers to use to sign in and out of a site, and a web developer aiming to launch World Photo Day.
37. CBRIN supports and promotes innovation in Canberra, as it is uniquely placed to be at the forefront of innovation in Australia, given Canberra's high concentration of world class education and research institutions.
38. CBRIN is an ACT Territory Government initiative that formed as a collaboration between six world class education and research institutions: Australian National University, University of Canberra, University of New South Wales Canberra, Data61, Canberra Institute of Technology and Commonwealth Scientific and Industrial Research Organisation.
39. CBRIN is one of a number of Canberra-based agencies already well linked in to their Wellington counterparts. CBRIN also extended invitations to WREDA to take part in a recent tech-focused business delegation to Singapore, resulting in a joint Wellington/Canberra delegation.
40. The delegation was very well received and the joint approach by Wellington and Canberra has attracted international attention.
41. The Mayor also spoke with Eco Spectral CEO, David E Keightly, who has developed a product called a BRIM Sensor, an intelligent wireless mesh networked sensing system for temperature, light and motion. These sensors can monitor lighting and space usage to improve efficiency, reducing cost.

Canberra Airport

42. The Mayor met with Canberra Airport Managing Director Stephen Byron to:
 - View the airport terminal, including international terminal and freight expansion plans.
 - To see the diverse, multi-layered business operation including a business park, retail hub and hotel.
 - Observe how the airport connects businesses in each city.
43. Capital Airport Group Pty. Ltd purchased Canberra Airport from the Commonwealth Government in May 1998. At the time of purchase, the airport consisted of a small-scale terminal, general aviation precinct as well as the Royal Australian Air Force (RAAF) Fairbairn base.
44. Formed initially by Canberra businessman Terry Snow and his son, Stephen Byron, the Capital Airport Group's background was in the development of quality commercial properties in Canberra and Sydney.
45. The decision to invest in the airport was in recognition of its development potential and the importance of the airport to the local community. Investment has resulted in an airport designed for 12 million passenger movements per year but which at the moment

is currently managing around 2 million. The airport has taken a long range view of 50-100 years.

46. Since privatisation Canberra Airport precinct now comprises the terminal and Fairbairn RAAF base, as well as Brindabella Business Park and Majura Park, all of which have undergone extensive development.
47. With the opening of the new terminal on March 13, 2013, Canberra Airport now represents one of the most significant infrastructure projects for the ACT and surrounding region, with a growing role as a national transportation hub, commercial business park and retail destination.
48. It has been acknowledged as one of the leading Australian airports, having been named Australian Airport of the Year in 2002, 2007 and 2013.

The Terminal

49. With an investment of \$420 million the all-new Canberra Airport terminal opened on 13 March, 2013.
50. The new terminal covers more than 55,000m² and includes:
 - 3300 car parking spaces
 - 10 passenger aerobridges
 - 34 check-in counters
 - 6 baggage carousels
 - taxi rank with indoor passenger waiting area
 - a number of food, beverage and retail offerings
 - environmental initiatives that put it on track to become the “greenest” airport in the country.

Brindabella Business Park

51. Considered to be one of Australia’s most environmentally sustainable business centres, Brindabella Business Park is made up of 18 world-class commercial buildings totalling 100,000m², which houses approximately 5,000 workers within them. The business park also consists of a childcare facility, service station, gymnasium, numerous cafe and restaurants as well as sporting fields; all of which make it an ideal business environment.

Majura Park

52. As Canberra Airport’s newest precinct, Majura Park distinguishes itself from the other precincts in its diverse range of offerings to the Canberra region. Situated northwest of the airport, Majura Park offers about 26,000m² of commercial office accommodation as well as 44,500m² of retail floor area.
53. In addition to Costco Wholesale, the Majura Park Shopping Centre houses Australia’s largest Woolworths and Big W concept store. Close by is Masters Hardware. Majura Park also features a 25m lap pool, swim school and gymnasium and a purpose-designed medical centre.

Fairbairn

54. Fairbairn is the Canberra Airport’s largest commercial precinct, steeped in tradition as a former RAAF base, essentially forming the second stage of the Airport’s business hub, and currently accommodating about 2,000 workers.

Canberra Glassworks

55. The Mayor met with Canberra Glassworks General Manager Beverly Growden to:
- View the Canberra Glassworks and receive a briefing on the history of the building, and explanation on the facility's current use including glass blowing, glass cutting and educational programmes.
 - Learn about cultural exchanges that connect art communities, events development and national institutions.
56. The Kingston Powerhouse was listed on the National Estate Register on 1 November, 1983, as a historic building, and is included on the ACT Heritage Places Register. It is a building of industrial and architectural significance that is a landmark on its lakeside setting. It was one of the first permanent buildings of Canberra and was of social importance in the early years of the city.
57. The establishment of the Canberra Glassworks in May 2007, located in this historic building, is a landmark project for the ACT community that has local, national and international significance. The project builds on the success of glass artists from the Canberra Region, and is the only centre of its kind in Australia.
58. Drawing on a mixed funding model, partly private and partly public, the facility is part of a wider urban rejuvenation project led by the Canberra LDA. Following a two-stage process, a partnership between Geocon / Fender Katsalidis / Oculus has created an exciting concept for the precinct.
59. The consortium's plans include workshops, gallery spaces and offices for arts groups, visiting artist accommodation, landscaped plazas for outdoor entertainment and events, and generous parking provisions.
60. Geocon's submission delivered on the precinct objectives and provided a very good response to all the requirements in the Request for Tender.
61. The area has long been envisioned as a visual arts hub, with arts organisations proposed to move to the Kingston Arts Precinct including Canberra Contemporary Art Space, Craft ACT, Photo Access, Art SoundFM, M16 (including ASOC, CAW, Hands-on, Studio-MAP and the resident artists of M16) and some activities of the Canberra Potters' Society. Cultural Canberra is continuing consultation with these organisations who will join existing precinct tenants, the Canberra Glassworks and Megalo print studio.

Attachments

Nil

Authors	Joey Sauer, Advisor-Office Of The CEO Kaine Thompson, Manager, Office of the Chief Executive
Authoriser	Kevin Lavery, Chief Executive

SUPPORTING INFORMATION

Engagement and Consultation

None.

Treaty of Waitangi considerations

None.

Financial implications

None.

Policy and legislative implications

None.

Risks / legal

None.

Climate Change impact and considerations

None.

Communications Plan

None.

Health and Safety Impact considered

None.

COBHAM DRIVE WALKING AND CYCLING IMPROVEMENTS

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Improvements for people on bikes and on foot between Evans Bay Parade and Shelly Bay Road have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$4 million to the development of a safe cycleway in this corridor in the 2015-2019 LTP period. The \$4 million investment will receive a subsidy from central government and direct investment of \$3.0 million.
3. Public feedback has previously prioritised this route as it provides a critical connection to the central city from the east.
4. The proposed improvements will include comprehensive upgrade of the current shared pathway to a dedicated cycleway and creation of a separate pedestrian footpath. The size of the facility provided will also allow for future growth.
5. The plans also include significant urban design enhancements to the area and will look to provide an improved gateway to the city. The recommendation is to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.
6. Improvements to Cobham Drive for those who walk and bike will complement Council's desire to better cater for these modes through the development of an iconic harbour-side cycleway connecting the eastern peninsula to the Wellington waterfront that would form part of the Great Harbour Way
7. Officers are also working with the NZ Transport Agency to better understand demands for a crossing in the area and the design of such a facility so that the final constructed pathways will integrate with it in the longer term. Pursuit of this crossing is a high priority to both parties and is reflective of the feedback to date.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agrees to the proposed pedestrian, cycling and amenity improvements to Cobham Drive.
3. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. Delete from Schedule A (Time Limited), Schedule B (Class Restricted), Schedule C (Direction), Schedule D (No Stopping), Schedule G (Give Way & Stop), Schedule H (Pedestrian Crossings), and Schedule I (Cycle Lanes) of the Traffic Restrictions Schedules

Column One

Column Two

Column Three

Cobham Drive	Bus Stop – At All Times	North side, commencing 218.5 metres north of its intersection with Troy Street and extending in an easterly direction following the northern kerbline for 12 metres.
Cobham Drive	Bus Stop – At All Times	South side, commencing 292 metres south of its intersection with Calabar Road and extending in a westerly direction following the southern kerbline for 12 metres.
Cobham Drive	Bus Stop – At All Times	West side, commencing 471 metres south of its intersection with Miramar Avenue and extending in a southerly direction following the western kerbline for 12 metres.
Cobham Drive	Bus Stop – At All Times	North side, commencing 218.5 metres north of its intersection with Troy Street and extending in an easterly direction following the northern kerbline for 12 metres.
Cobham Drive	Bus Stop – At All Times	South side, commencing 292 metres south of its intersection with Calabar Road and extending in a westerly direction following the southern kerbline for 12 metres.
Cobham Drive	Bus Stop – At All Times	West side, commencing 471 metres south of its intersection with Miramar Avenue and extending in a southerly direction following the western kerbline for 12 metres.
Cobham Drive	Combined Cycle and Pedestrian Track	North side, commencing from its intersection with Evans Bay Parade and extending in an easterly direction to its intersection with Maupuia Road.
Cobham Drive	P180	West side, commencing 173 metres north of its intersection with the Calabar Road roundabout at Cobham Drive and extending in a northerly direction following the western kerbline for 60 metres.
Cobham Drive	No Stopping – At All Times	East side, commencing at its intersection with Miramar Avenue and extending in a southerly direction following the eastern kerbline for 105 metres.
Cobham Drive	No Stopping – At All Times	West side, commencing 140 m south of its intersection with Shelly Bay Road and extending in a southerly direction for 10 metres
Cobham Drive	No Stopping – At All Times	West side, commencing at its intersection with the Calabar Road roundabout at Cobham Drive and extending in a northerly direction following the western kerbline for 130 metres

b. Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	Cycle Path (Two Way) - At all times	North side, commencing at its intersection with Evans Bay Parade (Grid coordinates x= 1750311.4m y= 5425015.4m) and extending in

Miramar Avenue	Shared Path - At all times	an easterly direction to its intersection with Shelly Bay Road. North side, commencing at its intersection with Shelly Bay Road (Grid coordinates x=1751630.9m & y=5424737.8m) and extending in an easterly direction for 96 metres.
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c. Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	P180 – At all times	West side, commencing 58 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751570.9 & y=5424730.8m) and extending in a southerly direction following the western kerblines for 54 metres.
Cobham Drive	P180 – At all times	West side, commencing 122 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751535.7m & y=5424672.7m) and extending in a southerly direction following the western kerblines for 60 metres.
Cobham Drive	P180 – At all times	Area on the north side of Cobham Drive, commencing 975 metres east of its intersection with Evans Bay Parade (Grid coordinates x= 1750311.4m y= 5425015.4m), and extending in an easterly direction following the Northern kerblines for 40 metres (Grid coordinates x=1751118.4m y= 5424473.4m). The area then extends perpendicular in a northward direction for 17 metres (Grid coordinates x= 1751075.9 m y= 5424483.1m and Grid coordinates x= 1751115.2m y= 5424490.0m).

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

Column One	Column Two	Column Three
Cobham Drive	No stopping at all times	North side, commencing at its intersection with Evans Bay Parade, (Grid coordinates x= 1750311.4m y= 5425015.4m) and extending in an easterly direction following the northern kerblines for 1448 metres.
Cobham Drive	No stopping at all times	North side, commencing at its intersection with Shelly Bay Road, (Grid coordinates x=1751624.3m & y=5424740.3m) and extending in a westerly direction following the northern kerblines for 58 metres.
Cobham Drive	No stopping at all times	West side, commencing 112 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751540.9m & y=5424681.5m)

Cobham Drive	No stopping at all times	and extending in a southerly direction following the western kerbline for 10 metres. South side, commencing at its intersection with Evans Bay Parade, (Grid coordinates x=1750308.0m & y=5424992.6m) and extending in an easterly direction following the southern kerbline for 1076 metres.
Cobham Drive	No stopping at all times	South side, commencing at its intersection with Shelly Bay Road, (Grid coordinates x=1751847.3m, y= 5432099.4m) and extending in an southerly direction following the eastern kerbline for 661 metres.

Background

8. The Cobham Drive active transport improvements are being proposed to make it safer and more convenient for people on bikes and those on foot to get around.
9. The corridor provides a critical connection from the Miramar Peninsula to the Wellington CBD and Kilbirnie area.
10. 2008 saw the adoption of Wellington's Cycling Policy which sets out the city's desire to create the Great Harbour Way. The following is an excerpt from the policy:

...recently the call for a complete two way facility has been made, from this has grown the Great Harbour Way concept for a high quality commuting/recreational facility from Pencarrow on the eastern harbour entrance around the harbour to Red Rocks in Owhiro Bay.

Wellington City Council supports the concept of the Great Harbour Way as an important regional connection,...

11. The 11 August 2016 meeting of the Transport & Urban Development Committee gave approval to a paper that considered a refresh of the Wellington Cycleways Programme. That paper made the following points:

The joint Council/NZTA team recommends a refreshed programme with the following featured changes through to the end of 2018/19:

Progress the Great Harbour Way / Te Aranui o Pōneke (GHW) by upgrading the Miramar Cutting to Cobham Drive shared path and developing the Evans Bay Parade to Waitangi Park corridor to connect the Wellington CBD to the east.

Due to the significant mutual benefits for commuter and recreational opportunities of the Evans Bay Parade/Oriental Parade to Waitangi Park interim proposal and Miramar Cutting to Cobham Drive proposals, it is recommended that these sections of the GHW receive higher prioritisation than other GHW sections at this stage.

Development of these sections of the GHW achieves a large portion of the GHW that provides direct connection to/from the Wellington CBD while the LGWM considers a more direct future connection to resolve the currently constrained Mount Victoria tunnel and central CBD area. Further, during the extensive community engagement and consultation phases that will be carried out when developing these sections of the GHW, car parking, shared path conflicts,

mobility, accessibility, lighting, potential speed control measures to balance the removal of on-road cycle lanes and urban design matters (such as rest areas, seating and signage) will all be considered.

Discussion

12. Wellington City Council typically receives several complaints a year regarding the shared pathway along Cobham Drive. Normally these reports involve people on bikes and pedestrians coming into conflict. In order to address this it is proposed that a separate cycle path and footpath are created along the entire length of Cobham Drive from the Evans Bay Parade intersection to Shelly Bay Road. The plans also look to provide improved crossing infrastructure for people on bikes at the signalised Evans Bay Parade intersection. The Shelly Bay Road intersection will be addressed through a separate project and consultation.
13. Along the seawall area between the Calabar Road intersection and Miramar Avenue, the proposal would reduce the number of on-street car parks by 10. The maximum number of parkers (both on- and off-street) recorded in the area during the parking survey was 23 during the week and 28 on the weekend. This demand included 18 vehicles parked both during the week and on the weekend which may indicate these vehicles are for sale given the long duration. The proposal includes 19 car parks with a P180 limit to ensure availability for people wanting to access the area for recreation purposes rather than sale of vehicles.
14. Near the Troy Street roundabout, the proposal looks to reduce the large gravel parking area. The maximum number of parkers recorded in the area during the parking survey was three during the week and two on the weekend. The proposal includes five car parks with a P180 limit to ensure availability for people wanting to access the area for recreation purposes. This includes relocation of the parking area to remove conflict points with people on foot.
15. For most of the route there will be a 2.5–3m-wide cycle path and a 2m-wide footpath. At the Shelly Bay Road end, this will be achieved by narrowing the road. In places, where there is less room, the walking and biking paths will run side by side. In locations where we have more room, we are looking to separate the paths with plants.
16. Landscaping will highlight the wild surroundings and complement the wind sculptures. We may see more sculptures added in future. The design may include new seats and several 'pause points' along the route so people can take in the view. The main 'pause points' will be near the Miramar wharf, mid-way where there is a remnant of the original shoreline, and near the Evans Bay Marina. The historic sea wall at the Miramar end of Cobham Drive could be highlighted with special lighting or murals. Further information on proposed landscaping can be found on the project page.
<http://transportprojects.org.nz/assets/Documents/Cobham-Drive-Landscape-Preliminary-Concept.pdf>
17. The Cobham Drive paths will link to cycling and walking paths along Evans Bay Parade. Improvements to the Evans Bay Parade intersection will provide an enhanced crossing for walkers and bike riders.
18. If approved this project will provide a substantially improved level of service for people on bikes and on foot, as well as amenity for users with only a small impact on existing parking use and vegetation.

Consultation

19. During the public feedback period for the proposal (7 March - 4 April 2017), officers received 235 submissions of which there was 84% general support for the proposal.
20. Appended to this report are a fuller quantitative summary report and a brief qualitative report. All submissions have been reproduced in full and have been made available to committee members and are available to the public via the Councils website.
21. The following is a summary of submissions:
 - 55% of respondents live in Miramar, Hataitai, Newtown, Strathmore Park and Kilbirnie.
 - 2/3 of the respondents were male
 - The age group with the highest response rate was 30 - 39 years (32%)
 - 89% of respondents were making a submission as an individual
 - Overall, 84% of people who answered the 'overall' question support the proposed changes on Cobham Drive. 5% opposed (12 submissions) and the remaining 11% were not sure or did not comment
 - Every respondent under the age of 40 was in support of the proposed changes.
 - 83% of respondents support the overall urban design approach for Cobham Drive.
22. 21% of the comments mention the need for a safe crossing over Cobham Drive

Next Actions

23. Subject to approval of this paper by committee, officers have a number of key actions to undertake over the next few months before an anticipated construction start date of September. These key activities include:
 - Completing the concept stage safety audit and undertaking a design stage safety audit
 - Completing the landscaping design
 - Prepare construction drawings
 - Acquire Resource consents for both earthworks and work within the coastal marine area
 - Land Acquisition of a small parcel near the intersection of Shelly Bay Road
 - Completing the Cobham Drive/ Evans Bay Parade intersection signal design
 - Finalise the detail of the Cobham Drive, Shelly Bay Road and Miramar Avenue intersection layout and control type. (subject to consultation as part of Miramar Avenue project)
 - Completing the analysis for a new crossing over Cobham Drive to determine the likely location and type.
24. Construction is expected to take 6 months with an anticipated start date of September 2017.

Attachments

Attachment 1. TR-30-17 Cobham Drive Traffic Resolution Page 179
Attachment 2. Summary of Submissions Page 191

Author	Paul Barker, Planning Manager, Network Improvement
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken 7 March – 14 April 2017. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper, however Mana Whenua have been extensively involved in the development of the detailed plans. A cultural impact assessment will form part of the resource consent application for work within the coastal marine area.

Financial implications

The budget for the project is \$4.0m. The Transport Agency has allocated \$1.0m from each of the NLTF, UCP and highway and network operations budgets. The remaining \$1.0m is to be funded by Wellington City.

Policy and legislative implications

This is consistent with the Cycling Policy

Risks / legal

Not applicable

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 30 – 17

Location: Cobham Drive & Miramar Avenue Kilbirnie & Miramar

Proposal: Cycle Path, P180, No Stopping at All Times and Shared Path

Information: The Cobham Drive active transport improvements are being proposed to make it safer and more convenient for people on bikes and those on foot to get around. The corridor provides a critical connection from the Miramar Peninsula to the Wellington CBD and Kilbirnie area.

Wellington City Council typically receives several complaints a year regarding the shared pathway along Cobham Drive. Normally these reports involve people on bikes and pedestrians coming into conflict. In order to address this it is proposed that a separate cycle path and footpath are created along the entire length of Cobham Drive from the Evans Bay Parade intersection to Shelly Bay Road. The plans also look to provide improved crossing infrastructure for people on bikes at the signalised Evans Bay Parade intersection. The Shelly Bay Road intersection will be addressed through a separate project and consultation.

Along the seawall area between the Calabar Road intersection and Miramar Avenue, the proposal would reduce the number of on-street car parks by 10. The maximum number of parkers (both on- and off-street) recorded in the area during the parking survey was 23 during the week and 28 on the weekend. This demand included 18 vehicles parked both during the week and on the weekend which may indicate these vehicles are for sale given the long duration. The proposal includes 19 car parks with a P180 limit to ensure availability for people wanting to access the area for recreation purposes rather than sale of vehicles.

Near the Troy Street roundabout, the proposal looks to reduce the large gravel parking area. The maximum number of parkers recorded in the area during the parking survey was three during the week and two on the weekend. The proposal includes five car parks with a P180 limit to ensure availability for people wanting to access the area for recreation purposes. This includes relocation of the parking area to remove conflict points with people on foot.

As part of this project it is also proposed to provide significant urban design enhancements to the area. This will include improved access to the Meridian wind sculptures and other added amenities along the pathway to improve user experiences.

Council engineers recommend this Traffic Resolution to proceed as this will provide a substantially improved level of service for people on bikes

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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and on foot, as well as amenity for users with only a small impact on existing parking use and vegetation.

If the proposed legal changes are approved, further work to develop the urban design and detail of the separate pathways will start in May.

Key dates:

- | | |
|---|--------------|
| 1) Advertisement in The Dominion Post newspaper. | 7 March 2017 |
| 2) Feedback period closes. | 4 April 2017 |
| 3) If no objections received, report sent to the City Strategy Committee for approval. | 4 May 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

Delete from Schedule A (Time Limited), Schedule B (Class Restricted), Schedule C (Direction), Schedule D (No Stopping), Schedule G (Give Way & Stop), Schedule H (Pedestrian Crossings), and Schedule I (Cycle Lanes) of the Traffic Restrictions Schedules

Column One	Column Two	Column Three
Cobham Drive	<i>Bus Stop – At All Times</i>	<i>North side, commencing 218.5 metres north of its intersection with Troy Street and extending in an easterly direction following the northern kerbline for 12 metres.</i>
Cobham Drive	<i>Bus Stop – At All Times</i>	<i>South side, commencing 292 metres south of its intersection with Calabar Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>
Cobham Drive	<i>Bus Stop – At All Times</i>	<i>West side, commencing 471 metres south of its intersection with Miramar Avenue and extending in a southerly direction following the western kerbline for 12 metres.</i>
Cobham Drive	<i>Combined Cycle and Pedestrian Track</i>	<i>North side, commencing from its intersection with Evans Bay Parade and extending in an easterly direction to its intersection with Maupuia Road.</i>
Cobham Drive	<i>P180</i>	<i>West side, commencing 173 metres north of its intersection with the Calabar Road roundabout at Cobham Drive and extending in a northerly direction following the western kerbline for 60 metres.</i>
Cobham Drive	<i>No Stopping – At All Times</i>	<i>East side, commencing at its intersection with Miramar Avenue and extending in a southerly direction following the eastern kerbline for 105 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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Cobham Drive	<i>No Stopping – At All Times</i>	<i>West side, commencing 140 m south of its intersection with Shelly Bay Road and extending in a southerly direction for 10 metres</i>
Cobham Drive	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with the Calabar Road roundabout at Cobham Drive and extending in a northerly direction following the western kerbline for 130 metres</i>

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	<i>Cycle Path (Two Way) - At all times</i>	<i>North side, commencing at its intersection with Evans Bay Parade (Grid coordinates x= 1750311.4m y= 5425015.4m) and extending in an easterly direction to its intersection with Shelly Bay Road.</i>
Miramar Avenue	<i>Shared Path - At all times</i>	<i>North side, commencing at its intersection with Shelly Bay Road (Grid coordinates x=1751630.9m & y=5424737.8m) and extending in an easterly direction for 96 metres.</i>

Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cobham Drive	<i>P180 – At all times</i>	<i>West side, commencing 58 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751570.9 & y=5424730.8m) and extending in a southerly direction following the western kerbline for 54</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

		<i>metres.</i>
Cobham Drive	<i>P180 – At all times</i>	<i>West side, commencing 122 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751535.7m & y=5424672.7m) and extending in a southerly direction following the western kerbline for 60 metres.</i>
Cobham Drive	<i>P180 – At all times</i>	<i>Area on the north side of Cobham Drive, commencing 975 metres east of its intersection with Evans Bay Parade (Grid coordinates x= 1750311.4m y= 5425015.4m), and extending in an easterly direction following the Northern kerbline for 40 metres (Grid coordinates x=1751118.4m y= 5424473.4m). The area then extends perpendicular in a northward direction for 17 metres (Grid coordinates x= 1751075.9 m y= 5424483.1m and Grid coordinates x= 1751115.2m y= 5424490.0m).</i>

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

Column One	Column Two	Column Three
Cobham Drive	<i>No stopping at all times</i>	<i>North side, commencing at its intersection with Evans Bay Parade, (Grid coordinates x= 1750311.4m y= 5425015.4m) and extending in an easterly direction following the northern kerbline for 1448 metres.</i>
Cobham Drive	<i>No stopping at all times</i>	<i>North side, commencing at its intersection with Shelly Bay Road, (Grid coordinates x=1751624.3m & y=5424740.3m) and</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Cobham Drive *No stopping at all times*

*extending in a westerly direction following the northern kerbline for 58 metres.
West side, commencing 112 metres south of its intersection with Shelly Bay Road (Grid coordinates x=1751540.9m & y=5424681.5m) and extending in a southerly direction following the western kerbline for 10 metres.*

Cobham Drive *No stopping at all times*

South side, commencing at its intersection with Evans Bay Parade, (Grid coordinates x=1750308.0m & y=5424992.6m) and extending in an easterly direction following the southern kerbline for 1076 metres.

Cobham Drive *No stopping at all times*

South side, commencing at its intersection with Shelly Bay Road, (Grid coordinates x= 1751847.3m, y= 5432099.4m) and extending in an southerly direction following the eastern kerbline for 661 metres.

Prepared By: **Brett McPhedran**

(Transport Development Engineer)

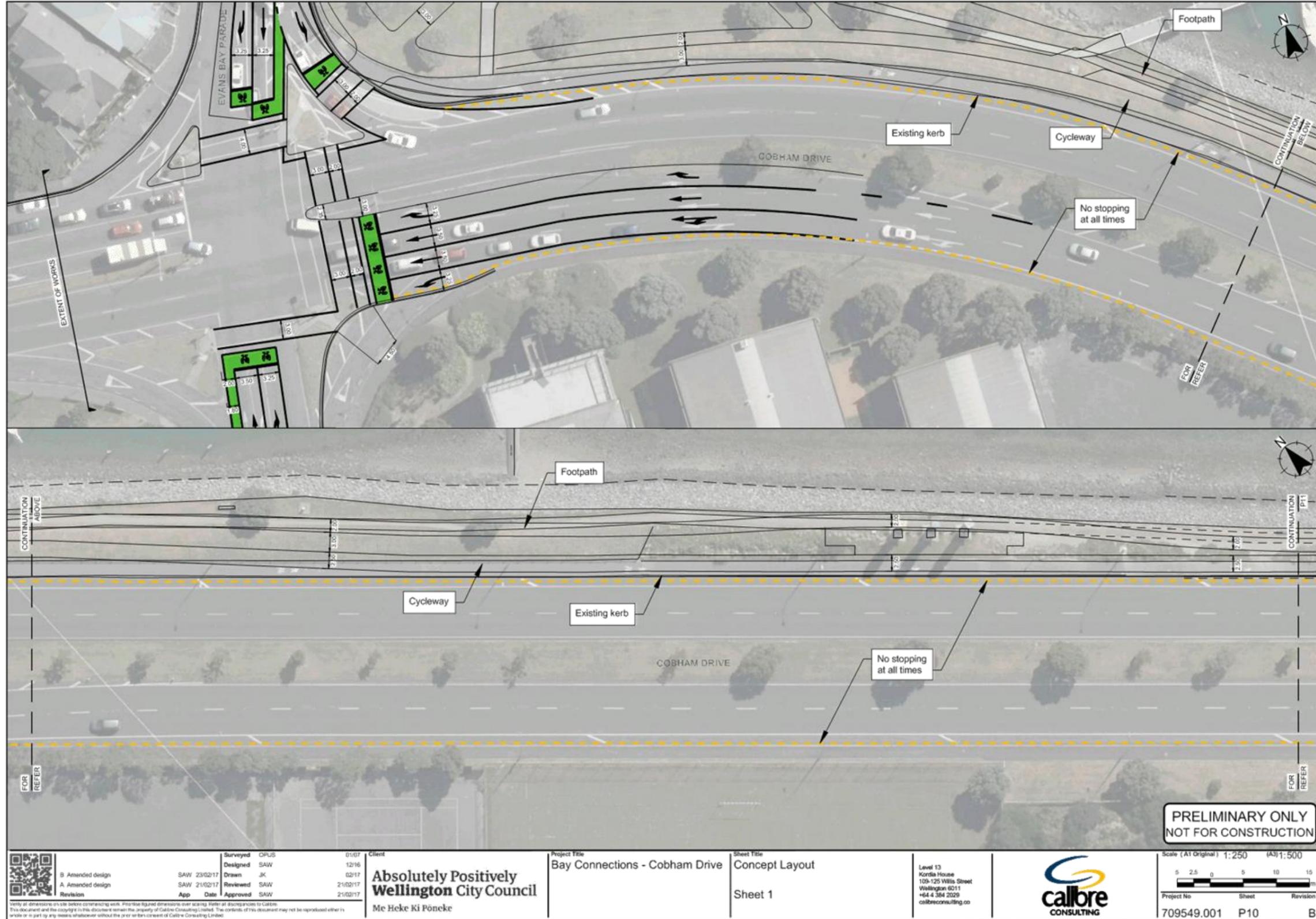
Approved By: **Steve Spence**

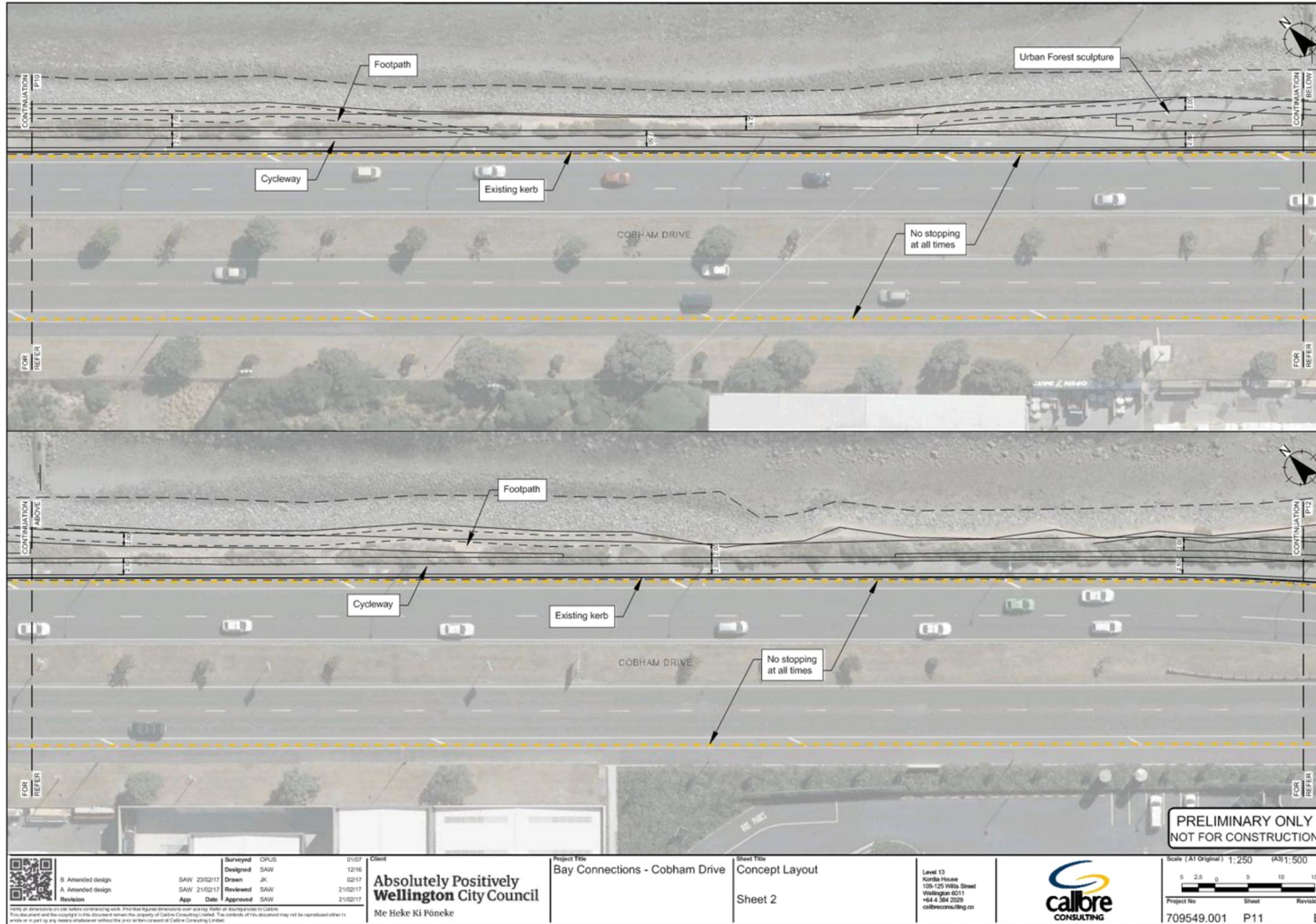
(Chief Transport Advisor)

Date: 20/2/17

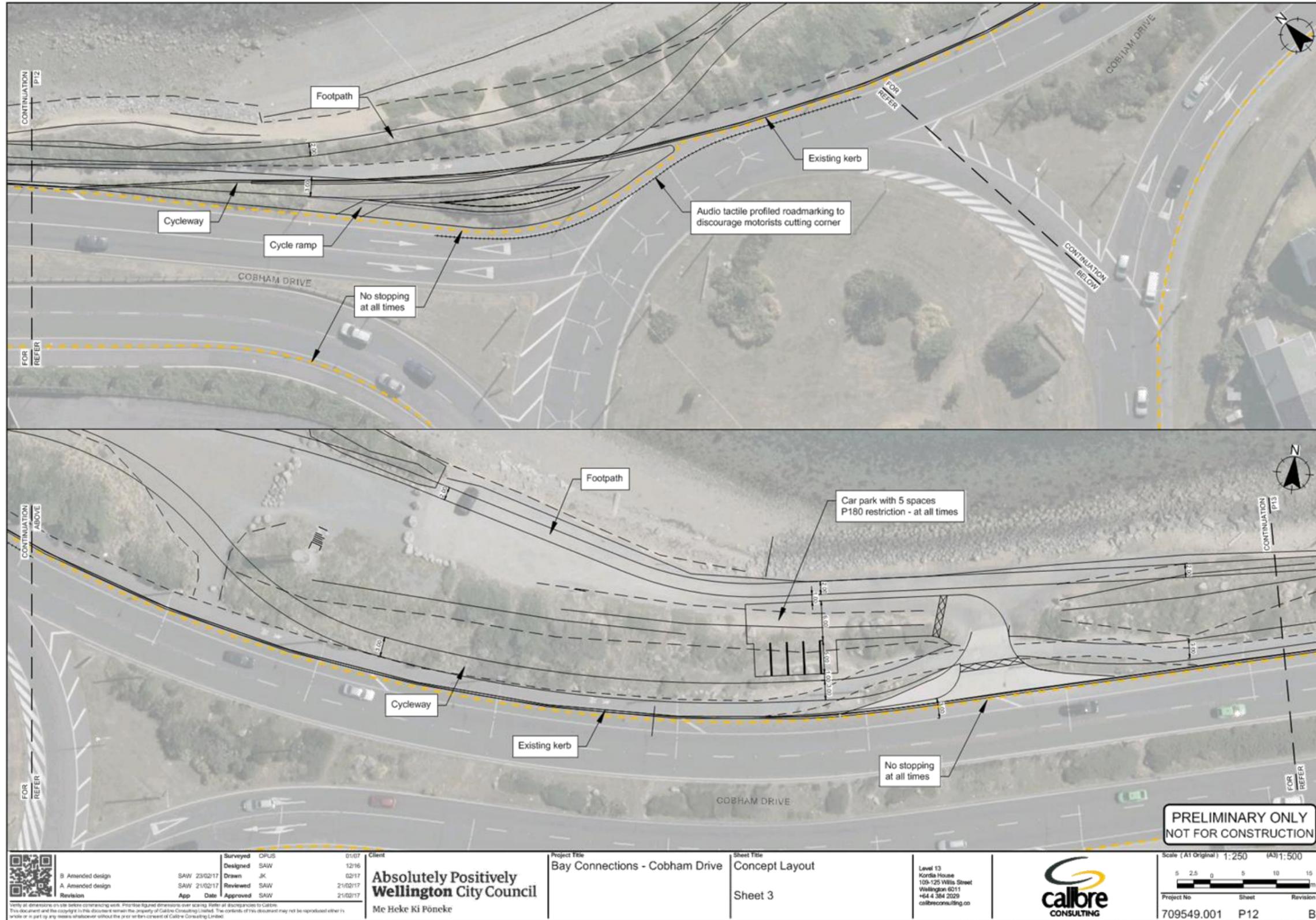
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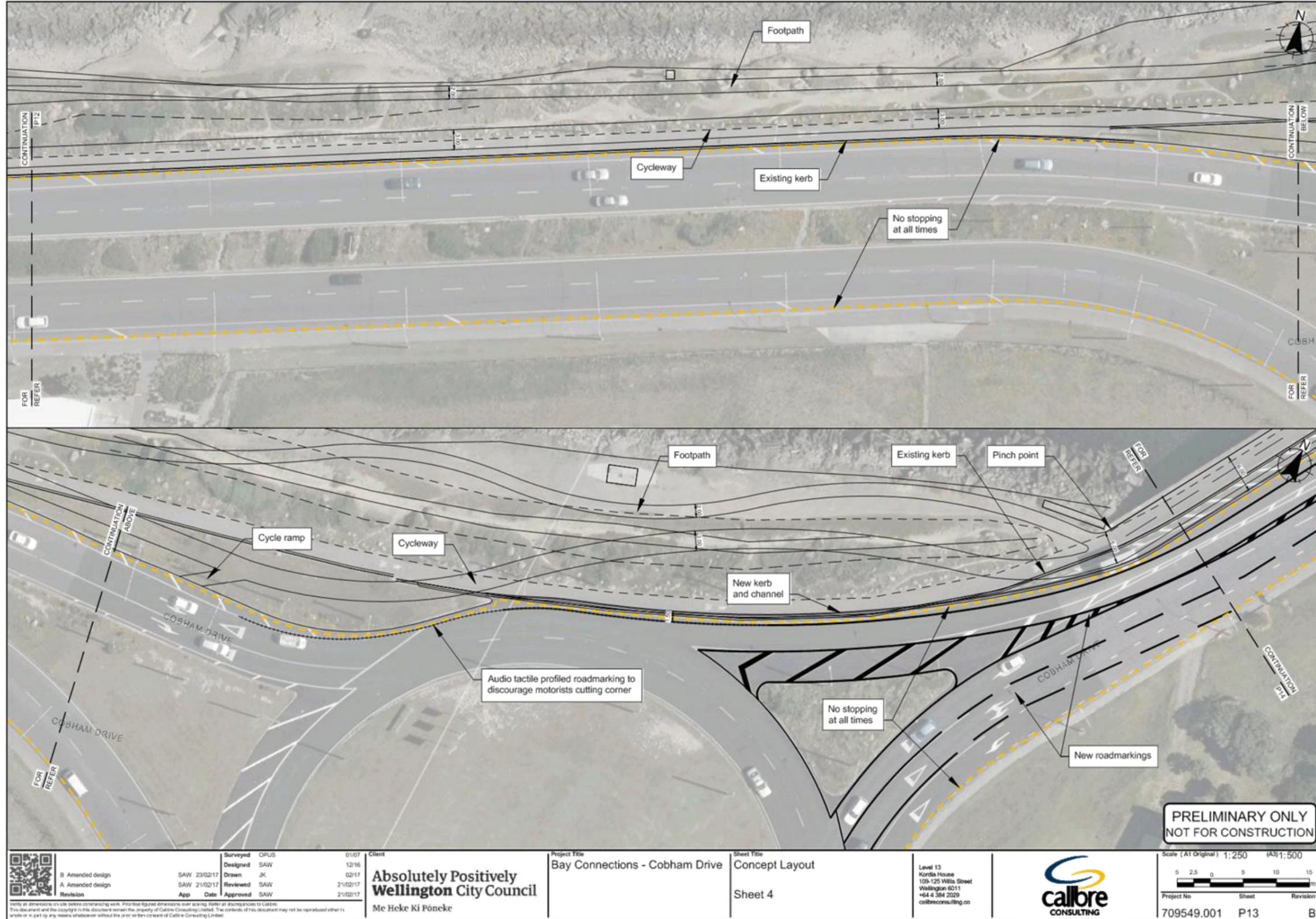
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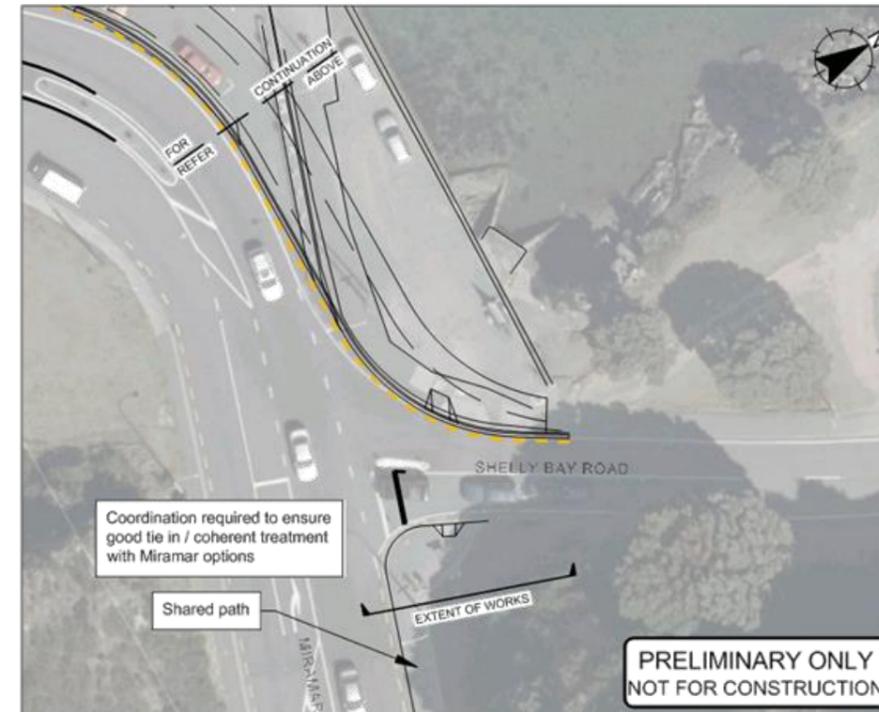
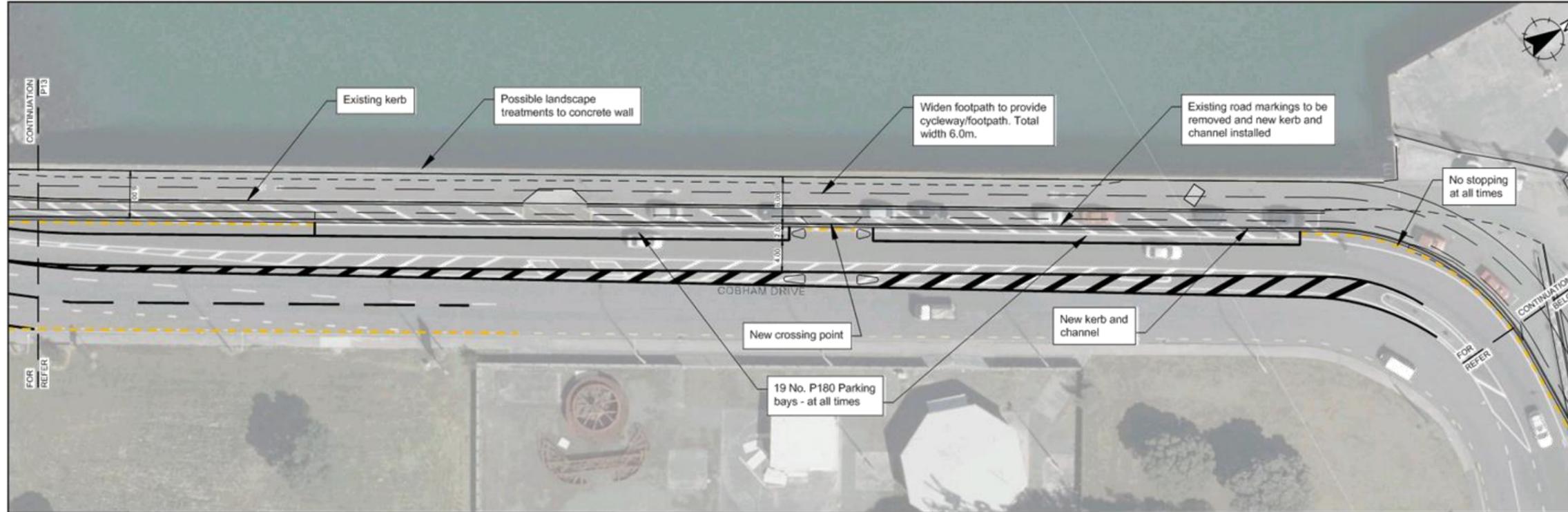




	Surveyed OPUS 01/07	Client Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Project Title Bay Connections - Cobham Drive	Sheet Title Concept Layout Sheet 2	Level 13 Kordia House 109-125 Willis Street Wellington 6011 +64 4 384 2029 callbreconsulting.co	Scale (A1 Original) 1:250 (A3) 1:500
	B. Amended design A. Amended design Revision	SAW 23/02/17 SAW 21/02/17 App Date Approved SAW 21/02/17	Designed SAW 12/16 Drawn JK 02/17 Reviewed SAW 21/02/17 Approved SAW 21/02/17	Project No 709549.001	Sheet P11	Revision B







**PRELIMINARY ONLY
NOT FOR CONSTRUCTION**

	C. Amended design	SAW	23/02/17	Designed	SAW	12/16	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Project Title Bay Connections - Cobham Drive	Sheet Title Concept Layout Sheet 5	Level 13 Kordia House 109-125 Willis Street Wellington 6011 +64 4 384 2029 calibreconsulting.co		Scale (A1 Original) 1:250 (A3) 1:500
	B. Amended design	SAW	21/02/17	Drawn	JK	02/17						
	A. Amended design	SAW	15/02/17	Reviewed	SAW	15/02/17						
	Revision	App	Date	Approved	SAW	15/02/17						
Project No: 709549.001 Sheet: P14 Revision: C <small>HWL0706568 001 WCC - Cobham Drive Calbre Study/020 Drawings/10548 001-P104P18 Concept Layout.dwg. Plotted By Joseph Michel at 16/02/17 10:03:13 a.m. Scale 1:250</small>												

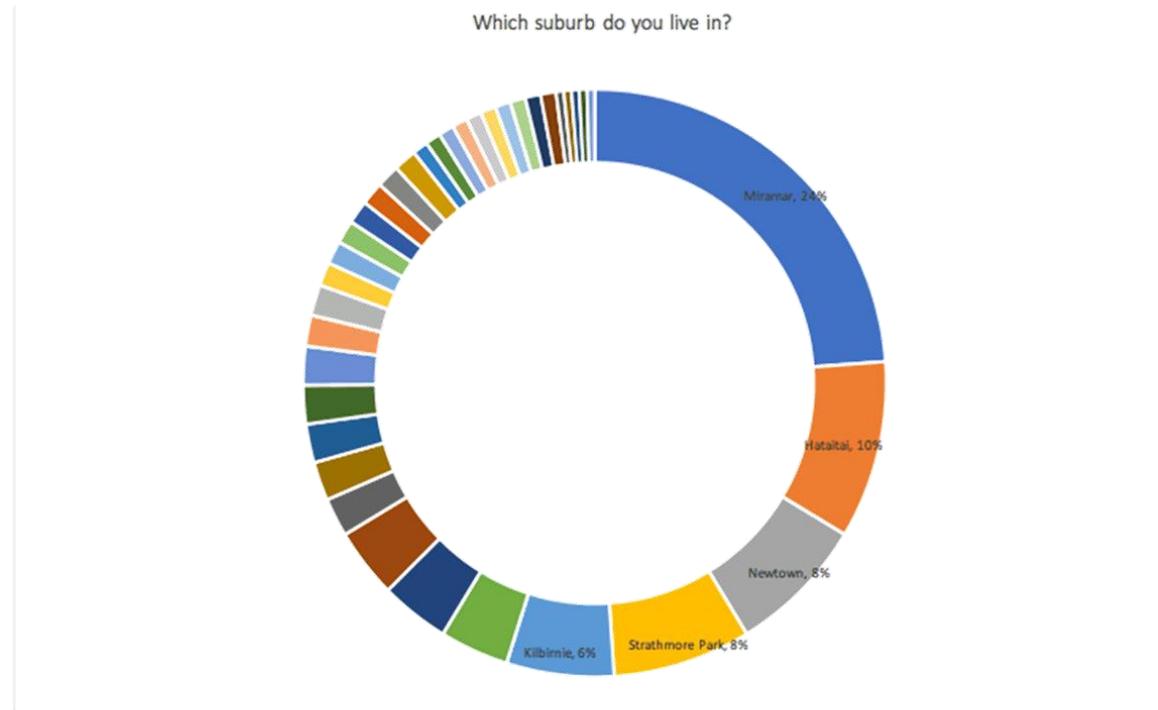
Cobham Drive consultation

Summary of Submissions

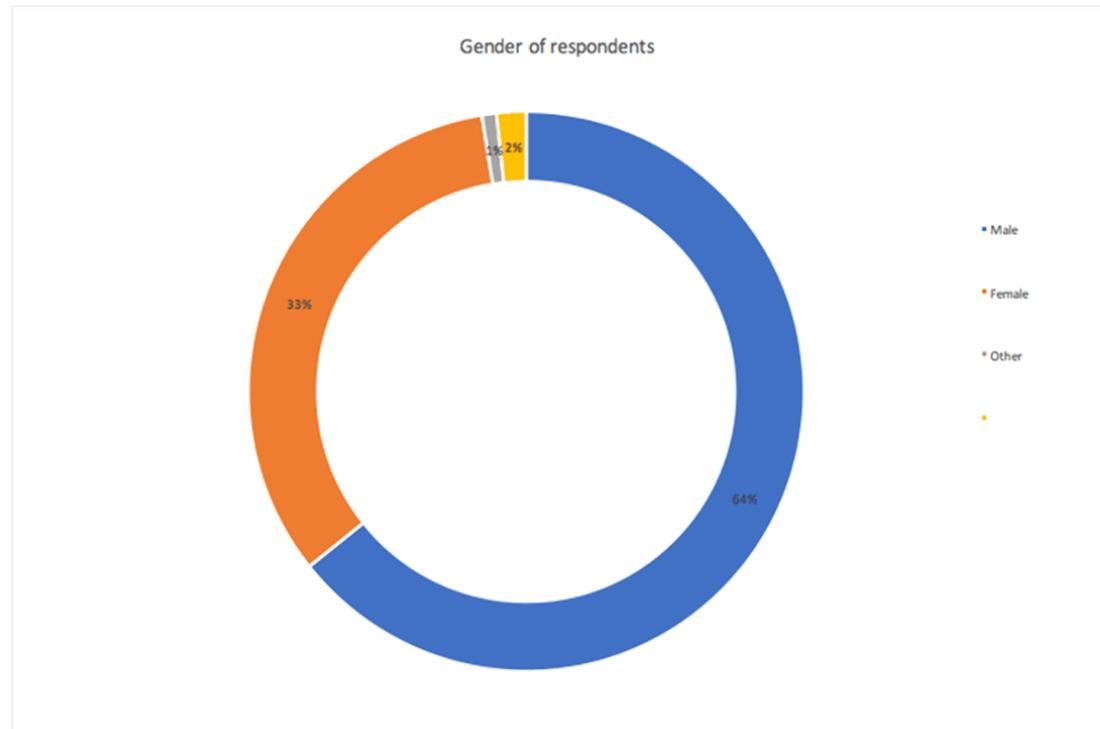
21 April 2017

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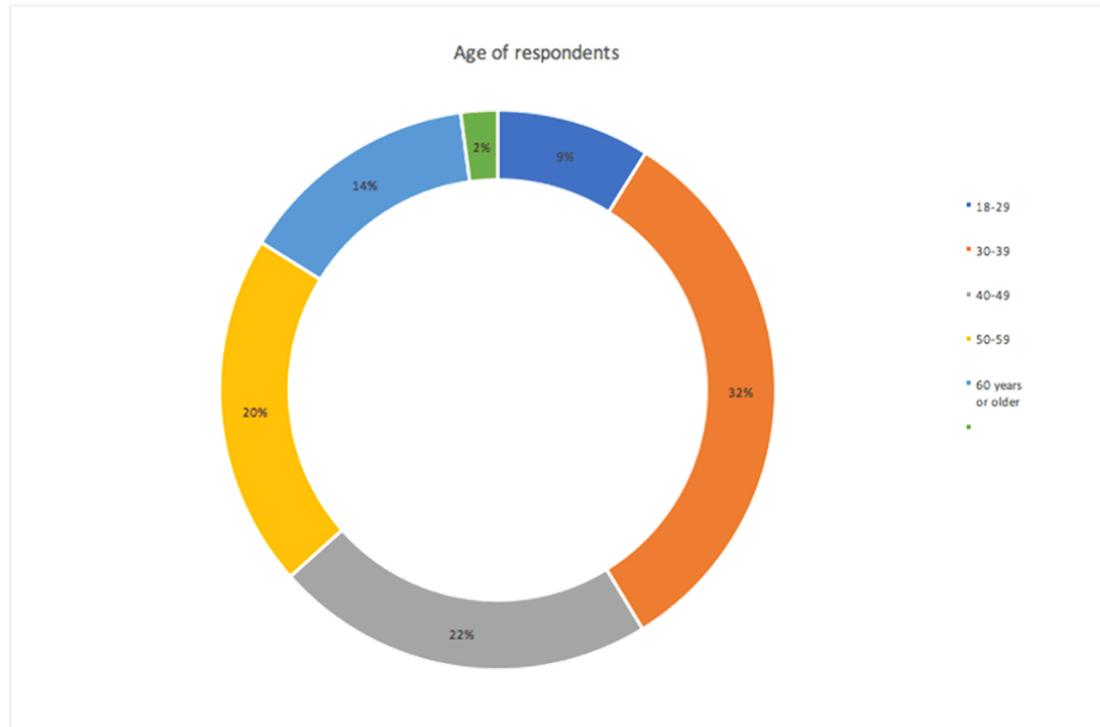
- The consultation ran from 7 March - 4 April 2017.
- 235 respondents, 3 paper submissions and 232 via the website.



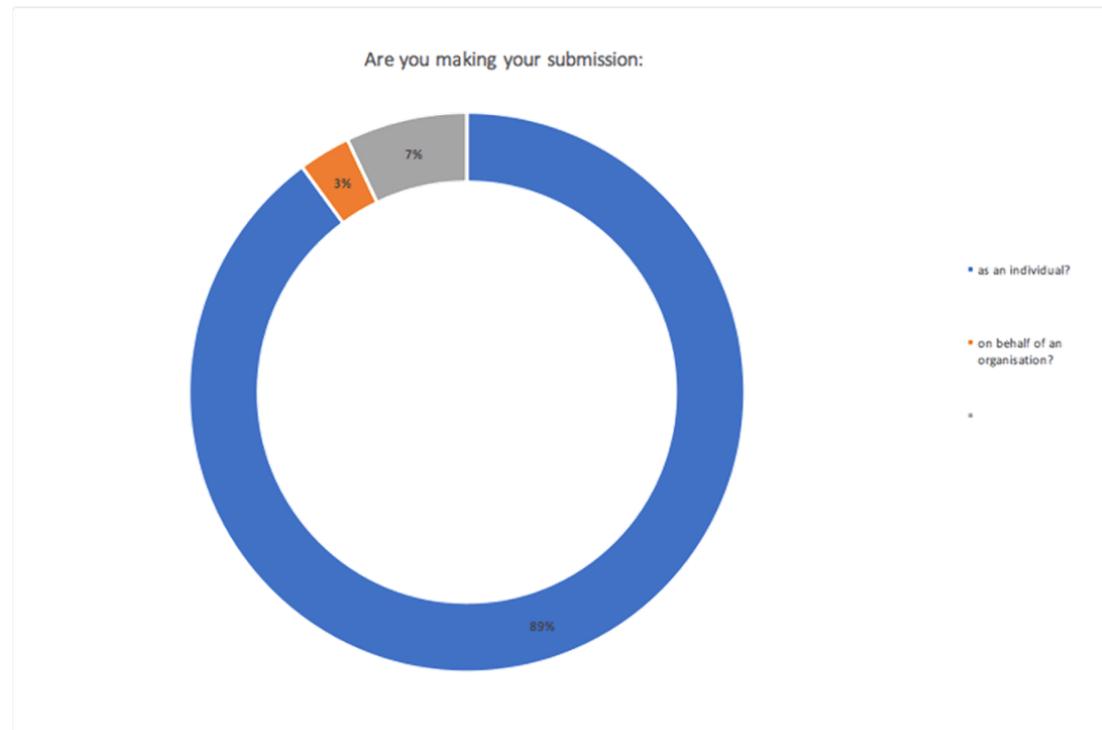
55% of respondents live in Miramar, Hataitai, Newtown, Strathmore Park and Kilbirnie.



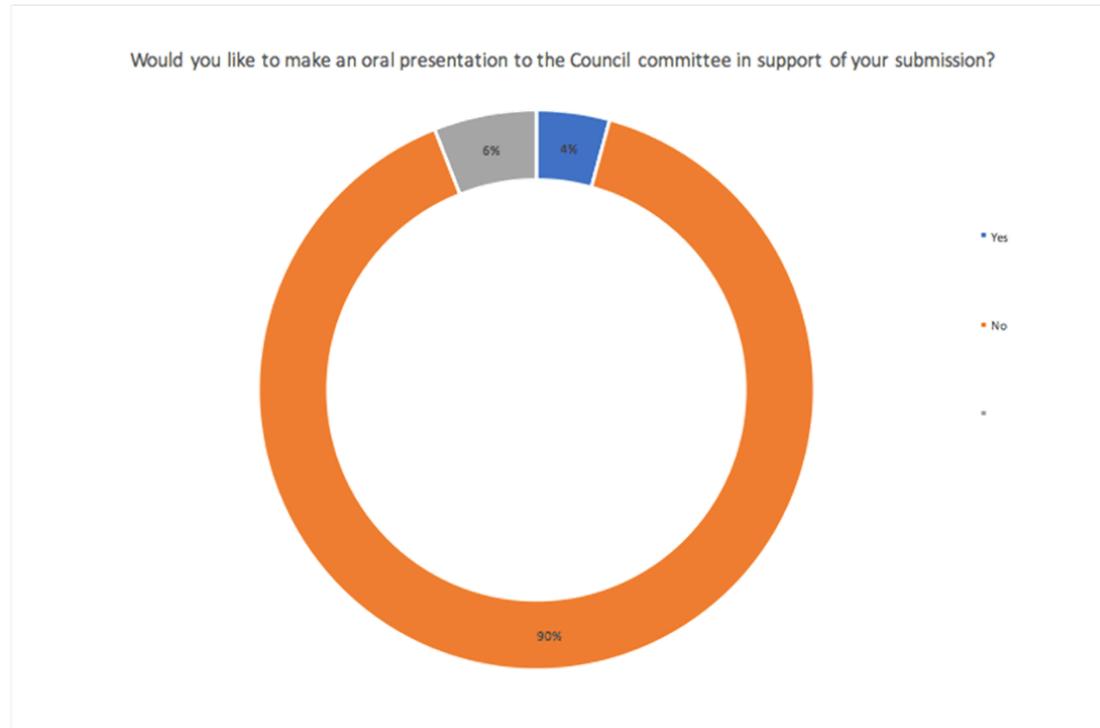
2/3 of the respondents were male



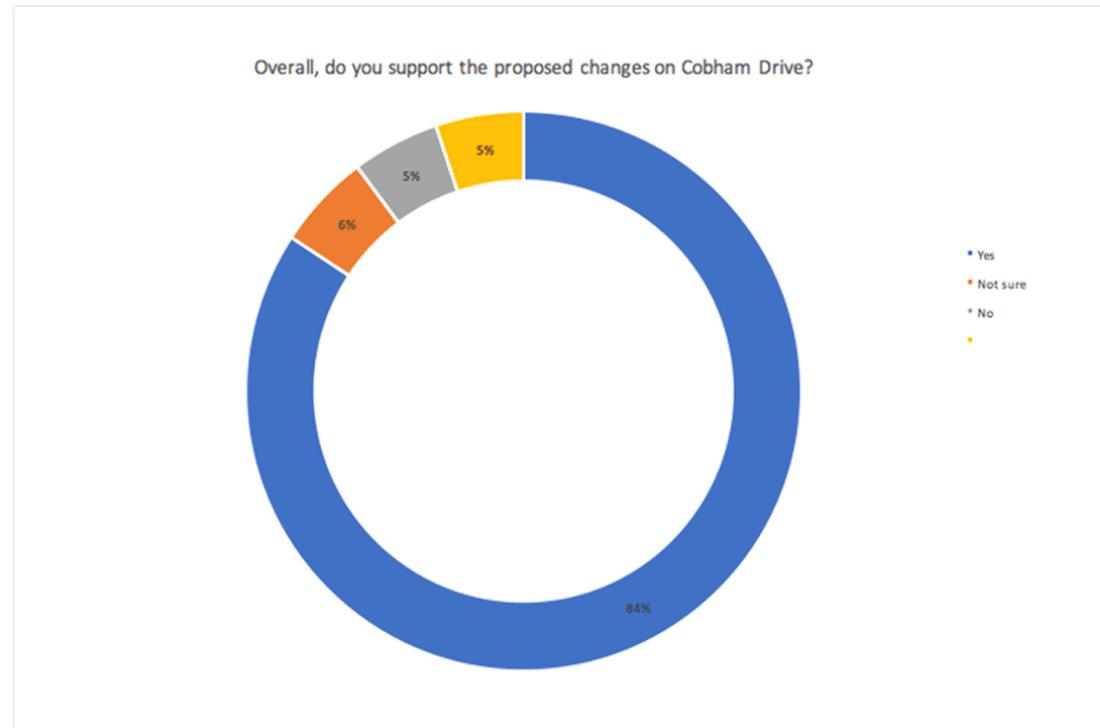
The age group with the highest response rate was 30 - 39 years



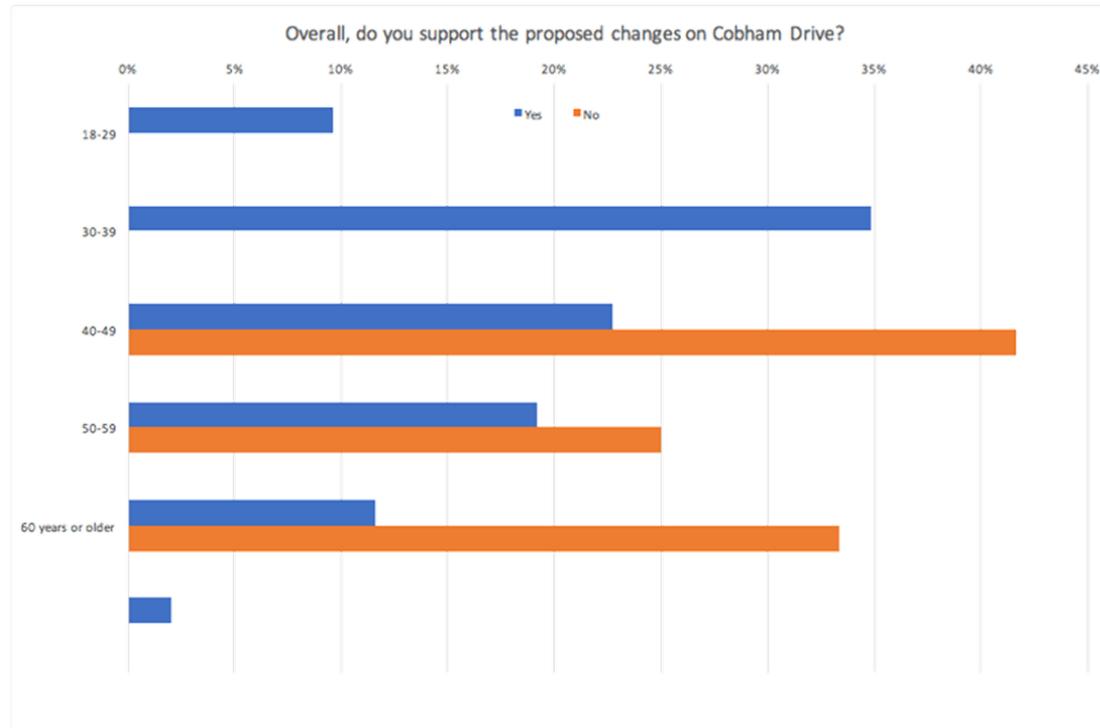
89% of respondents were making a submission as an individual



10 people would like to make an oral presentation to the Council committee

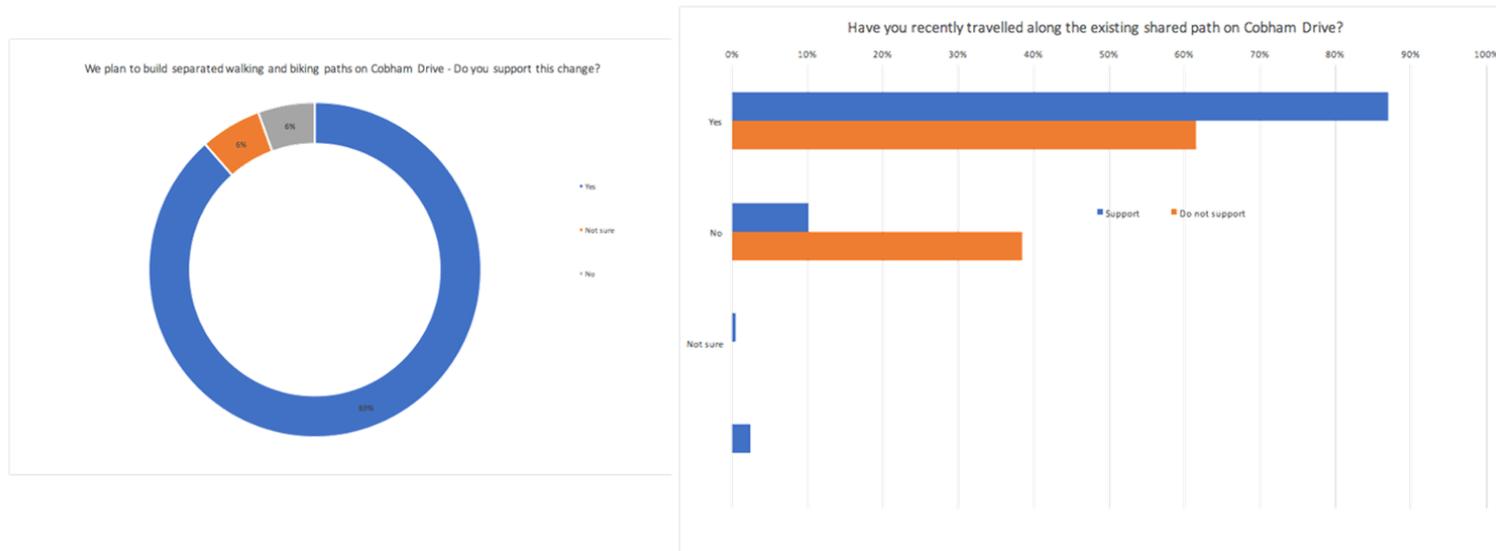


Overall, 85% of people who answered the 'overall' question support the proposed changes on Cobham Drive.

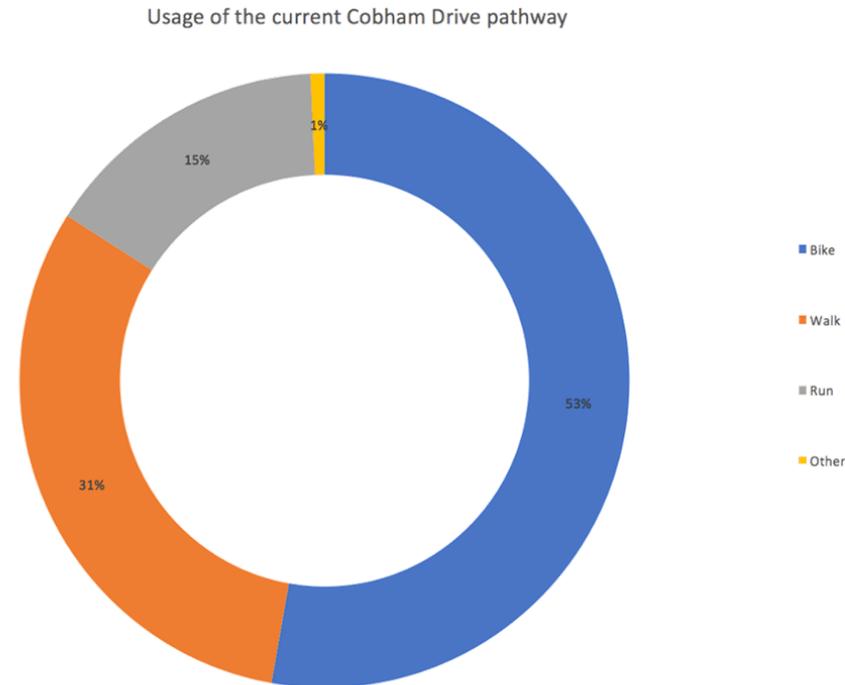


Every respondent under the age of 40 was in support of the proposed changes.

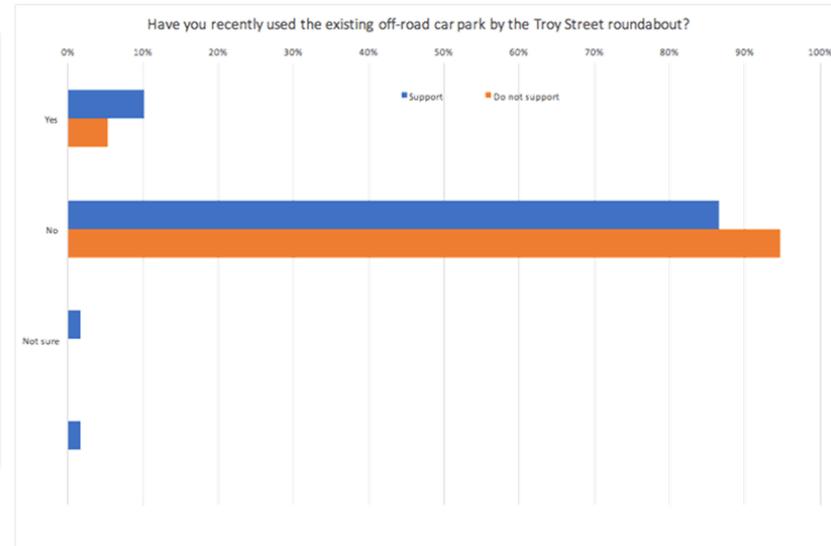
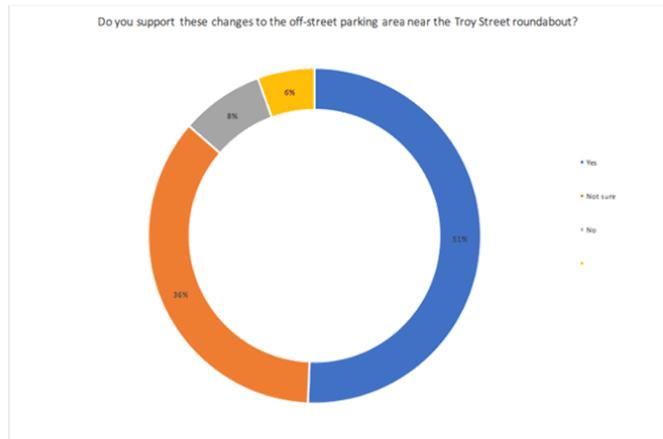
(N.B. There was no gender-related differences in the answers to this question)



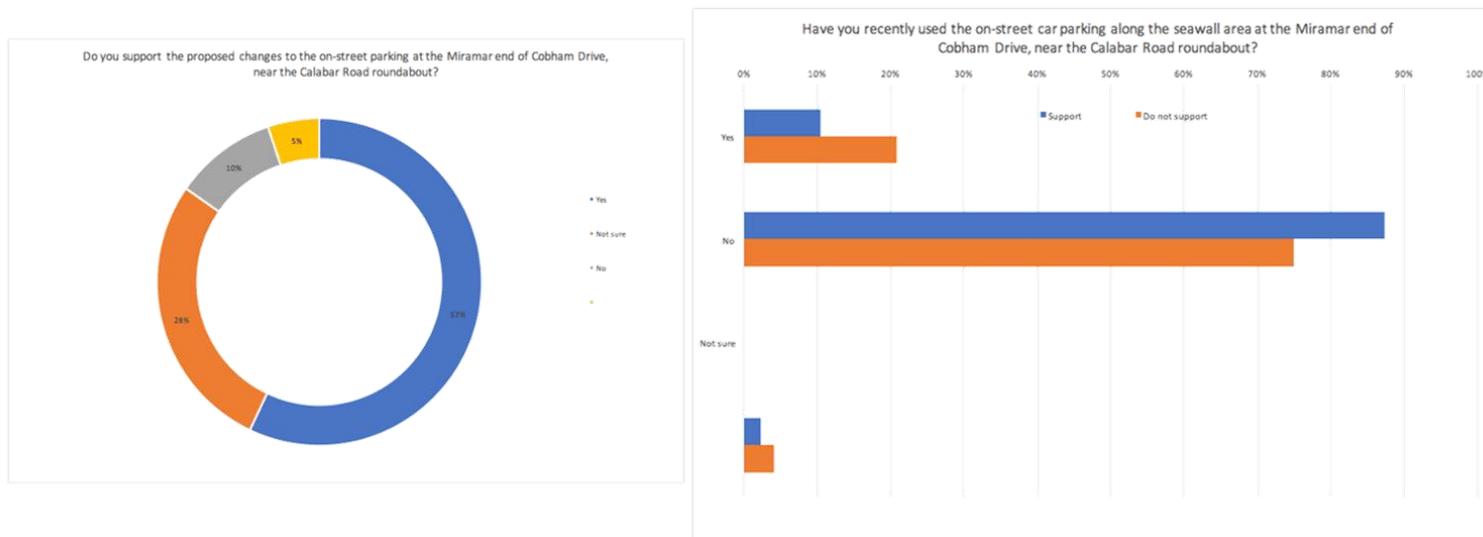
89% support the proposed changes to build separated biking and walking paths on Cobham Dr.
People who had used the existing path recently were far more likely to be in support of the change than those who hadn't



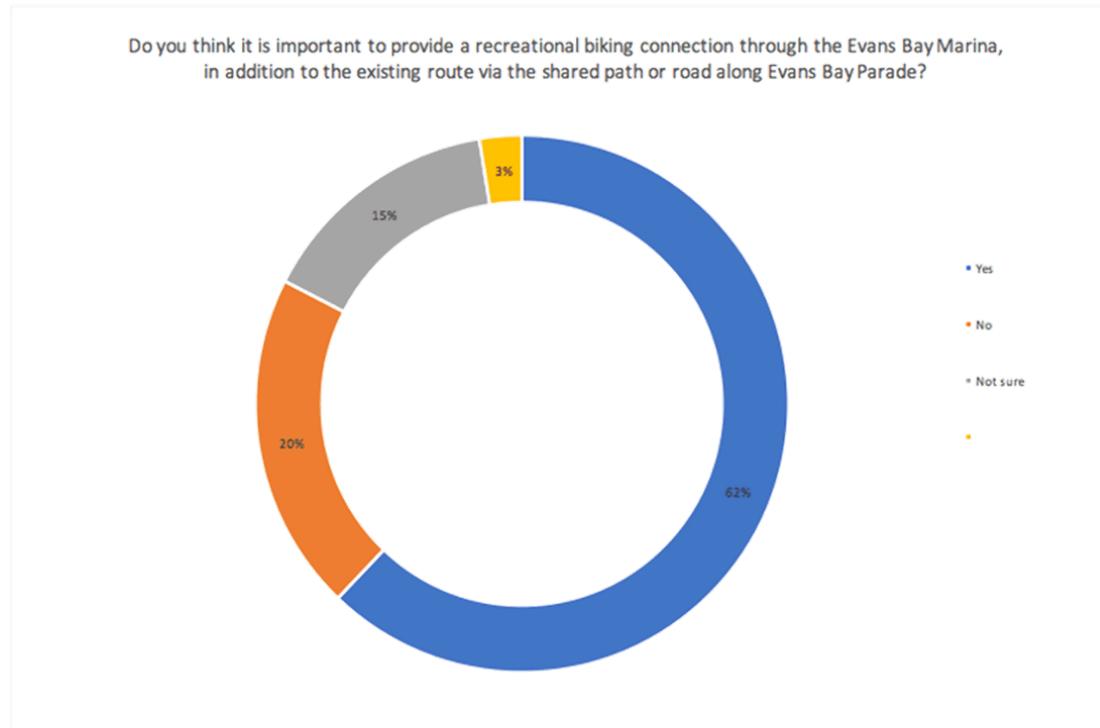
About half of the recent usage of Cobham drive was cycling, and the other half walking and running.



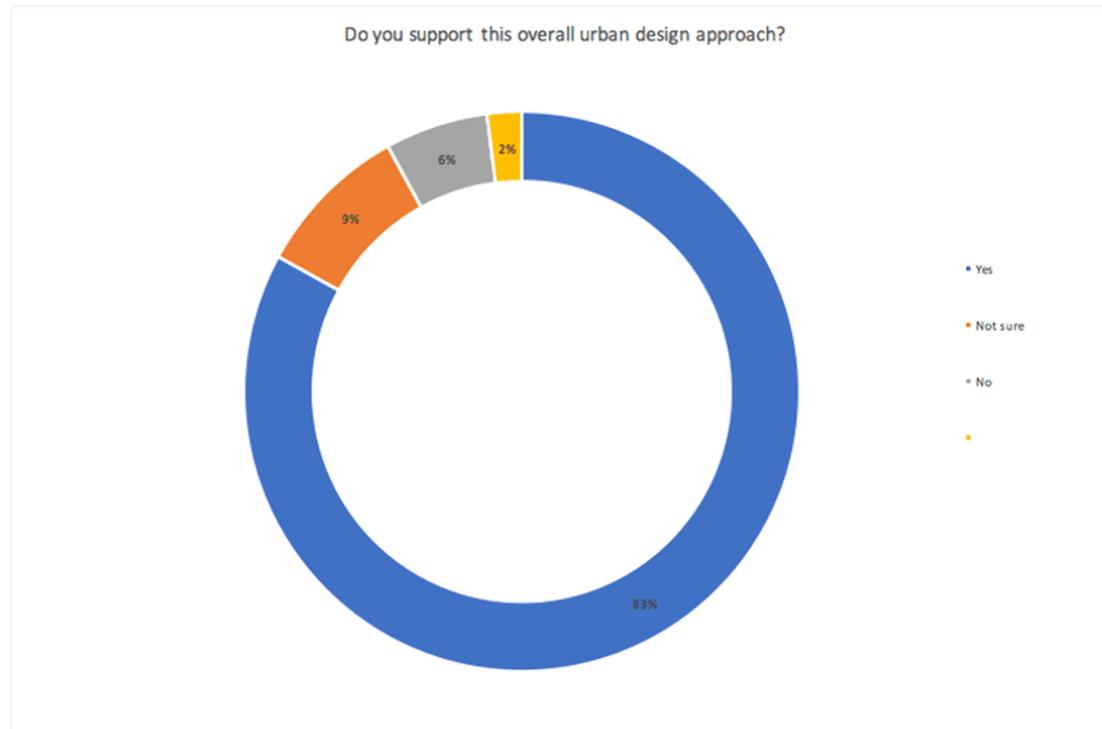
51% support the proposed changes to the off-street parking area near the Troy St roundabout.
People who had used the existing carpark recently were slightly more likely to be in support of the change than those who hadn't



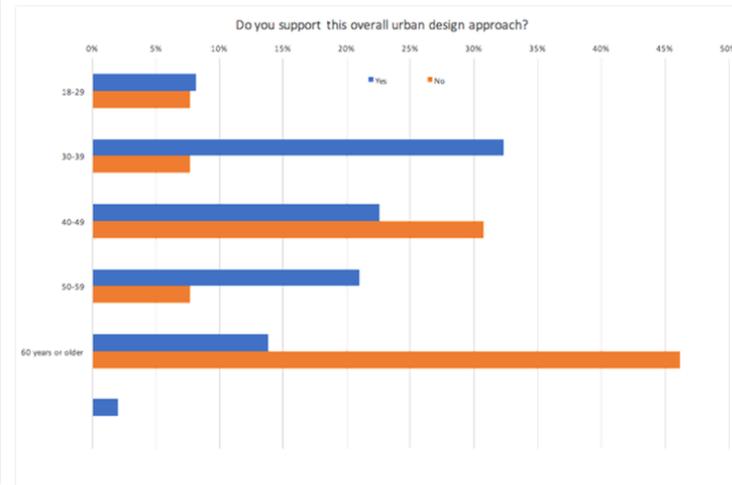
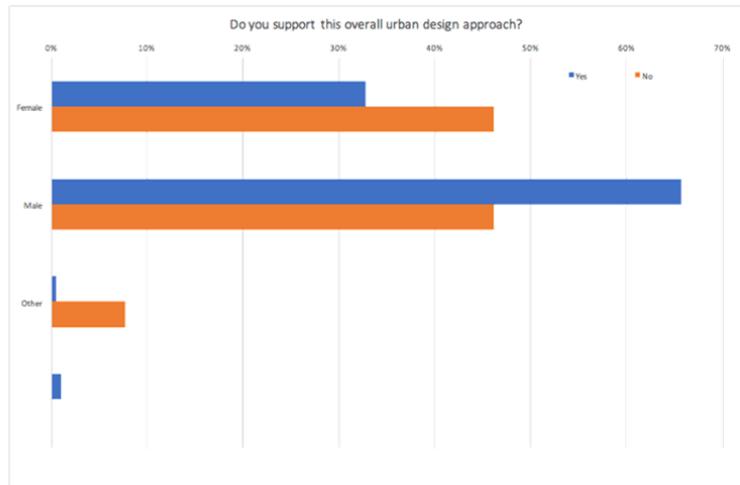
57% support the proposed changes to the on-street parking at the Miramar end of Cobham Dr
People who had used the existing parking recently were slightly more likely to oppose the change than those who hadn't



Almost 2/3 of respondents think it's important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route.



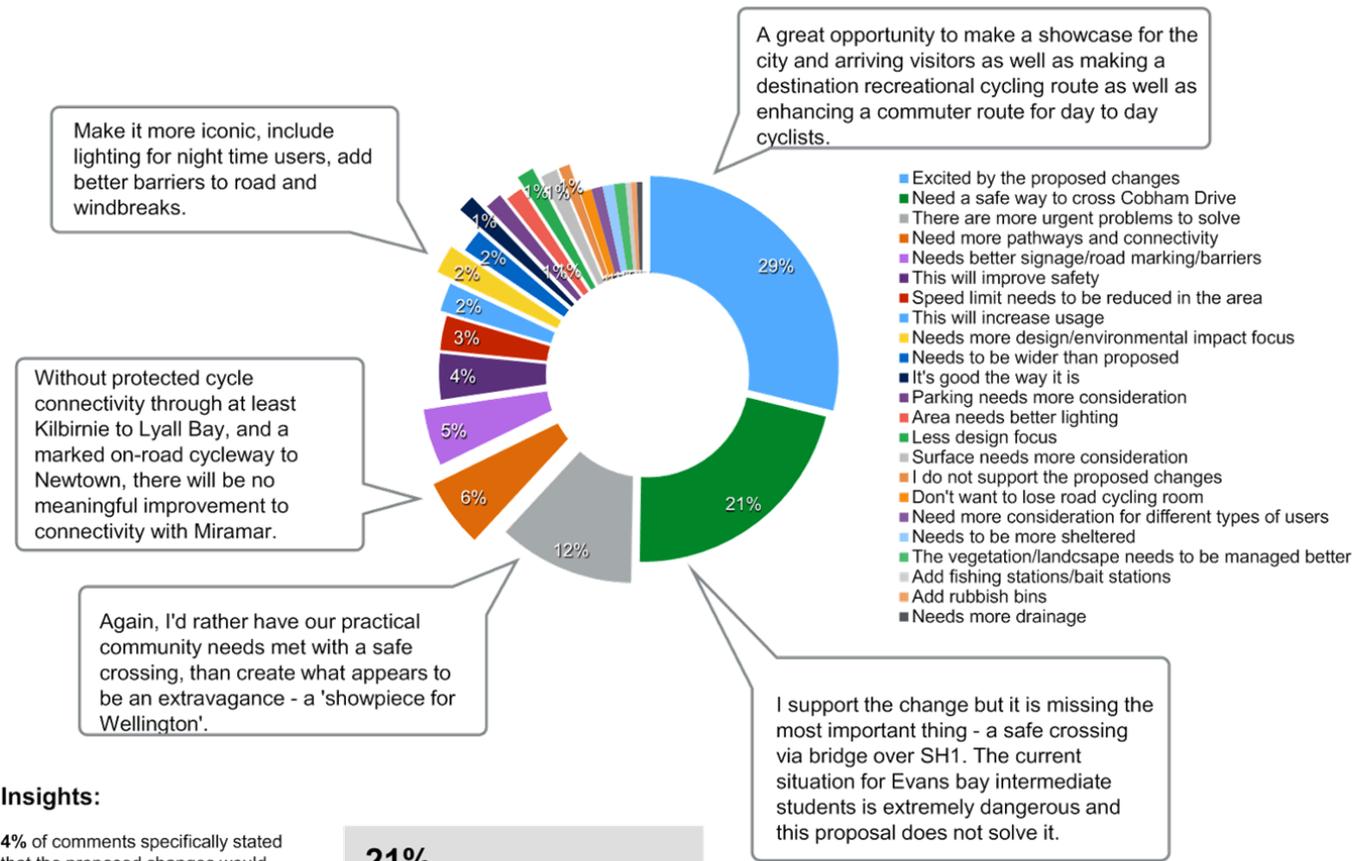
83% of respondents support the overall urban design approach for Cobham Drive.



Males are more likely to support the urban design approach than females.
Overall, the younger age groups were more likely to support it and the older age groups were more likely to **not** support it.

Cobham Drive overall themes analysis

From the question: Do you have any general comments?



Insights:

4% of comments specifically stated that the proposed changes would improve safety.

1% of comments preferred no change and stated that it was 'good the way it is'

21%
of the comments mention the need for a safe crossing over Cobham Drive

Cobham Drive 'other' themes/comments

Taken from the 'free text' fields available after each question within the consultation form. Practical suggestions or comments that came up a few times but didn't emerge in the overall analysis have been recorded here.

Concerns about the width (in particular for a two-way bike path) - specifically should be a minimum of 3.5m.

Consider more amenities (e.g. picnic tables, seats, bike repair stations, rubbish bins, water fountains)

Will runners be allowed to use the cycle path?

Use more Te Reo Maori on signage and tell local iwi stories

Make sure the sculptures, vegetation etc are maintained better than they are currently

What path should kick scooters use?

What will the design do to combat bank erosion?

Will the time limits on the new P180 parks be policed?

What has changing/removing the car parks have to do with the cycle path?

Something needs to be done about the squatters in the Evans Bay Marina area

How will the 'slow-speed' recreational biking shared area be policed?

CULTURAL DELEGATION TO CHINA

Purpose

1. This paper seeks approval for one Councillor to lead a Wellington delegation to Heilongjiang, China to participate in a cultural programme arranged by the China Cultural Centre of New Zealand.

Summary

2. The China Cultural Centre has issued an invitation for one elected member to lead a Wellington delegation of people engaged in the future of friendly relations between Wellington and China to visit Heilongjiang for one week in July/August 2017.
3. The trip will be largely cultural in nature and will be undertaken with the purpose of allowing one Councillor to experience Chinese culture and creating a deeper understanding of the existing cooperation between Wellington and China. The trip will also serve as an opportunity to promote the Wellington-hosted New Zealand China Mayoral Forum in December 2017.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree that one elected member lead the delegation to Heilongjiang to explore further opportunities for strengthening friendly relations with China and endorse Wellington as the host of the Mayoral Forum and associated Business Forum in December.
3. Note that the costs of the elected member are being met by the China Cultural Centre and the Heilongjiang Provincial Government.

Background

4. The China Cultural Centre was established in Wellington in 2015 and is tasked with strengthening cultural ties between New Zealand and China through exchanges in art, performances, academics, language and cultural classes, and festivals.
5. In 2018 the Centre will partner with Heilongjiang province for a year-long programme of cultural exchanges and has invited a group of Wellingtonians, comprising both Council staff and members of the community actively engaged in developing cultural ties with China to travel to Heilongjiang on an official visit of goodwill.
6. A separate invitation has been issued to one Wellington City Councillor to lead the aforementioned delegation, to be selected at the discretion of the Council.
7. The programme, to be arranged by the China Cultural Centre, will include meetings and activities with the purpose of developing Wellington's annual programme of cultural exchange as well as exposing civic leaders and officials of Wellington City to Chinese culture in a first-hand experience. The programme will also include formal meetings with local government and provincial government to discuss best practice in governance and to promote Wellington as the host of the 2017 New Zealand China Mayoral Forum.
8. The China Cultural Centre will cover the international travel costs of the elected member. This includes return flights to Heilongjiang, accommodation, meals and

transport on the ground. The only costs to Council will include covering carbon offsets, travel insurance, and any other incidentals.

Discussion

9. Heilongjiang is the northern-most province in China and is bordered by Vladivostok, Russia in the north, Inner Mongolia to the west and Jilin to the south. Harbin, the capital, is famous for its traditional Russian architecture and the annual international Ice and Snow Festival. The city is also well-known for its Harbin High-Tech Industrial Development Zone, one of the most successful development zones in China. The park is 34km² and is designated for the incubation of high-tech projects, as well as a development base of enterprises in finance, insurance, services, catering, tourism, and culture. Harbin boasts over 15 tertiary education institutes and has enjoyed significant growth in the arts sector, with a new cultural hub built on the banks of the Songhua River in 2014.
10. The China Cultural Centre is an official cultural institution set up by the Chinese Government. It is part of a worldwide network and is the only one of its kind in New Zealand. The Centre aims to create international opportunities to bring people together and to encourage exchanges in terms of politics, economy, society and ideas. Wellington City Council shares a close and very beneficial relationship with the Centre and recognises the significance and importance of its establishment in the capital. The Wellington City Council has agreed to work in partnership with the Centre on numerous projects of cultural significance in the near future and accepting their generous invitation is crucial to the support of the relationship going forward.
11. China is irrefutably becoming increasingly important to New Zealand, and Wellington as a result. An MoU was signed during Premier Li Keqiang's visit to the country that stated New Zealand's involvement in China's new foreign trade strategy, the One Belt One Road Initiative, would be largely centred around civic engagement. Therefore it is incumbent upon the Council and its elected members to be outward looking and internationally aware. This visit to China offers an excellent opportunity for an elected member, not necessarily familiar with the work of the International Relations team, to improve their diplomacy and develop an understanding for the market first-hand.
12. The Asian Events Trust is the Wellington based entity that has successfully organised the city's Chinese New Year Festival for over 20 years. The Festival, which has begun to grow exponentially in terms of popularity, will host a performing arts group from Heilongjiang in 2018 to ring in the year of the Dog. Asian Events Trust will send one representative to accompany the elected member with the objective of developing 2018's Festival programme to surpass previous years and match growing expectations from the Wellington public.
13. Wellington will host the 2017 New Zealand China Mayoral Forum in December. This Forum is the second of its kind after the inaugural Forum was held in our sister city Xiamen. Wellington can expect to host around 300 Mayors and local government officers as well as many business leaders from around China and New Zealand for the 2 day forum and Wellington will use this hosting opportunity to promote the city to the second largest and fastest growing economy in the world. In the lead up to the opening of the forum, it is important for the Wellington City Council to take every opportunity to promote this event to China's government officials. This trip offers an excellent opportunity to do this at both a provincial and local government level.

Options

14. N/A

Next Actions

15. N/A

Attachments

Attachment 1. China Cultural Centre invitation letter to Councillor

Page 213

Author	Amanda Cundy, Policy Officer
Authoriser	Kane Patena, Director Governance and Assurance

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

There are minimal financial implications to Council. As stated in their invitation letter, the costs of international travel will be covered by the China Cultural Centre. This includes:

- Return airfares to Heilongjiang
- Accommodation
- Meals
- Transport
- Travel visa
- Programme costs

Minor incidental costs incurred by Council will include:

- Travel insurance
- Carbon offset
- Possible daily incidentals e.g. laundry, per diem etc.

The estimated cost to Council for undertaking this visit is less than \$500. The costs will be shared by the Democratic Services and International Relations cost centres.

Policy and legislative implications

The International Relations Policy (2013) was consulted

Risks / legal

N/A

Climate Change impact and considerations

Carbon credits will be purchased in line with Council policy.

Communications Plan

The International Relations team and the Democratic Services team will coordinate communications as required.



中国文化中心 | 新西兰
CHINA CULTURAL CENTRE | NEW ZEALAND

23 May 2017

Tom Yuan
International Relations Manager
Wellington City Council
101 Wakefield Street
Wellington, New Zealand

Dear Mr. Yuan

In our efforts to promote cultural and people-to-people exchanges between the peoples of Wellington, New Zealand and China, China Cultural Centre in New Zealand would like to invite 5 people involved in the future of Wellington – China relations to participate in a cultural trip to the northern province of Heilongjiang of China.

The China Cultural Centre would like to extend an invitation to one Wellington City Councillor to lead a delegation of 5 people to Heilongjiang to promote friendly relations at a local government level. The purpose of the trip is to gain cultural experience in a country of increasing importance to New Zealand and Wellington, and explore ways in which to further develop cultural exchanges and activities for the benefit of Wellington.

The China Cultural Centre will cover the costs of the group's return flight tickets, while the Cultural Department of Heilongjiang will provide local accommodation and meals during their stay in China. The proposed dates for the trip are 26th July – 2nd August (one week). The Councillor may be chosen at the discretion of the relevant Council business units.

Thank you for the Wellington City Council's contribution to promoting friendship and goodwill between the peoples of Wellington and China. We hope to continue the relationship between the Council and the China Cultural Centre to deliver a range of cultural activities and events that create a deeper understanding of China among Wellingtonians in the future.

Yours sincerely,

Guo Zongguang
Director
China Cultural Centre in New Zealand

259 Wakefield Street, Te Aro, Wellington, New Zealand
Tel: 0064-27-8688658 Fax: 0064-4-4995448 E-mail: cccnz@chinaculture.org
www.ccc-nz.org.nz

PARKING FEE INCREASE (TR 74-17)

Purpose

1. This report details a proposal to increase the parking fee in the central city and recommends amendments to the Wellington City Council Traffic Restrictions. The proposal is in response to feedback from residents, retailers and business owners concerned about the lack of available parking in the central city. The aim of the fee increase is to encourage turnover of high occupancy parking spaces and reduce congestion created by motorists looking for available space. It will also create a greater financial incentive to park in less central locations.

Summary

2. In order to address high and increasing levels of parking space occupancy, officers propose that Council increases the cost of parking in the central city. The increase would cover the area bounded by Bunny Street, Lambton Quay, Bowen Street, The Terrace, Boulcott Street, Willis Street, Dixon Street, Cuba Street, Jervois Quay, and Waterloo Quay. The proposed increase would lift the hourly rate from \$4.00 per hour to \$4.50 per hour, whilst maintaining all other restrictions.
3. The proposed increase is expected to move the vacancy rate closer to the desired 15% which is recognised internationally to balance turnover and the ability of motorists to find a parking space.
4. To comply with Wellington City Council Consolidated Bylaw 2008 the proposed traffic resolution, required to legally implement the proposed fee increase, was publicly notified in the Dominion Post on 23 May 2017 (refer Attachment 1), and placed on Council's website, with the public invited to provide any comments in writing. As a result only one submission was received which was in support of the fee increase.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Note the feedback from the general public following the public notification of the proposed scheme in the Dominion Post on 23 May 2017 (refer Attachment 2).
3. Recommend to Council for approval the attached amendments to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 (refer Attachment 7) to implement a new parking fee of \$4.50 per hour in the area shown red on the Plan of Parking Fee Areas (refer Attachment 3).
4. Note that the result of the proposal will be to increase the parking fee within the planned area from \$4 per hour to \$4.50 per hour.

Background

5. The Council adopted a Parking Policy in September 2007, which provides a direction for how the Council can manage the limited resource of on-street parking in order to achieve the best outcomes for the city. Parking is seen as a key resource to support a

range of Councils strategic outcomes such as economic development, urban development, transport, environmental, social and recreation and cultural wellbeing.

6. It is acknowledged that the Parking Policy needs to be reviewed as part of the development of a wider Transport Strategy. This will explore how parking features in road space allocation and how it is prioritised for all users. Varying pricing models will be used to link to these outcomes and broader goals and strategies such as the Wellington City District Plan and Wellington Urban Growth Plan. This piece of work will be extensive and will require significant consultation with interested parties but is prioritised to occur during 2017/18. The changes proposed in this paper represent a short term measure to address an immediate need to create a higher turnover and availability of space.
7. Council's Revenue and Financing Policy guides our decisions on how to fund services. Under the policy, we take into account who benefits from a service (individuals, parts of the community, or the community as a whole) to help us determine how the service should be funded. The policy sets targets for each Council activity, determining what proportion should be funded from each of user charges, general rates, targeted rates and other sources of income. In line with that policy, in the Draft Annual Plan 2017/18 a parking fee increase was proposed for the central city from \$4.00 to \$4.50 per hour to reduce the burden on general rates.
8. Revenue, through enforcement and meter charges, part funds transport infrastructure costs, for example the cost of providing the city parking amenities, road resurfacing, signs and markings, thereby reducing the rate funding requirement for transport projects.
9. The direct beneficiaries of the Council's parking services are those people who use car parks. These benefits are private and exclusive to the user.

Discussion

10. Throughout the draft annual plan workshops it was acknowledged that a change in parking fees could not be approved as part of the annual plan process and that a separate traffic resolution would legally be required. The parking fee increase was approved in principle only and included in the plan released for public consultation. No specific feedback relating to the parking fee increase was received as part of the annual plan process.
11. To comply with Council's Traffic Bylaw the proposed traffic resolution, required to legally implement the proposed fee increase, was publicly notified in the Dominion Post on 23 May 2017 (refer Attachment 1), and placed on Council's website, with the public invited to provide any comments in writing. One submission was received that was in support of the fee increase in principle and noted that any such increases should be considered more widely in alignment with Councils Urban Development Strategy.

4.1 Parking Pressure

12. The Council experiences ongoing pressure to manage on-street parking in smarter and more effective ways in order to make more efficient use of limited road space. It is considered fundamentally important that the City has sufficient customer parking to maintain a healthy retail and commercial sector in the central city.
13. Officers regularly receive general feedback from residents, retailers and business owners about the lack of available parking in high occupancy areas of the central city. Councils Parking Policy notes a desired 15% vacancy rate to measure the effectiveness of the Councils management of the parking system. This rate is

commonly used as international best practise ensuring that turnover and the ability to find a space are balanced.

14. Parking sensors were installed and became operational in all metered spaces across the central city in late 2016. Parking sensors can provide detailed data on the level of turnover and occupancy rates for each parking space across the CBD at any given time. This gives Council the ability to better understand customer demand and make more informed decisions about parking space use including the setting of parking fees.
15. Analysis of occupancy rates using parking sensor data showed consistently high rates of occupancy in the central city (refer Attachment 5). It was identified that actual occupancy rates regularly exceed the desired levels set out in the Council Parking Policy.
16. The Council's Parking Policy is currently due for renewal. This will analyse parking pressure in more depth and look at the use of variable parking rates and how these could be applied across different areas in the city to effect the desired change in parking behaviour. This proposed fee increase only addresses an immediate need to alleviate parking pressures in the prime areas of the central city.

4.2 Pricing Analysis

17. Pricing for parking meters is set by Council; pricing for enforcement fines is set by the Crown. Pricing is an effective tool in maintaining the level of availability of on-street spaces. As prices in high demand areas increase, customers will limit their stay; are more likely to use other modes of transport or seek parking spaces in lower cost locations.
18. WCC has not increased the price of on street car parking for 13 years. Officer's view is now is an appropriate time for Council to review its pricing of on street parking. In proposing changes to fees officers have considered a number of factors.
19. In the time since the last price increase the costs to operate our parking activity and, the cost of maintaining our roading network have increased each year. This has resulted in an increase in the cost to the ratepayer to maintain our roading network and a reduction in the share parking users contribute.
20. If the parking fee of \$4.00 had been increased in line with the CPI movement the fee per hour in 2017/18 would be \$5.20 per hour (refer Attachment 4). Noting this it is Officers view that an increase matching CPI movement could potentially have a significant impact and recommend taking a more modest approach would be more appropriate.
21. Wellington is a compact city with a highly concentrated CBD. So it is appropriate given the demand in the central city that pricing be an important consideration to help manage that demand. Wellington pricing is at the higher end compared to other major metros although we are currently below Auckland (refer Attachment 6). Officers' view, given the concentration of activity in Wellington's central city, is that pricing being in line with Auckland is appropriate. Auckland's CBD pricing is \$4.50 per hour for the first 2 hours than \$9 per hour beyond that.
22. The pricing options considered are detailed as below:

Options

Option 1: Continue to hold Parking fees

23. By continuing to hold parking fees at the current level the Council accepts the shift of the cost burden of providing parking services and maintaining the roading network to

the ratepayer. It also accepts that parking availability in high demand areas of the central city will continue to be under pressure.

Option 2: Create a new pricing zone and set the Parking fee at \$4.50 per hour

24. This option acknowledges that there will be some reduction of the price gap due to inflationary pressure over the past 13 years. It also acknowledges Councils parking policy and seeks to use pricing to manage demand in the highest use area of the city to ensure there is turnover and availability to support our Transport and Economic development objectives. Accounting for the cost of changing the pricing, and some allowance for people choosing to park in the cheaper zones, the additional net income is estimated to be \$0.5m.

Preferred option

25. Based on our current parking policy and analysis of current occupancy rates officers' believe it is appropriate to establish a new pricing zone in line with option 2. The new pricing zone takes into account the areas within the central city that experience high demand and regularly exceed 85% occupancy. This new pricing zone will have a higher parking charge to provide greater availability and encourage better utilisation of parking spaces across the city while continuing to support the transport and retail outcomes sought.

Next Actions

26. Officers recommend an increase to parking fees in the central part of the city from \$4.00 per hour to \$4.50 per hour as a practical measure to provide greater parking availability and to encourage better utilisation of parking spaces in less central locations, thereby reducing the current demand and associated congestion.

Attachments

Attachment 1.	Copy of public notice in Dominion Post/WCC website	Page 220
Attachment 2.	Summary of further public feedback	Page 221
Attachment 3.	Map of proposed central city area	Page 224
Attachment 4.	Graph of inflation adjusted parking fee	Page 225
Attachment 5.	Snapshot of sensor occupancy heat map	Page 226
Attachment 6.	Comparison of parking fees	Page 227
Attachment 7.	Schedule of Traffic Restrictions	Page 228

Authors	Michelle Riwai, Parking Services Manager Stephen Harte, PM: Transport Network Developmt
Authoriser	Jane Hill, Manager Community Networks David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating budgets.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaw.

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not applicable.

Health and Safety Impact considered

Health and Safety considered.

Attachment 1

Copy of public notice in Dominion Post

Proposal to increase central city parking fee

We are proposing to increase the parking fee for the central city area, specifically the area bounded by Bunny Street, Lambton Quay, Bowen Street, The Terrace, Boulcott Street, Willis Street, Dixon Street, Cuba Street, Jervois Quay, and Waterloo Quay.

A report will be presented to Councillors in June.

For more information, visit wellington.govt.nz/haveyoursay or phone 04 499 4444.

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 2

Summary of feedback received following advertising the proposal in Dominion Post (May 2017)

Name	Support
Mike Mellor Living Streets Aotearoa	Yes, in principle

Submission as below

1. Support in principle

We support the effective and efficient use of road space and the principles and objectives of WCC's Urban Growth Plan (including transport strategy) and Parking Policy, and as part of that we agree that parking fees need reviewing.

2. Ratepayer subsidy of private car use

These parking fees have not increased for 13 years, and, according to RBNZ, transport costs in general have risen 26% in that period. The proposed 50c increase on the current \$4 per hour will take fees to the level that would have maintained the status quo in 2010. This lack of increase, when costs for other transport options (e.g. bus and train fares) have been rising, represents a significant ratepayer subsidy of private car use. That in turn creates a perverse incentive to use private car rather than other options that impose fewer costs on ratepayers (e.g. road maintenance costs).

3. WCC Urban Growth Plan

This subsidy is inconsistent with the Urban Growth Plan <http://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/wgtn-urban-growth/wgtn-urban-growth-plan2015.pdf> to reduce carbon emissions (pp10, 23) and with the Plan's classification of the private vehicle as the least desirable transport mode within the city (p46), and it does the opposite of "*support[ing] our sustainable transport hierarchy by encouraging walking, cycling and public transport over other modes of transport*" (p46). To be consistent with the Plan, fees should increase by at least 25%, or \$1 on the \$4 hourly rate.

The proposal says "*The aim is to encourage turnover of parking spaces and reduce congestion by providing a greater financial incentive to park in less central locations.*" This is a very narrow and unambitious aim, unfortunately consistent with the proposal's apparent assumption that central city parking fees have no connection with the Urban Growth Plan (or even with the Parking Policy). To be fully consistent with the Plan and the Policy, mode change should be included in the aim with at least as great emphasis as changing parking habits.

4. WCC Parking Policy

The Parking Policy <http://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/parking/files/parking2007-09.pdf?la=en> says:

6.1.1 g. A 15% vacancy rate will be used as an indicator to measure the effectiveness of the Council's management of the parking system. A 15% vacancy rate conforms to international best practice for managing parking, ensuring that turnover and the ability to find a space are balanced. Spaces will need to be managed through a combination of pricing, time limits and enforcement.

The proposal says that there are complaints about lack of available parking, so clearly this vacancy rate is not being achieved in the relevant areas. The proposed fees may or may not solve this - there is no information given on this - and there is no mention of the other two elements of the combination mentioned in the Parking Policy, time limits and enforcement.

The Parking Policy has been in place for ten years. We are not aware that the 15% principle has been applied, and we submit that it is about time that it was. Other jurisdictions, such as Auckland <https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy/> and San Francisco <http://sfpark.org/>, have implemented such a policy, reviewing and adjusting parking fees to achieve an 15% vacancy rate, and we can see no reason why WCC cannot do the same.

While the proposal explicitly refers to the central city and implicitly to current paid parking hours, it can often be difficult to find a parking space outside that area, and at times when there is currently no charge. Implementing the Parking Policy fully would enable people to park easily, instead of driving around in circles looking for a place to park. Also, unlike current practice it would also be in accordance with the Urban Growth Plan.

5. Consistency with other WCC projects

Thorndon Quay and Oriental Parade are covered by both this proposal and the current cycleways/road allocation projects. Each proposal needs to be consistent with and take account of the other.

We note that in the Thorndon Quay discussions, the purpose of parking provision is a key issue. It is recognised in that process that the type of parking provided (e.g. 10 hour versus 10 minute) affects how that space will be used. Short-term parking to allow people to visit shops is seen as having greater economic benefits to a commercial centre than providing commuting parking.

6. Lack of relevant and supporting information and analysis

There is a lack of supporting information presented. For example, there is no reference to:

- a) WCC Parking Policy, despite this being a clear parking issue;
- b) WCC Urban Growth Plan (including the transport strategy), despite this being a clear transport issue;
- c) existing parking fees, so the size of the proposed increase is hidden;
- d) any proposed actions on time limits or enforcement, despite the proposal saying "*It is recommended that this demand is managed through a combination of pricing, time limits and enforcement*";
- e) the status quo, including current fees and parking occupancy rates (the latter is mentioned, but only anecdotally);

- f) proposed occupancy rates;
- g) the broader effects on transport and the urban environment.

7. Our submission

We submit that:

- a) the aim of the proposal should be changed to be fully consistent with the Urban Growth Plan;
- b) the WCC Parking Policy be implemented, particularly paragraph 6.1.1 g, including managing through time limits and enforcement;
- c) the WCC Urban Growth Plan be implemented with respect to emissions targets and the relative treatment of private cars and other modes of transport;
- d) if the Parking Policy cannot be implemented this year, parking fees be raised by 25% as an interim measure for a maximum of one year, pending full implementation;
- e) all proposals explicitly need to:
 - i. present the full facts and analysis relevant to both the current and proposed situation;
 - ii. be consistent with other proposals affecting the same areas;
 - iii. be consistent with all relevant WCC Plans and Policies.

If there is an opportunity, we would like to be heard in support of the submission.

Officers response to comments:

The response to the public notification process required under the Council's Traffic Bylaw was relatively low with only one response, despite having been featured on the front page of the DomPost during the initial draft annual plan workshops.

On the matter of the value of the fee increase, it is Officers view that an increase to match the CPI movement and general cost increases could potentially have a significant impact and that taking a more modest view would be appropriate..

With regard to the Urban Growth Plan, this proposal is attempting to address an immediate need in relation to the increased occupancy in a specific location. Alignment with wider strategic goals will be addressed as part of the scheduled transport policy review, which includes parking.

As indicated above, when the transport policy is reviewed the data collected from parking sensors will enable consideration towards a more responsive pricing model. This review can also take into account impacts such as time restrictions, pricing, and demand.

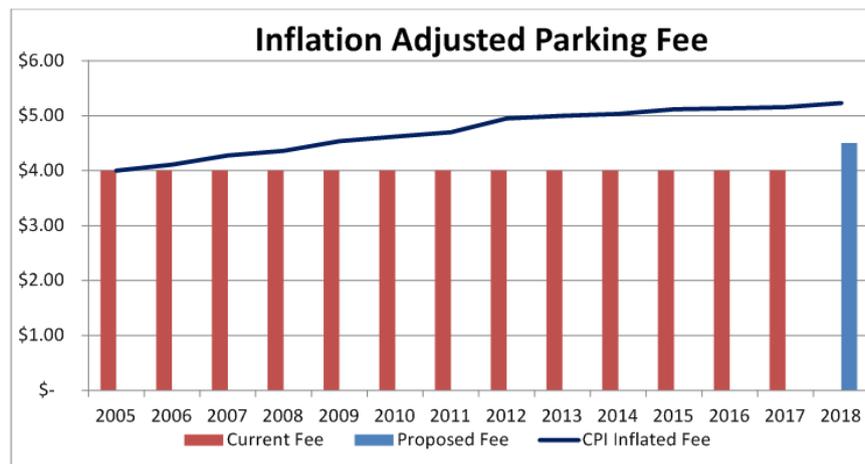
Overall the officers believe that the response support the proposed fee increase.



Attachment 4

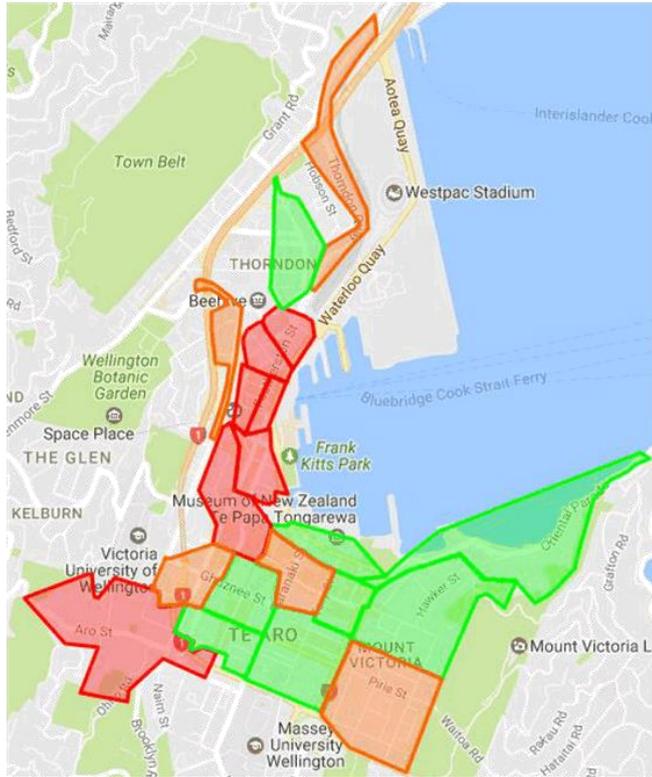
Graph of Inflation Adjusted Parking Fee

The following chart compares the pricing with an inflation adjusted amount using the CPI.



Attachment 5.

Snapshot of sensor occupancy heat map, showing a typical business day



Key

- Red >80% occupied
- Orange 60%-80% occupied
- Green <60% occupied

Attachment 6

Comparison Parking Fees

Per Hour Zone	Zone A1	Zone A2	Zone B	Zone C	Maximum Stay
Wellington - current	\$4.00	\$4.00	\$ 3.00	\$ 1.50	2 hours
Wellington - proposed	\$4.50	\$4.50	\$3.00	\$1.50	2 hours
Auckland	\$4.50	\$4.50	\$3.00		variable rates for longer stays, and \$2/hr weekends
Christchurch	\$3.10	\$3.10	\$2.00		2 hours
Dunedin	\$3.00	\$3.00	\$2.00	\$1.00	2 hours

ATTACHMENT 7
Parking Meter restrictions
and \$4.50 per hour fees

Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 11 metres southeast of its intersection with Stout Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a south-easterly direction for 35 metres. (6 parallel carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 22.5 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 25.5 metres. (9 angled parking spaces)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 60.5 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6m), and extending in a southerly direction following the kerbline for 28.5 metres. (10 angled parking spaces)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 66.5 metres southeast of its intersection with Stout Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a south-easterly direction for 29.5 metres. (5 parallel carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 90 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6m), and extending in a southerly direction following the kerbline for 8.5 metres. (3 angled parking spaces)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 34 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 29.5 metres. (10 angle carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 11 metres. (2 parallel carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 5 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 26 metres. (9 angle carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 54 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 17.5 metres. (3 parallel carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 8.5 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (4 parallel carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 14.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748883.2 m, y= 5428444.8 m), and extending in a north-westerly direction for 11.5 metres. (2 parallel carparks)
Ballance Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 28 metres east of its intersection with Featherston Street (Grid coordinates x=1748892.6m, y=5428436.3m), and extending in a southeasterly direction for 12 metres. (6 angle parks)
Ballance Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 16 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 6.5 metres. (1 angled parking space)
Ballance Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, commencing 48.5 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1 parallel carpark)

ATTACHMENT 7
Parking Meter restrictions
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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Street	Parking Type	Restrictions	Details
Bond Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 3.5 metres northwest of its intersection with St Hill Street (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Boulcott Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 47 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north-westerly direction following the kerbline for 61.5 metres. (10 parallel carparks)
Boulcott Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 112.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 17 metres. (3 parallel carparks)
Boulcott Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 48.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 16 metres. (3 parallel carparks)
Boulcott Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 89 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 11.5 metres. (2 parallel carparks)
Boulcott Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 19 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north-westerly direction following the kerbline for 11.5 metres. (2 parallel carparks)
Bowen Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 146 metres east of its intersection with Ballantrae Place (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in a south-easterly direction for 59.5 metres. (10 parallel carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 10.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 54 metres. (18 angle carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 15 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748866.9 m, y= 5428220.2 m), and extending in a north-westerly direction for 46 metres. (8 parallel carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 76 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 6 metres. (2 angle carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 13 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748863.9 m, y= 5428212.4 m) and extending in a north-westerly direction for 30 metres. (10 angle carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 3:00pm, Friday 9:00am - 3:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction for 47 metres. (8 parallel carparks)
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 48 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748863.9 m, y= 5428212.4 m) and extending in a north-westerly direction for 10.5 metres. (2 parallel carparks)

ATTACHMENT 7
Parking Meter restrictions
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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Street	Parking Type	Restrictions	Location Details
Brandon Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 3:00pm, Friday 9:00am - 3:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerblines 9 metres northwest of its intersection with Featherstone Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction following the south-western kerblines for 19.5 metres. (3 parallel carparks)
Brandon Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerblines 82 metres northwest of its intersection with Featherstone Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 9 metres. (2 angle carparks)
Bunny Street	Mobility parking – displaying an operation mobility permit only,	At All Times.	Southwest side, commencing 11 metres northwest of its intersection with Stout Street (Grid Coordinates X=2659012.191081 m, Y=5990398.008715 m) and extending in a north-westerly direction following the kerblines for 29.5 metres. (5 parallel carparks)
Bunny Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 22.5 metres southeast of its intersection with Featherstone Street (Grid coordinates x= 1749013.9 m, y= 5428682.3 m), and extending in a south-easterly direction following the kerblines for 17 metres. (3 parallel carparks)
Bunny Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 50 metres southeast of its intersection with Featherstone Street (Grid coordinates x= 1749013.9 m, y= 5428682.3 m), and extending in a south-easterly direction following the kerblines for 17 metres. (3 parallel carparks)
Bunny Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 69 metres northwest of its intersection with Waterloo Quay (Grid coordinates x= 1749084.3 m, y= 5428600.3 m), and extending in a north-westerly direction following the kerblines for 16 metres. (3 parallel carparks)
Bunny Street (Lay-By)	Metered parking,	P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southeast side parking area, clockwise direction following the kerblines 45 metres from its intersection with Bunny Street Lay-by (Grid coordinates x= 1749093.3 m, y= 5428670.6 m), and extending for 23 metres. (7 angle carparks)
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 11 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerblines for 21.5 metres (3 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 122 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerblines for 29 metres (5 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerblines for 102.5 metres (17 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 75 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.4 m, y= 5427004.0 m), and extending in a northerly direction following the kerblines for 36 metres (6 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 17 metres north of its intersection with Garrett Street (Grid coordinates x= 1748651.4 m, y= 5427111.9 m), and extending in a northerly direction following the kerblines for 11.5 metres (2 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 21 metres north of its intersection with Vivian Street (Grid coordinates x= 1748604.1 m, y= 5427006.6 m), and extending in a northerly direction following the kerblines for 24 metres (4 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 40 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerblines to its intersection with Garrett Street for 10 metres (2 parallel carparks).

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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 63.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 10.5 metres (2 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 64.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748604.1 m, y= 5427006.6 m), and extending in a northerly direction following the kerbline for 29 metres.(5 parallel carparks)
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 7.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 27.5 metres (5 parallel carparks).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 84.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 60 metres (10 parallel carparks).
Cuba Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, following the kerbline 98 metres southwest of its intersection with Wakefield Street (Grid coordinates x= 1748838.6 m, y= 5427525.9 m), and extending in a southerly direction for 17 metres. (2 angle carparks)
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 37 metres north of its intersection with Manners Street (Grid coordinates x= 1748781.8m, y= 5427396.4m), and extending in a north-easterly direction for 49 metres. (5 parallel car parks)
Cuba Street	Mobility parking – displaying an operation mobility permit only,	at all other times.	East side, commencing 100 metres south of its intersection with Wakefield Street, and extending in a southerly direction for 6 metres (1 parallel parking space).
Cuba Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 26 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 30 metres (5 parallel parking spaces).
Cuba Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 76 metres south-west of its intersection with Wakefield Street, and extending in a south-westerly direction for 24 metres (4 parallel parking spaces).
Cuba Street	Metered mobility parking displaying an operation mobility permit only,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 100 metres south of its intersection with Wakefield Street, and extending in a southerly direction for 6 metres (1 parallel parking space).
Cuba Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side, commencing 87 metres from its intersection with Manners Street, and extending in a north-easterly direction for 30 metres (5 parallel parking spaces).
Cuba Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 24.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 37 metres. (6 parallel carparks)
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 34 metres south of its intersection with the prolongation of the northern kerbline of Ballance Street (Grid coordinates x= 1748973.3 m, y= 5428399.4 m), and extending in a southerly direction following the kerbline for 15 metres.
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, following the kerbline 20 metres south of its intersection with the prolongation of the northern kerbline of Waring Taylor Street (Grid coordinates x= 1748948.5 m, y= 5428341.5 m), and extending in a southerly direction for 46 metres.
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, following the kerbline 29.5 metres south of its intersection with Jervois Quay (Grid coordinates x= 1748851.7 m, y= 5428168.3 m), and extending in a southerly direction for 12.5 metres. (4 angle carparks)

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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Location	Restriction	Time	Notes
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, following the kerbline 9.5 metres south of its intersection with Post Office Square (Grid coordinates x= 1748813.3 m, y= 5428080.2 m), and extending in a southerly direction for 41 metres. (7 parallel carparks)
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 46.5 metres north of its intersection with Hunter Street (Grid coordinates x= 1748777.2 m, y= 5428023.1 m), and extending in a northerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 6 metres north of its intersection with Hunter Street (Grid coordinates x= 1748777.2 m, y= 5428023.1 m), and extending in a northerly direction following the kerbline for 33 metres. (6 parallel carparks)
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 9 metres north of its intersection with Lambton Quay (Grid coordinates x= 1748739.1 m, y= 5427931.6 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
Customhouse Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 9 metres north of its intersection with Waring Taylor Street (Grid coordinates x= 1748925.4 m, y= 5428349.8 m), and extending in a northerly direction for 47.5 metres. (8 parallel carparks)
Dixon Street	Mobility parking – displaying an operation mobility permit only,	at all other times.	North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 11.5 metres (2 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 25 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 90 metres (15 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm.	North side, commencing 115 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 8 metres.
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 123 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 42 metres (7 parallel parking spaces).
Dixon Street	Metered mobility parking displaying an operation mobility permit only,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 11.5 metres (2 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 222.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 12.7 metres (2 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 243.7 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 5.5 metres (1 parallel parking space).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 243.7 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 5.5 metres (1 parallel parking space).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 255.7 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 17 metres (3 parallel parking spaces).

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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 37 metres (6 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 75 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 35 metres (6 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm.	South side, commencing 131.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 6 metres (1 parallel parking space).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 137.5 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 44 metres (7 parallel parking spaces).
Dixon Street	Metered parking,	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	North side, commencing 12.8 metres west of its intersection with Victoria Street (Grid coordinates x= 1748639m, y= 5427390m), and extending in a north-westerly direction for 11 metres. (2 parallel car parks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 10 metres south of its intersection with Grey Street (Grid coordinates x= 1748743.0 m, y= 5428114.4 m), and extending in a southerly direction following the kerbline for 37 metres. (6 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 10.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748892.6 m, y= 5428436.3 m), and extending in a southerly direction following the kerbline for 45 metres. (8 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 13 metres south of its intersection with Johnston Street (Grid coordinates x= 174883.7 m, y= 5428307.8 m), and extending in a southerly direction following the kerbline for 40 metres. (7 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 18.5 metres south of its intersection with Waring Taylor Street (Grid coordinates x= 1748860.8 m, y= 5428371.3 m), and extending in a southerly direction following the kerbline for 28 metres. (5 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 25.5 metres south of its intersection with Whitmore Street (Grid coordinates x= 1748925.1 m, y= 5428502.8 m), and extending in a southerly direction following the kerbline for 33.5 metres. (11 angle carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 9 metres south of its intersection with Panama Street (Grid coordinates x= 1748775.3 m, y= 5428180.6 m), and extending in a southerly direction following the kerbline for 29.5 metres. (5 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 6 metres south of its intersection with Ballance Street (Grid coordinates x= 1748883.2 m, y= 5428444.8 m), and extending in a southerly direction following the kerbline for 46.5 metres. (8 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 10 metres south of its intersection with Panama Street (Grid coordinates x= 1748765.7 m, y= 5428183.9 m), and extending in a southerly direction following the kerbline for 42.5 metres. (7 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 10 metres south of its intersection with Waring Taylor Street (Grid coordinates x= 1748853.2 m, y= 5428374.1 m), and extending in a southerly direction following the kerbline for 39 metres. (7 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 10.5 metres south of its intersection with Johnston Street (Grid coordinates x= 1748823.7 m, y= 5428310.4 m), and extending in a southerly direction following the kerbline for 40.5 metres. (7 parallel carparks)

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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 12 metres south of its intersection with Whitmore Street (Grid coordinates x= 1748917.7 m, y= 5428512.6 m), and extending in a southerly direction following the kerbline for 35 metres. (6 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 13 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the kerbline for 38 metres.
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 11 metres south of its intersection with Brandon Street (Grid Coordinates x= 1748794.5 m, y= 5428246.2 m), and extending in a southerly direction following the western kerbline for 39.5 metres.
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 39 metres north of its intersection with Whitmore Street (Grid coordinates x= 1748925.9 m, y= 5428534.8 m), and extending in a northerly direction for 16 metres. (6 angle carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 70 metres north of its intersection with Whitmore Street (Grid coordinates x= 1748925.9 m, y= 5428534.8 m), and extending in a northerly direction for 11 metres. (2 parallel carparks)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 61 metres. (10 parallel parking spaces)
Featherston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 105.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1748959.371m, y= 5428571.1211m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
Grey Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, commencing 8.5 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 53.5 metres.
Grey Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 23.5 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the kerbline for 4.5 metres. (1angle carpark)
Grey Street	Metered mobility parking displaying an operation mobility permit only,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 22 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 6.8 metres (2 angled parking spaces).
Grey Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces).
Grey Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 12 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).
Harris Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 19.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 40 metres. (7 parallel carparks)
Harris Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 79.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 18.5 metres. (3 parallel carparks)

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Remove from Schedule F (Metered parking) of the		Traffic Restrictions Schedule.	
Harris Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 22 metres. (4 parallel carparks)
Harris Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 58.5 metres. (10 parallel carparks)
Harris Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, commencing 109 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 5 metres.
Harris Street (Central Library Basement Carpark)	Metered Mobility Parking - Displaying an Operation Mobility Permit Only,	At All Times, P120 Maximum 6:00am - 6:00pm, P6 Hour Maximum 6:00pm - Midnight.	As shown by a mobility parking symbol on the attached plan.
Harris Street (Central Library Basement Carpark)	Metered Parking,	Monday to Sunday, P6 Hour Maximum 6:00pm - Midnight, Saturday and Sunday, P120 Maximum 6:00am - 6:00pm	As shown 'diagonally hatched' on the attached plan.
Harris Street (Central Library Basement Carpark)	Metered Parking,	Monday to Sunday, P120 Maximum 6:00am - 6:00pm, P6 Hour Maximum 6:00pm - Midnight.	As shown 'dotted' on the attached plan.
Jervois Quay	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks)
Johnston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 17 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748724.4 m, y= 5428363.4 m), and extending in a south-easterly direction for 47.5 metres. (8 parallel carparks)
Johnston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 42.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748836.1 m, y= 5428313.0 m), and extending in a south-easterly direction for 11.5 metres. (2 parallel carparks)
Johnston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 78 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748724.4 m, y= 5428363.4 m), and extending in a south-easterly direction for 17.5 metres. (3 parallel carparks)
Johnston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 20.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 31.5 metres. (10 angle carparks)
Johnston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 22 metres. (4 parallel carparks)
Johnston Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerb line 66 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0m, y= 5428359.7m), and extending in a south-easterly direction for 12 metres. (4 angle car parks)
Johnston Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerbline 16 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 4.5 metres.
Johnston Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerbline 19.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 4 metres.

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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Lambton Quay	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, following the kerbline 11 metres south of its intersection with Stout Street (Grid coordinates x= 1748739.3 m, y= 5428488.0 m), and extending in a southerly direction for 40 metres. (11 angle carparks)
Lambton Quay	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, following the kerbline 14 metres south of its intersection with Brandon Street (Grid coordinates x= 1748694.5 m, y= 5428629.9 m), and extending in a southerly direction for 32.5 metres. (5 parallel carparks)
Lambton Quay	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, following the kerbline 31.5 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 31 metres. (4 parallel carparks)
Lambton Quay	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, following the kerbline 62.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 26.5 metres. (8 angle carparks)
Lambton Quay	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southeast side, commencing 28 metres southwest of its intersection with Bunny Street (Grid coordinates x= 1748938.9 m, y= 5428759.3 m), and extending in a south-westerly direction following the kerbline for 71 metres. (12 parallel carparks)
Maginnity Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 51 metres northeast of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-easterly direction for 6 metres. (1 parallel carpark)
Maginnity Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 67.5 metres northeast of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-easterly direction for 12.5 metres. (2 parallel carparks)
Maginnity Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 87.5 metres northeast of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-easterly direction for 6 metres. (1 parallel carpark)
Maginnity Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 43.5 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748862.1 m, y= 5428468.0 m), and extending in a south-westerly direction for 7.5 metres. (3 angle carparks)
Maginnity Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 8 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748862.1 m, y= 5428468.0 m), and extending in a south-westerly direction for 20.5 metres. (8 angle carparks)
Maginnity Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, following the kerbline 6.5 metres north of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a northerly direction for 22 metres. (4 parallel carparks)
Manners Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 146.5 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748943.0 m, y= 5427267.1 m), and extending in a north-westerly direction following the kerbline for 28.5 metres. (5 parallel carparks)
Manners Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 68.5 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748943.0 m, y= 5427267.1 m), and extending in a north-westerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Manners Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 133 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748937.9 m, y= 5427257.7 m), and extending in a north-westerly direction following the kerbline for 35 metres. (6 parallel carparks)

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Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Manners Street	Metered mobility parking displaying an operation mobility permit only,	- at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, commencing 133 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748943.0 m, y= 5427267.1 m), and extending in a north-westerly direction following the kerbline for 13.5 metres. (2 parallel carparks)
Mercer Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, commencing 12 metres south-east of its intersection with Willis Street (Grid coordinates x= 1748652.6 m, y= 5427718.9 m), and extending in a south-easterly direction following the southern kerbline for 29 metres. (10 angled parking spaces)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 48.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748777.9 m, y= 5428185.6 m), and extending in a south-easterly direction for 10 metres. (2 parallel carparks)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 8 metres east of its intersection with Featherston Street (Grid coordinates x= 1748777.9 m, y= 5428185.6 m), and extending in a south-easterly direction for 11 metres. (2 parallel carparks)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, following the kerbline 8 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748775.3 m, y= 5428180.5 m), and extending in a south-easterly direction for 15 metres. (3 parallel carparks)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 49 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748775.3 m, y= 5428180.5 m), and extending in a south-easterly direction for 15 metres. (5 angle carparks)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 67 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 18 metres. (6 angle carparks)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 9 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748775.3 m, y= 5428180.5 m), and extending in a south-easterly direction for 26 metres. (8 angle carparks)
Panama Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerbline 19.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 4.5 metres. (1 angled parking space)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, following the kerb line 36 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 9 metres. (3 angle car parks)
Panama Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 11 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748688.4 m, y= 5428228.8 m), and extending in a south-easterly direction for 23.5 metres (4 parallel parking spaces).
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 12 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 72.5 metres. (21 angle carparks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 69 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 13.5 metres. (4 angle carparks)

ATTACHMENT 7
Parking Meter restrictions
and \$4.50 per hour fees

Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerblines 84.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 174887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 28.5 metres. (7 parallel carparks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, commencing 82.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction following the kerblines for 17.5 metres. (3 parallel carparks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerblines 17.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 20 metres. (6 angle car parks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerblines 41.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 38 metres. (13 angle car parks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerblines 46.5 metres northeast of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 5.5 metres. (1 parallel carpark)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerblines 9 metres east of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 27 metres. (9 angle carparks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerblines 9 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction for 53.5 metres. (9 parallel carparks)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerblines 88.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 2.8 metres. (1 angle car park)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 15.5 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerblines for 12 metres. (2 parallel parking spaces)
Stout Street	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 43 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerblines for 12 metres. (2 parallel parking spaces)
Stout Street	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southeast side, following the kerblines 79.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 9 metres. (2 angle car parks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 160.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerblines for 52 metres. (9 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 18.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerblines for 47 metres. (8 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 225 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerblines for 21.5 metres. (4 parallel carparks)

ATTACHMENT 7
Parking Meter restrictions
and \$4.50 per hour fees

Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 253.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 306.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 11.5 metres. (2 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 354.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 22.5 metres. (4 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 385 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 406.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10 metres. (2 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 438.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 460 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 514.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 29 metres. (5 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 10.5 metres north of its intersection with Dalmuir Lane (Grid Coordinates X=2658635.893234 m, Y=5990021.039621 m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 135.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 17 metres. (3 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 17 metres south of its intersection with Dalmuir Lane (Grid Coordinates X=2658637.106875 m, Y=5990014.804506 m) and extending in a southerly direction following the kerbline for 37.5 metres. (6 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 18 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 29.5 metres. (5 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 5.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerbline for 47.5 metres. (8 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 60 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 16.5 metres. (3 parallel carparks)

ATTACHMENT 7
Parking Meter restrictions
and \$4.50 per hour fees

Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule.

The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 66 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 78.5 metres south of its intersection with Dalmuir Lane (Grid Coordinates X=2658637.106875 m, Y=5990014.804506 m) and extending in a southerly direction following the kerbline for 51.5 metres. (9 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 8.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 22 metres. (4 parallel carparks)
The Terrace	Metered parking,	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 89.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)
The Terrace	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 128 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 7.5 metres. (1 parallel carpark)
The Terrace	Metered mobility parking displaying an operation mobility permit only,	at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 47.5 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column 3
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 11 metres southeast of its intersection with Stout Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a south-easterly direction for 35 metres. (6 parallel carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 22.5 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 25.5 metres. (9 angled parking spaces)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 60.5 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6m), and extending in a southerly direction following the kerbline for 28.5 metres. (10 angled parking spaces)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 66.5 metres southeast of its intersection with Stout Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a south-easterly direction for 29.5 metres. (5 parallel carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 90 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6m), and extending in a southerly direction following the kerbline for 8.5 metres. (3 angled parking spaces)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 34 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 29.5 metres. (10 angle carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 11 metres. (2 parallel carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 5 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 26 metres. (9 angle carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 54 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 17.5 metres. (3 parallel carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 8.5 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (4 parallel carparks)
Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 14.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748883.2 m, y= 5428444.8 m), and extending in a north-westerly direction for 11.5 metres. (2 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Ballance Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 28 metres east of its intersection with Featherston Street (Grid coordinates x=1748892.6m, y=5428436.3m), and extending in a southeasterly direction for 12 metres. (6 angle parks)
Ballance Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 16 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 6.5 metres. (1 angled parking space)
Ballance Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 48.5 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
Bond Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 3.5 metres northwest of its intersection with St Hill Street (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Boulcott Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 47 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north-westerly direction following the kerbline for 61.5 metres. (10 parallel carparks)
Boulcott Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 112.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 17 metres. (3 parallel carparks)
Boulcott Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 48.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 16 metres. (3 parallel carparks)
Boulcott Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 89 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 11.5 metres. (2 parallel carparks)
Boulcott Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 19 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north-westerly direction following the kerbline for 11.5 metres. (2 parallel carparks)
Bowen Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 146 metres east of its intersection with Ballantrae Place (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in a south-easterly direction for 59.5 metres. (10 parallel carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 10.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 54 metres. (18 angle carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 15 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748866.9 m, y= 5428220.2 m), and extending in a north-westerly direction for 46 metres. (8 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 76 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 6 metres. (2 angle carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 13 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748863.9 m, y= 5428212.4 m) and extending in a north-westerly direction for 30 metres. (10 angle carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 3:00pm, Friday 9:00am - 3:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm. Fee \$4.50 per hour.	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction for 47 metres. (8 parallel carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 48 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748863.9 m, y= 5428212.4 m) and extending in a north-westerly direction for 10.5 metres. (2 parallel carparks)
Brandon Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 3:00pm, Friday 9:00am - 3:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm. Fee \$4.50 per hour.	Southwest side, following the kerbline 9 metres northwest of its intersection with Featherstone Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction following the south-western kerbline for 19.5 metres. (3 parallel carparks)
Brandon Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 82 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 9 metres. (2 angle carparks)
Bunny Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 11 metres northwest of its intersection with Stout Street (Grid Coordinates X=2659012.191081 m, Y=5990398.008715 m) and extending in a north-westerly direction following the kerbline for 29.5 metres. (5 parallel carparks)
Bunny Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 22.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1749013.9 m, y= 5428682.3 m), and extending in a south-easterly direction following the kerbline for 17 metres. (3 parallel carparks)
Bunny Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 50 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1749013.9 m, y= 5428682.3 m), and extending in a south-easterly direction following the kerbline for 17 metres. (3 parallel carparks)
Bunny Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 69 metres northwest of its intersection with Waterloo Quay (Grid coordinates x= 1749084.3 m, y= 5428600.3 m), and extending in a north-westerly direction following the kerbline for 16 metres. (3 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Bunny Street (La	P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southeast side parking area, clockwise direction following the kerbline 45 metres from its intersection with Bunny Street Lay-by (Grid coordinates x= 1749093.3 m, y= 5428670.6 m), and extending for 23 metres. (7 angle carparks)
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 11 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 21.5 metres (3 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 122 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 29 metres (5 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 102.5 metres (17 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 75 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.4 m, y= 5427004.0 m), and extending in a northerly direction following the kerbline for 36 metres (6 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 17 metres north of its intersection with Garrett Street (Grid coordinates x= 1748651.4 m, y= 5427111.9 m), and extending in a northerly direction following the kerbline for 11.5 metres (2 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 21 metres north of its intersection with Vivian Street (Grid coordinates x= 1748604.1 m, y= 5427006.6 m), and extending in a northerly direction following the kerbline for 24 metres (4 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 40 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 10 metres (2 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 63.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 10.5 metres (2 parallel carparks).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 64.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748604.1 m, y= 5427006.6 m), and extending in a northerly direction following the kerbline for 29 metres (5 parallel carparks)
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 7.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 27.5 metres (5 parallel carparks).

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 84.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 60 metres (10 parallel carparks).
Cuba Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 98 metres southwest of its intersection with Wakefield Street (Grid coordinates x= 1748838.6 m, y= 5427525.9 m), and extending in a southerly direction for 17 metres. (2 angle carparks)
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 37 metres north of its intersection with Manners Street (Grid coordinates x= 1748781.8m, y= 5427396.4m), and extending in a north-easterly direction for 49 metres. (5 parallel car parks)
Cuba Street	Metered mobility parking - displaying an operation mobility permit only, at all other times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 100 metres south of its intersection with Wakefield Street, and extending in a southerly direction for 6 metres (1 parallel parking space).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 26 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 30 metres (5 parallel parking spaces).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 76 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 24 metres (4 parallel parking spaces).
Cuba Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 100 metres south of its intersection with Wakefield Street, and extending in a southerly direction for 6 metres (1 parallel parking space).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 87 metres from its intersection with Manners Street, and extending in a north-easterly direction for 30 metres (5 parallel parking spaces).
Cuba Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 24.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 37 metres. (6 parallel carparks)
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 34 metres south of its intersection with the prolongation of the northern kerbline of Ballance Street (Grid coordinates x= 1748973.3 m, y= 5428399.4 m), and extending in a southerly direction following the kerbline for 15 metres.
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, following the kerbline 20 metres south of its intersection with the prolongation of the northern kerbline of Waring Taylor Street (Grid coordinates x= 1748948.5 m, y= 5428341.5 m), and extending in a southerly direction for 46 metres.
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, following the kerbline 29.5 metres south of its intersection with Jervois Quay (Grid coordinates x= 1748851.7 m, y= 5428168.3 m), and extending in a southerly direction for 12.5 metres. (4 angle carparks)
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, following the kerbline 9.5 metres south of its intersection with Post Office Square (Grid coordinates x= 1748813.3 m, y= 5428080.2 m), and extending in a southerly direction for 41 metres. (7 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 46.5 metres north of its intersection with Hunter Street (Grid coordinates x= 1748777.2 m, y= 5428023.1 m), and extending in a northerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 6 metres north of its intersection with Hunter Street (Grid coordinates x= 1748777.2 m, y= 5428023.1 m), and extending in a northerly direction following the kerbline for 33 metres. (6 parallel carparks)
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 9 metres north of its intersection with Lambton Quay (Grid coordinates x= 1748739.1 m, y= 5427931.6 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
Customhouse Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 9 metres north of its intersection with Waring Taylor Street (Grid coordinates x= 1748925.4 m, y= 5428349.8 m), and extending in a northerly direction for 47.5 metres. (8 parallel carparks)
Dixon Street	Metered mobility parking - displaying an operation mobility permit only, at all other times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 11.5 metres (2 parallel parking spaces).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 25 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 90 metres (15 parallel parking spaces).
Dixon Street	Metered parking. P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm. Fee \$4.50 per hour.	North side, commencing 115 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 8 metres.
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 123 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 42 metres (7 parallel parking spaces).
Dixon Street	Metered mobility parking - displaying an operation mobility permit only. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 11.5 metres (2 parallel parking spaces).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 222.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 12.7 metres (2 parallel parking spaces).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 243.7 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 5.5 metres (1 parallel parking space).

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 243.7 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 5.5 metres (1 parallel parking space).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 255.7 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 17 metres (3 parallel parking spaces).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 37 metres (6 parallel parking spaces).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 75 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 35 metres (6 parallel parking spaces).
Dixon Street	Metered parking. P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm. Fee \$4.50 per hour.	South side, commencing 131.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 6 metres (1 parallel parking space).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 137.5 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 44 metres (7 parallel parking spaces).
Dixon Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 12.8 metres west of its intersection with Victoria Street (Grid coordinates x= 1748639m, y= 5427390m), and extending in a north-westerly direction for 11 metres. (2 parallel car parks)
Featherston Stre	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 10 metres south of its intersection with Grey Street (Grid coordinates x= 1748743.0 m, y= 5428114.4 m), and extending in a southerly direction following the kerbline for 37 metres. (6 parallel carparks)
Featherston Stre	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 10.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748892.6 m, y= 5428436.3 m), and extending in a southerly direction following the kerbline for 45 metres. (8 parallel carparks)
Featherston Stre	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 13 metres south of its intersection with Johnston Street (Grid coordinates x= 174883.7 m, y= 5428307.8 m), and extending in a southerly direction following the kerbline for 40 metres. (7 parallel carparks)
Featherston Stre	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 18.5 metres south of its intersection with Waring Taylor Street (Grid coordinates x= 1748860.8 m, y= 5428371.3 m), and extending in a southerly direction following the kerbline for 28 metres. (5 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 25.5 metres south of its intersection with Whitmore Street (Grid coordinates x= 1748925.1 m, y= 5428502.8 m), and extending in a southerly direction following the kerbline for 33.5 metres. (11 angle carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 9 metres south of its intersection with Panama Street (Grid coordinates x= 1748775.3 m, y= 5428180.6 m), and extending in a southerly direction following the kerbline for 29.5 metres. (5 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 6 metres south of its intersection with Ballance Street (Grid coordinates x= 1748883.2 m, y= 5428444.8 m), and extending in a southerly direction following the kerbline for 46.5 metres. (8 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 10 metres south of its intersection with Panama Street (Grid coordinates x= 1748765.7 m, y= 5428183.9 m), and extending in a southerly direction following the kerbline for 42.5 metres. (7 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 10 metres south of its intersection with Waring Taylor Street (Grid coordinates x= 1748853.2 m, y= 5428374.1 m), and extending in a southerly direction following the kerbline for 39 metres. (7 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 10.5 metres south of its intersection with Johnston Street (Grid coordinates x= 1748823.7 m, y= 5428310.4 m), and extending in a southerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 12 metres south of its intersection with Whitmore Street (Grid coordinates x= 1748917.7 m, y= 5428512.6 m), and extending in a southerly direction following the kerbline for 35 metres. (6 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 13 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the kerbline for 38 metres.
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 11 metres south of its intersection with Brandon Street (Grid Coordinates x= 1748794.5 m, y= 5428246.2 m), and extending in a southerly direction following the western kerbline for 39.5 metres.
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 39 metres north of its intersection with Whitmore Street (Grid coordinates x= 1748925.9 m, y= 5428534.8 m), and extending in a northerly direction for 16 metres. (6 angle carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, following the kerbline 70 metres north of its intersection with Whitmore Street (Grid coordinates x= 1748925.9 m, y= 5428534.8 m), and extending in a northerly direction for 11 metres. (2 parallel carparks)
Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 61 metres. (10 parallel parking spaces)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Featherston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 105.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1748959.371m, y= 5428571.1211m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
Grey Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 8.5 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748807.8 m, y= 5428084.8 m), and extending in a westerly direction following the kerbline for 53.5 metres.
Grey Street	Metered mobility parking - displaying an operation mobility permit only, at all times, Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 23.5 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the kerbline for 4.5 metres. (1 angle carpark)
Grey Street	Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 22 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 6.8 metres (2 angled parking spaces).
Grey Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces).
Grey Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 12 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).
Harris Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 19.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 40 metres. (7 parallel carparks)
Harris Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 79.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 18.5 metres. (3 parallel carparks)
Harris Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 22 metres. (4 parallel carparks)
Harris Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 58.5 metres. (10 parallel carparks)
Harris Street	Metered mobility parking - displaying an operation mobility permit only, at all times, Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 109 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 5 metres.

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Harris Street (Central Library Basement Carpark)	Metered Mobility Parking - Displaying an Operation Mobility Permit Only at all times. P120 Maximum, Monday to Friday 6:00am - 6:00pm, Fee \$4.50 per hour. P6 hours, Monday to Friday 6:00pm to Midnight, Fee \$2.50 per hour. P120 Maximum, Saturday and Sunday, No fee. P6 Hour Maximum, 6:00pm - Midnight, Saturday and Sunday, No fee.	As shown by a mobility parking symbol on the attached plan.
Harris Street (Central Library Basement Carpark)	Metered Parking. P120 Maximum, Monday to Friday 6:00am - 6:00pm, Fee \$4.50 per hour. P6 hours, Monday to Friday 6:00pm to Midnight, Fee \$2.50 per hour. P120 Maximum, Saturday and Sunday, No fee. P6 Hour Maximum, 6:00pm - Midnight, Saturday and Sunday, No fee.	As shown 'diagonally hatched' on the attached plan.
Harris Street (Central Library Basement Carpark)	Metered Parking. P120 Maximum, Monday to Friday 6:00am - 6:00pm, Fee \$4.50 per hour. P6 hours, Monday to Friday 6:00pm to Midnight, Fee \$2.50 per hour. P120 Maximum, Saturday and Sunday, No fee. P6 Hour Maximum, 6:00pm - Midnight, Saturday and Sunday, No fee.	As shown 'dotted' on the attached plan.
Jervois Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks)
Johnston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 17 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748724.4 m, y= 5428363.4 m), and extending in a south-easterly direction for 47.5 metres. (8 parallel carparks)
Johnston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 42.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748836.1 m, y= 5428313.0 m), and extending in a south-easterly direction for 11.5 metres. (2 parallel carparks)
Johnston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 78 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748724.4 m, y= 5428363.4 m), and extending in a south-easterly direction for 17.5 metres. (3 parallel carparks)
Johnston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 20.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 31.5 metres. (10 angle carparks)
Johnston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 22 metres. (4 parallel carparks)
Johnston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerb line 66 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0m, y= 5428359.7m), and extending in a south-easterly direction for 12 metres. (4 angle car parks)
Johnston Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 16 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 4.5 metres.
Johnston Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 19.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 4 metres.

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule	
Lambton Quay	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, following the kerbline 11 metres south of its intersection with Stout Street (Grid coordinates x= 1748739.3 m, y= 5428488.0 m), and extending in a southerly direction for 40 metres. (11 angle carparks)
Lambton Quay	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, following the kerbline 14 metres south of its intersection with Brandon Street (Grid coordinates x= 1748694.5 m, y= 5428291.9 m), and extending in a southerly direction for 32.5 metres. (5 parallel carparks)
Lambton Quay	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, following the kerbline 31.5 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 31 metres. (4 parallel carparks)
Lambton Quay	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, following the kerbline 62.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 26.5 metres. (8 angle carparks)
Lambton Quay	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Southeast side, commencing 28 metres southwest of its intersection with Bunny Street (Grid coordinates x= 1748938.9 m, y= 5428759.3 m), and extending in a south-westerly direction following the kerbline for 71 metres. (12 parallel carparks)
Maginnity Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Northwest side, following the kerbline 51 metres northeast of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-easterly direction for 6 metres. (1 parallel carpark)
Maginnity Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Northwest side, following the kerbline 67.5 metres northeast of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-easterly direction for 12.5 metres. (2 parallel carparks)
Maginnity Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Northwest side, following the kerbline 87.5 metres northeast of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-easterly direction for 6 metres. (1 parallel carpark)
Maginnity Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Southeast side, following the kerbline 43.5 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748862.1 m, y= 5428468.0 m), and extending in a south-westerly direction for 7.5 metres. (3 angle carparks)
Maginnity Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Southeast side, following the kerbline 8 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748862.1 m, y= 5428468.0 m), and extending in a south-westerly direction for 20.5 metres. (8 angle carparks)
Maginnity Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, following the kerbline 6.5 metres north of its intersection with Waring Taylor Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a northerly direction for 22 metres. (4 parallel carparks)
Manners Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	Northeast side, commencing 146.5 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748943.0 m, y= 5427267.1 m), and extending in a north-westerly direction following the kerbline for 28.5 metres. (5 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Manners Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 68.5 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748943.0 m, y= 5427267.1 m), and extending in a north-westerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Manners Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 133 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748937.9 m, y= 5427257.7 m), and extending in a north-westerly direction following the kerbline for 35 metres. (6 parallel carparks)
Manners Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 133 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1748943.0 m, y= 5427267.1 m), and extending in a north-westerly direction following the kerbline for 13.5 metres. (2 parallel carparks)
Mercer Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 12 metres south-east of its intersection with Willis Street (Grid coordinates x= 1748652.6 m, y= 5427718.9 m), and extending in a south-easterly direction following the southern kerbline for 29 metres. (10 angled parking spaces)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 48.5 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748777.9 m, y= 5428185.6 m), and extending in a south-easterly direction for 10 metres. (2 parallel carparks)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 8 metres east of its intersection with Featherston Street (Grid coordinates x= 1748777.9 m, y= 5428185.6 m), and extending in a south-easterly direction for 11 metres. (2 parallel carparks)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 8 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748777.9 m, y= 5428185.6 m), and extending in a south-easterly direction for 15 metres. (3 parallel carparks)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 49 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748775.3 m, y= 5428180.5 m), and extending in a south-easterly direction for 15 metres. (5 angle carparks)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 67 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 18 metres. (6 angle carparks)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 9 metres southeast of its intersection with Featherston Street (Grid coordinates x= 1748775.3 m, y= 5428180.5 m), and extending in a south-easterly direction for 26 metres. (8 angle carparks)
Panama Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerbline 19.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 4.5 metres. (1 angled parking space)
Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, following the kerb line 36 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 9 metres. (3 angle car parks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Panama Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 11 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748688.4 m, y= 5428228.8 m), and extending in a south-easterly direction for 23.5 metres (4 parallel parking spaces).
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northwest side, following the kerbline 12 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 72.5 metres. (21 angle carparks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northwest side, following the kerbline 69 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 13.5 metres. (4 angle carparks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northwest side, following the kerbline 84.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 174887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 28.5 metres. (7 parallel carparks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, commencing 82.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction following the kerbline for 17.5 metres. (3 parallel carparks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 17.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 20 metres. (6 angle car parks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 41.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 38 metres. (13 angle car parks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 46.5 metres northeast of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 5.5 metres. (1 parallel carpark)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 9 metres east of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 27 metres. (9 angle carparks)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 9 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction for 53.5 metres. (9 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 88.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 2.8 metres. (1 angle car park)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 15.5 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerbline for 12 metres. (2 parallel parking spaces)
Stout Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	North side, commencing 43 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerbline for 12 metres. (2 parallel parking spaces)
Stout Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southeast side, following the kerbline 79.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 9 metres. (2 angle car parks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 160.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 52 metres. (9 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 9:00am - 4:00pm and 6:00pm - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 18.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 47 metres. (8 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 225 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 21.5 metres. (4 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 253.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 306.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 11.5 metres. (2 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 354.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 22.5 metres. (4 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule		
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 385 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 406.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10 metres. (2 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 438.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 460 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 514.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 29 metres. (5 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 10.5 metres north of its intersection with Dalmuir Lane (Grid Coordinates X=2658635.893234 m, Y=5990021.039621 m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 135.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 17 metres. (3 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 17 metres south of its intersection with Dalmuir Lane (Grid Coordinates X=2658637.106875 m, Y=5990014.804506 m) and extending in a southerly direction following the kerbline for 37.5 metres. (6 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 18 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 29.5 metres. (5 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 5.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerbline for 47.5 metres. (8 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 60 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 16.5 metres. (3 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 66 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 78.5 metres south of its intersection with Dalmuir Lane (Grid Coordinates X=2658637.106875 m, Y=5990014.804506 m) and extending in a southerly direction following the kerbline for 51.5 metres. (9 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 8.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 22 metres. (4 parallel carparks)
The Terrace	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 89.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)
The Terrace	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 128 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 7.5 metres. (1 parallel carpark)
The Terrace	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 47.5 metres north of its intersection with Everton Terrace (Grid Coordinates X=2658541.995857 m, Y=5989745.481448 m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 14.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 17.5 metres south of its intersection with Hunter Street (Grid coordinates x= 1748855.0 m, y= 5427978.9 m), and extending in a southerly direction following the kerbline for 69 metres. (11 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 188 metres south of its intersection with northern kerbline of Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a southerly direction following the kerbline for 17.5 metres.

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule	
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, commencing 62 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 16.5 metres. (3 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, commencing 8 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, commencing 9 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 22.5 metres. (4 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, commencing 10 metres south of its intersection with Chews Lane (Grid coordinates x= 1748756.1 m, y= 5427788.9 m), and extending in a southerly direction following the kerbline for 18 metres. (3 parallel parking spaces)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 35.5 metres. (6 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, commencing 58 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, commencing 35 metres south of its intersection with Chews Lane (Grid coordinates x= 1748756.1 m, y= 5427788.9 m), and extending in a southerly direction following the kerbline for 26 metres. (4 parallel parking spaces)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, commencing 13.6 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9m, y= 5427222.4m), and extending in a south-westerly direction for 28.5 metres. (5 parallel car parks)
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, commencing 42 metres south of its intersection with Manners Street (Grid coordinates, x= 1748690.9 m, y= 5427477.4 m), and extending in a southerly direction following the eastern kerbline for 24 metres (4 angle parking spaces).
Victoria Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	West side, commencing 48 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1748639.8 m, y= 5427389.3 m), and extending in a north-easterly direction following the western kerbline for 37 metres (13 angle parking spaces).
Victoria Street, East side	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.
	East side, commencing 12.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 16.5 metres.

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side, commencing 40.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 5.2 metres.</p>
<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side, commencing 76.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 22.6 metres.</p>
<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side, commencing 109.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 34.8 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 21.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 12.2 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 36.7 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 12.2 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 60.2 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 6.1 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 69.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 75.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 107.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side, commencing 61.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 10.4 metres.</p>
<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side, commencing 78.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.2 metres.</p>
<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side, commencing 92.2 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 10.4 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 81.1 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres.</p>

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 90.2 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 106.4 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 125.8 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 12.2 metres.</p>
<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 4:00pm, No Fee.</p>	<p>East side, commencing 36.0 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4m) and extending in a southerly direction following the kerb line for 5.2 metres.</p>
<p>Victoria Street, E Metered parking. P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 4:00pm, No Fee.</p>	<p>East side, commencing 58.2 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4m) and extending in a southerly direction following the kerb line for 16.5 metres.</p>
<p>Victoria Street, W Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side, commencing 43.3 metres south of its intersection with Vivian Street (Grid Coordinates X=2658456.6m, Y=5988784.0m) and extending in a southerly direction following the kerb line for 36.0 metres.</p>
<p>Victoria Street (S) Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres.</p>
<p>Victoria Street (S) Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 22.2 metres.</p>
<p>Victoria Street (S) Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side slip lane, commencing 24.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 14.2 metres.</p>
<p>Victoria Street (S) Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side slip lane, commencing 41.6 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 12.6 metres.</p>
<p>Victoria Street (S) Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>East side slip lane, commencing 72.8 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 12.6 metres.</p>
<p>Wakefield Street Metered mobility parking - displaying an operation mobility permit only, at all other times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 16 metres. (2 parallel parking spaces)</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, following the kerbline 103 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749198.0 m, y= 5427282.4 m), and extending in a north-westerly direction for 12.5 metres. (4 angle carparks)</p>

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee..	Northeast side, following the kerbline 13 metres northwest of its intersection with Chaffers Street (Grid coordinates x= 1749313.2 m, y= 5427230.6 m), and extending in a north-westerly direction for 35.5 metres. (12 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 140 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749198.0 m, y= 5427282.4 m), and extending in a north-westerly direction for 15.5 metres. (5 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 20.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749198.0 m, y= 5427282.4 m), and extending in a north-westerly direction for 15 metres. (5 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 52 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749198.0 m, y= 5427282.4 m), and extending in a north-westerly direction for 12 metres. (4 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 53.5 metres northwest of its intersection with Chaffers Street (Grid coordinates x= 1749313.2 m, y= 5427230.6 m), and extending in a north-westerly direction for 9 metres. (3 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 69 metres northwest of its intersection with Chaffers Street (Grid coordinates x= 1749313.2 m, y= 5427230.6 m), and extending in a north-westerly direction for 9 metres. (3 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 91.5 metres northwest of its intersection with Chaffers Street (Grid coordinates x= 1749313.2 m, y= 5427230.6 m), and extending in a north-westerly direction for 19.5 metres. (5 angle carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 159.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10 metres. (2 parallel carparks)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 38.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1parallel carpark)
Wakefield Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 20.5 metres. (4 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule	
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 46 metres. (8 parallel carparks)</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, commencing 87.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 50 metres. (8 parallel carparks)</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748995.7 m, y= 5427395.7 m), and extending in a north-westerly direction following the southern kerbline for 18 metres (3 parallel parking spaces).</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>South side, commencing 55.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748995.7 m, y= 5427395.7 m), and extending in a north-westerly direction following the southern kerbline for 29 metres (5 parallel parking spaces).</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>South side, commencing 19 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 57 metres (15 angled parking spaces).</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>South side, commencing 79.5 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 28.5 metres (4 angle and 2 parallel parking spaces).</p>
<p>Wakefield Street Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>South side, commencing 132 metres north-west of its intersection with Cuba Street, and extending in a north-westerly direction following the southern kerbline for 12.5 metres.</p>
<p>Wakefield Street Metered mobility parking - displaying an operation mobility permit only. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 16 metres. (2 parallel parking spaces)</p>
<p>Wakefield Street P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</p>	<p>Northeast side, commencing 118.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a southeasterly direction following the kerbline for 34 metres. (6 parallel parking spaces)</p>
<p>Wakefield Street (Michael Fowler Centre Carpark) Metered Mobility Parking - Displaying an Operation Mobility Permit Only, At All Times. P120 Maximum, Monday to Saturday 8:00am - 6:00pm, Fee \$4.50 per hour. P6 Hours Maximum, Monday to Friday 6:00pm - Midnight, Fee \$2.50 per hour. P6 hours maximum, Saturday 6pm to Midnight, No fee. Sunday Unlimited, No fee.</p>	<p>As shown by a mobility parking symbol on the attached plan.</p>
<p>Wakefield Street (Michael Fowler Centre Carpark) Metered Parking. P120 Maximum, Monday to Saturday 8:00am - 6:00pm, Fee \$4.50 per hour. P6 Hours Maximum, Monday to Friday 6:00pm - Midnight, Fee \$2.50 per hour. P6 hours maximum, Saturday 6pm to Midnight, No fee. Sunday Unlimited, No fee.</p>	<p>As shown 'diagonally hatched' on the attached plan.</p>

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, commencing 9 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (8 angle carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, following the kerbline 12 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748856.0 m, y= 5428381.0 m), and extending in a north-westerly direction for 5.5 metres. (1 parallel carpark)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, following the kerbline 24.5 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748925.4 m, y= 5428349.8 m), and extending in a north-westerly direction for 6.5 metres. (1 parallel carpark)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, following the kerbline 38 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748925.4 m, y= 5428349.8 m), and extending in a north-westerly direction for 18 metres. (3 parallel carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, following the kerbline 12 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 16 metres. (6 angle carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, following the kerbline 13 metres west of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 15.5 metres. (3 parallel carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, following the kerbline 46 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 10.5 metres. (4 angle carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, following the kerbline 53 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 30.5 metres. (5 parallel carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Southwest side, following the kerbline 86.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 16.5 metres. (3 parallel carparks)</p>
<p>Waring Taylor St Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, following the kerbline 27 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748856.0 m, y= 5428381.0 m), and extending in a north-westerly direction for 17.5 metres. (6 angle carparks)</p>
<p>Waring Taylor St Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.</p>	<p>Northeast side, commencing 32.5 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-westerly direction following the kerbline for 4 metres. (1 angle carpark)</p>

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Waring Taylor St	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, following the kerbline 7.5 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748925.4 m, y= 5428349.8 m), and extending in a north-westerly direction for 8 metres.
Waterloo Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northwest side, commencing 15.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 10.5 metres. (2 parallel carparks)
Waterloo Quay	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northwest side, commencing 32 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 99.5 metres. (17 parallel carparks)
Waterloo Quay	(£P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northwest side, commencing 65 metres southwest of its intersection with Hinemoa Street (Grid coordinates x= 1749409.7 m, y= 5428979.0 m), and extending in a south-westerly direction following the kerbline/lane boundary for 69 metres. (1 parallel and 21 angle carparks)
Whitmore Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 12 metres north of its intersection with Stout Street (Grid coordinates x= 1748868.9 m, y= 5428583.9 m), and extending in a northerly direction following the western kerbline for 16 metres. (3 parallel parking spaces)
Whitmore Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 10 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748834.9 m, y= 5428655.8 m), and extending in a south-easterly direction following the kerbline for 39.5 metres. (7 parallel carparks)
Whitmore Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Northeast side, commencing 59 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748834.9 m, y= 5428655.8 m), and extending in a south-easterly direction following the kerbline for 22.5 metres. (4 parallel carparks)
Whitmore Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 9:00am - 4:00pm and 6:00pm - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 50 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 11 metres. (3 parallel carparks)
Whitmore Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 9:00am - 4:00pm and 6:00pm - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	Southwest side, commencing 8.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 23 metres. (4 parallel carparks)
Willeston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 34 metres west of its intersection with Jervois Quay (Grid coordinates x= 1748887.7 m, y= 5427848.2 m), and extending in a westerly direction following the kerbline for 29.5 metres. (8 angle and 1 parallel carparks)
Willeston Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	South side, commencing 6.5 metres west of its intersection with Jervois Quay (Grid coordinates x= 1748887.7 m, y= 5427848.2 m), and extending in a westerly direction following the kerbline for 9 metres. (2 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Willis Street	Metered mobility parking - displaying an operation mobility permit only, at all times. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, following the kerbline 67.5 metres north of its intersection with Webb Street (Grid Coordinates X=2658257.334476 m, Y=5988496.522382 m) and extending in a northerly direction for 13 metres.
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 106.5 metres south of its intersection with Manners Street (Grid Coordinates X=2658626.142683 m, Y=5989325.905686 m) and extending in a southerly direction following the kerbline for 33.5 metres. (6 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 11.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658544.658946 m, Y=5989145.58824 m) and extending in a southerly direction following the kerbline for 27.5 metres. (5 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 151.5 metres south of its intersection with Manners Street (Grid Coordinates X=2658626.142683 m, Y=5989325.905686 m) and extending in a southerly direction following the kerbline for 6 metres. (1 parallel carpark)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 23.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658399.437948 m, Y=5988820.095948 m) and extending in a northerly direction following the kerbline for 41 metres. (7 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 26.5 metres south of its intersection with Manners Street (Grid Coordinates X=2658626.142683 m, Y=5989325.905686 m) and extending in a southerly direction following the kerbline for 33 metres. (6 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 31.5 metres north of its intersection with Webb Street (Grid Coordinates X=2658257.334476 m, Y=5988496.522382 m) and extending in a northerly direction following the kerbline for 12 metres. (2 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 51 metres south of its intersection with Dixon Street (Grid Coordinates X=2658544.658946 m, Y=5989145.58824 m) and extending in a southerly direction following the kerbline for 89 metres. (15 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 70 metres south of its intersection with Manners Street (Grid Coordinates X=2658626.142683 m, Y=5989325.905686 m) and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 71 metres north of its intersection with Vivian Street (Grid Coordinates X=2658399.437948 m, Y=5988820.095948 m) and extending in a northerly direction following the kerbline for 40 metres. (7 parallel carparks)

Add to schedule F (Metered Parking) of the Traffic Restrictions Schedule

Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 74 metres north of its intersection with Karo Drive (Grid Coordinates X=2658328.066759 m, Y=5988660.355943 m) and extending in a northerly direction following the kerbline for 34.5 metres. (6 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 117 metres north of its intersection with the north kerbline of Wellington Urban Motorway.(Grid Coordinates X=2658390.82852 m, Y=5988993.527769 m) and extending in a northerly direction following the kerbline for 12.5 metres. (2 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 20.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658321.420889 m, Y=5988670.069762 m) and extending in a northerly direction following the kerbline for 18.5 metres.
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2658272.33204 m, Y=5988561.492655 m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 37.5 metres north of its intersection with Aro Street (Grid Coordinates X=2658272.33204 m, Y=5988561.492655 m) and extending in a northerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 80.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658321.420889 m, Y=5988670.069762 m) and extending in a northerly direction following the kerbline for 30 metres.
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 80.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates X=2658390.82852 m, Y=5988993.527769 m) and extending in a northerly direction following the kerbline for 23.5 metres. (4 parallel carparks)
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	East side, commencing 23.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658328.066759 m, Y=5988660.355943 m), and extending in a northerly direction following the kerbline for 35.5 metres. (6 parallel carparks)

ISLAND BAY CYCLEWAY ENGAGEMENT

Purpose

1. To present the Council with the engagement and consultation approach and option development for enhancement and reconfiguration of The Parade, Island Bay inclusive of cycling considerations; including the proposal to establish a Councillor working party during the final phase of engagement and consultation.

Summary

2. In September 2016, a partnership approach was developed between the Island Bay Residents Association, Cycle Aware Wellington, local businesses and Council officers from which the Love the Bay project was established. Its aim is to develop a 10 year plan for Island Bay. The project has initially focused on the area of The Parade (and associated cycleway).
3. The project has undertaken a significant body of work to re-engage with the communities both within Island Bay and in the wider Wellington city area to develop options for enhancing The Parade.
4. The available options and associated engagement material are anticipated to be ready for public consultation by late July.
5. In order to maintain momentum over the July council meeting break, it is proposed the Committee approve a councillor working party to oversee development and delivery of the consultation process and material.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree to establishing a councillor working party to:
 - a. oversee the development and delivery of the engagement and consultation plan and associated material encompassing the options for The Parade
 - b. the proposed timing for consultation is late July, to be determined by the working party.
3. Agree to membership of that working party as Portfolio Leader Community Planning and Engagement (Chair); the two Southern Ward councillors; Portfolio Leader Public Transport, Cycling and Walking.

Background

6. A significant body of work has been undertaken in addressing the agreement by Council. On 15 September 2016 the Transport and Urban Development Committee considered the Island Bay Re-Engagement paper and resolved that:
 1. *Agree to the Island Bay reengagement approach set out in the paper and attachments.*
 2. *Agree the syndicate membership be expanded to include local businesses and other interested stakeholders.*
 3. *Note that the ownership of the 10 year plan sit with the Island Bay Residents' Association (or another*

relevant organisation in the future).

4. Agree that further work is undertaken on the following and report back to the relevant committee in the new triennium:
 - *Decision-making process for meeting the critical success factors and as noted in the Morrison Low Report*
 - *Budget and timelines.*
7. This resolution followed the need to re-engage with communities following disquiet about the way the Council had approached engagement on its implementation of the cycleway constructed along The Parade.
8. A key Council objective of the agreed Love the Bay engagement model recognised the need for a broader and deeper approach to engagement to ensure the opportunity for a higher degree of participation by all stakeholders and particularly those within the suburb of Island Bay. The focus has been on actively seeking out a range of different views.
9. A further Council objective was to ensure equity, balancing hyper-local interests with those of surrounding and outlying communities which see Island Bay as part of their extended neighbourhood or area of interest.

Discussion

Engagement

The Syndicate

10. The agreement by Councillors at the 30 June 2016 Transport and Urban Development Committee to re-engage with the Island Bay community and develop a community-led detailed engagement approach was given effect by establishing a syndicate. The syndicate was made up initially of representatives from CAW, IBRA and Council; and later from local businesses, with specialists including an independent facilitator providing support.
11. The syndicate not only oversaw development of the engagement approach it also oversaw its delivery through to the final drop-in sessions, drop-in shop and website with feedback closing on 28 May 2017. On completion of the developed engagement approach, and with CAW subsequently withdrawing at this point, this effectively brought to a close the syndicate as it was originally established.
12. Given the ongoing interest from stakeholder groups and communities of interest, and respecting the original intent of the 15 September resolution, officers continue to work with stakeholders and communities, providing information and receiving feedback.

What was done and how were people reached?

13. In August 2016 the Island Bay participatory planning Love the Bay project was started. The overall aim being to develop a 10 year plan for Island Bay. The focus of the past 10 months has been to provide as much opportunity as practical for people to participate in providing ideas and feedback toward reconfiguring The Parade, initially within the context of the Island Bay 10 year plan.
14. The key design challenge for the project was “How can we engage the people of Island Bay and together find design opportunities for The Parade?”
15. The syndicate oversaw the development and delivery of 4 (pairs) public workshops and a drop in session. Alongside those activity based methods, people also had access to the Love the Bay website (www.lovethebay.nz), Facebook page and the drop-in shop at 132 The Parade, again where information could be gained and feedback provided.

16. Additional to the Love the Bay website and email list notification, were two separate hand deliveries of fliers to every property in the wider Island Bay area, promoting the workshop series, and also the final drop-in session. These were accompanied by posters in the Island Bay shopping centre and adjacent bus stops. As well, the Cook Strait News promoted each of these events prior.
17. Parallel to the above notifications there were further social media channels which promoted participation; including the Council, IBRA and CAW membership and the Island Bay Cycleway website and social media channels.
18. The workshop series aimed to develop shared understanding of what Island Bay means to both individuals and interested communities, building towards envisioning a planned future in a 10 year plan.
19. Before the information gained from the workshops could be synthesised toward option development the 14 November earthquake occurred, the impact of that is addressed below.

The 10 Year Plan

20. The focus of the final Workshop 4 in October/November was to address the reconfiguration of The Parade and its cycleway, with progress of the 10 year plan elements to be deferred to early 2017. This deferment has been compounded by the delay due to the November earthquake.
21. The information collected during the project is held by the Council for use by any organisation that wishes to progress the 10 year plan and to input into Council's LTP process

Councillor Working Party

22. Deployment of key personnel to the earthquake response resulted in further work on the Love the Bay project being suspended until early 2017. The impact of this being to delay the development of options for The Parade coming out of the workshops and engagement process with the community.
23. The expected next steps were to be final option development > inclusion in annual plan for funding > councillor agreement to consult prior to July break > consult > councillor agreement on preferred option. However given the delay, the timeframe for full option development and consultation preparedness does not align with the annual plan timing or the July council meeting break.
24. It is therefore proposed that the City Strategy Committee agrees to proceed with engagement and consultation planned for late July, on the final proposed options which are currently being developed out of the community input to date and to meet Committee's expectations, that as a minimum, an option is presented for both the *status quo* and the previous layout (refer options Development following). Oversight of the development of engagement and consultation material would be the responsibility of a councillor working party, working with officers. The working party would provide the assurance to the Council that content and processes will be undertaken correctly.
25. It is proposed the councillor working party be made up of:
 - Portfolio Leader; Community Planning and Engagement (Chair)
 - Two Southern Ward councillors
 - Portfolio Leader; Public Transport, Cycling and Walking

Engagement and Consultation Plan

26. The councillor working party will oversee development of the final phase Engagement and Consultation Plan.
27. The focus of the Plan will be consultation. Rather than rely on passive receipt of submissions, it is intended that there will be a proactive approach of directly engaging with stakeholders and communities of interest.
28. As with the purpose of the Syndicate, the Councillor working Party is to oversee the process of engagement and consultation not to direct the community-led and inspired options development.

Options Development**The Data**

29. There remains a range of views on how the The Parade should be configured to better cater for all users. This has been expressed in several ways through the Love the Bay project to provide rich sets of information each sitting alongside the other, from which Tonkin Taylor engineers and designers have been engaged to develop options for The Parade.
30. The data from the workshops that most directly related to The Parade, particularly the fourth workshop, was synthesised by the independent facilitator to 32 design statements, further aggregated to 5 design objectives:
 1. The Parade is safe for all users
 2. The layout is intuitive and easy to understand
 3. The Parade accommodates all current and future users
 4. The visual environment is cohesive and clean
 5. Central Island Bay is a pleasant, welcoming destination
31. Global Research was engaged to conduct analysis and reporting of workshops 1 to 3, to support the development of a 10 year plan. Initially this work was prepared as a working document to inform each successive workshop using the data from the one before. Five clear themes emerged from the quantitative analysis and coding:
 1. Island Bay community
 2. Natural environment
 3. Transport connections/accessibility
 4. Family friendly
 5. Vibrancy
32. Empathy Design, both supported development of the workshops series and undertook one on one interviews with people in Island Bay. The qualitative approach to research being about exploring people's stories and digging deeper into the 'why' by engaging with people in local settings to develop a deeper understanding of motivations and beliefs around use of The Parade and the wider environment and suburb.
33. The result of this information, combined with direct observation while participating in the workshops, was used to develop sets of community insights with a different perspective to that of the design objectives and Global Research work.

34. Five design opportunities emerged, none mutually exclusive, each with different qualities that influence the intensity of desired change:
 - *Tidy The Parade* – identify quick wins with visual, aesthetic and flow improvements to the current Island Bay cycleway
 - *Make over The Parade* – address clutter, barriers to acceptance and other issues by establishing an appropriate layout for the shared space
 - *Relocate key elements* – major placement changes and reworking the current cycleway flow could make it simpler for all users and restore lost simplicity and aesthetic appeal
 - *Expand the context* – Place the cycleway in the context of an expanded cycle network to integrate the project into the bigger picture
 - *Make the cycleway a cornerstone* – put the project at the centre of promoting economic activity, tourism, and the things people love about Island Bay
35. Referencing the work laid out above, Tonkin Taylor developed concept options that incorporated a range of design elements that were displayed for comment at two drop-in sessions and made available for two weeks on the Love the Bay website and at the drop-in shop.
36. The feedback on these concepts and design elements has resulted in about 2,500 comments which have been coded by an independent evaluator and Council's Research and Evaluation team.

Options Development

37. Tonkin and Taylor engineers and designers have started the process of developing final options for consultation by considering the community generated feedback and underpinning with best engineering practice and incorporating integrated transport investment objectives such as a connected network.
38. While incorporating the local feedback, the options will also recognise the need for the preferred option to operate as part of a broader connected network.
39. The options will also specifically respond to the agreement by councillors at the 30 June 2016 Transport and Urban Development Committee included "*that any consultation regarding changes to the cycle way in Island Bay*" "*include a full range of options, including the status quo and original designs*".
40. Therefore the brief to Tonkin Taylor includes instruction to develop up to four options: the status quo and the original with adjustments; and two others which reflect community ideas and feedback and also reflect a range of cost and impact. As well, following community feedback, a register of options considered, but not progressed, will be developed inclusive of the reasons for not progressing the option provided.
41. Final options will be developed and finalised for consultation by late July.
42. The brief to Tonkin Taylor also includes instruction to develop a decision-making process for meeting the critical success factors and as noted in the Morrison Low Report.

Budget

43. Once an option is agreed, detailed design will be undertaken, the cost of which are expected to be met from the 2016/17 carry forward.

44. As the final costs of actual works is not known at this time, the final options will be presented to Committee for a decision. Noting that funding for the preferred option will be separate to the urban cycleway fund.

Timelines

Concept Development

45. 22 June 2017 - City Strategy Committee
- Final options development already commenced
 - Proposal to establish Councillor working party

Engagement and Consultation Plan Development

46. Engagement and Consultation
- Final options development completed
 - Councillor working party overseeing development of the engagement plan
 - 4 options: revert back, retain, plus 2 others to reflect a spectrum of cost and impact
 - Engage/Consult commence by late July

Evaluation & Preferred Option

47. Evaluation of submissions and feedback
- Council determines preferred option
 - September 2017 - recommend preferred option (timing to be confirmed) including budget and resource consideration.

Attachments

Nil

Author	Phil Becker, Business Relations Manager
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

A councillor working party is proposed to oversee development and delivery of an engagement and consultation plan that aims for consultation to start in mid-August. This approach continues to draw on the Council's commitment to work with communities more closely, and provide them with greater opportunities for participation and influence on decisions which impact them.

Treaty of Waitangi considerations

A councillor working party is proposed to oversee development and delivery of an engagement and consultation plan that aims for consultation to start in mid-August. This approach continues to draw on the Council's commitment to work with communities more closely, and provide them with greater opportunities for participation and influence on decisions which impact them.

Financial implications

Once an option is agreed, detailed design will be undertaken, the cost of which are expected to be met from the 2016/17 carry forward.

As the final costs of actual works is not known at this time, the final options will be presented to Committee for a decision. Noting that funding for the preferred option will be separate to the urban cycleway fund.

Policy and legislative implications

The engagement approach is consistent with the Council's commitment toward engagement.

Risks / legal

There remains a range of views within Island Bay on what a solution for a cycleway and general configuration of The Parade should be. Going to communities and asking for more submissions risks 'consultation fatigue'. Mitigation will be through proactively engaging with communities rather than take a 'wait and see' approach.

Climate Change impact and considerations

There are no specific considerations as part of this paper.

Communications Plan

The engagement and consultation plan will include development of a communications plan.

Health and Safety Impact considered

There are no specific considerations as part of this paper.

4. Public Excluded

Resolution to Exclude the Public:

THAT the City Strategy Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Site 9 North Kumutoto Proposal - Principal commercial terms of development agreement and ground lease	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
4.2 Property Acquisition	7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. 7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.