

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 22 March 2018
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 Fitzsimons
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

TABLE OF CONTENTS
22 MARCH 2018

Business	Page No.
1. Meeting Conduct	5
1.1 Apologies	5
1.2 Conflict of Interest Declarations	5
1.3 Confirmation of Minutes	5
1.4 Public Participation	5
1.5 Items not on the Agenda	5
2. Strategy	7
2.1 Terms of Reference for a Regional Climate Change Working Group	
Presented by: Cr Lee	7
3. Operational	19
3.1 Proposed Lease of Council Land For Commercial Zipline - Southern Landfill	
Presented by: Cr Gilbert	19
3.2 Updated Forward Programme for City Strategy Committee Meetings and Workshops 2018	
Presented by: Cr Pannett	137

4. Public Excluded	145
4.1 Central Business District Building Conversion Update	
Presented by: Cr Dawson	145
4.2 Health and Safety Report	
Presented by: Cr Foster	145

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 15 March 2018 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

TERMS OF REFERENCE FOR A REGIONAL CLIMATE CHANGE WORKING GROUP

Purpose

1. To consider the Terms of Reference for a Regional Climate Change Working Group.

Summary

2. The Regional Climate Change Working Group met 4 December with representatives from all Councils. At that meeting, the working group discussed and returned draft Terms of Reference for consideration by Council.
3. Each Council must confirm the terms of reference in order for the Regional Climate Change Working Group to move forward.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to the Terms of Reference as detailed in Attachment 1

Background

4. Wellington City Council has two key guiding strategies when it comes to climate change mitigation and adaptation – the Low Carbon Capital Plan (June 2016) and the Wellington Resilience Strategy (March 2017). The establishment of a regional group to share ideas around climate change action presents Council with an opportunity to share our progress with our closest neighbours.

Background on the working group

5. On Monday 7 August 2017, a report was presented by NIWA to a meeting of the Chair of the Greater Wellington Regional Council (GWRC) and Mayors of City and District Councils in the Greater Wellington Region, and subsequently released to the public and media.
6. The report, titled 'Climate change and variability - Wellington Region,' describes the climatic changes which may occur across the region over the rest of this century, with snapshots at 2040 and 2090. The resolution at which the information is presented (i.e. climate change mapping) sets this report apart from any others that have preceded it. The report offers the most detailed information available for the Wellington region and the results further emphasise the urgency with which climate change should be addressed.

7. Impacts for the Wellington Region include:
 - Autumn is likely to warm the most out of all seasons.
 - Annual temperature increases of up to 1oC by 2040 and up to 3oC by 2090.
 - Reduction in spring rainfall of up to 15% for eastern areas by 2090.
 - Increased risk of drought in Wairarapa.
 - Some areas may experience 70 more hot days (>25°C) per year by 2090.

8. Implications of those impacts include:
 - Warmer temperatures may allow different crops to be grown.
 - More droughts may limit pasture production and crop growth.
 - Sea level rise may impact coastal communities and infrastructure.
 - Changes to river flow and rainfall may have an impact on native biodiversity.
 - Current water supplies may be under pressure if there is no additional storage.

9. The full report, a summary document and explanatory video are all available at www.gw.govt.nz/climatechange

10. At the same meeting on Monday 7 August 2017, a proposal was made by GWRC to establish a Wellington Region Climate Change Working Group with members from all councils in the region, to enable a regional response to climate change issues, including the implications outlined in the NIWA report. There was unanimous support for this.

11. On September 27th, Council agreed to nominate Cllrs. Lee and Gilberd as members of the Regional Climate Change Working Group. Since then, the Regional Climate Change Working Group has met and considered the draft Terms of Reference included as attachment 1.

Discussion

The opportunity

12. The proposed working group offers Council a chance to share our great work with the region and – provided it remains narrowly focussed – make some real progress on collaborative work. An obvious space of synergy is waste, given our regional market that could be combined to facilitate scale and a regional Waste Management and Minimization Plan. A second obvious area is collaborating with the Hutt City Council as noted in the Resilience Strategy given WCC share a harbour with our council neighbours. The opportunity to share successes in a collaborative setting is invaluable.

Reasons to establish a regional working group

13. The reasons for proposing a Wellington Region Climate Change Working Group are as follows:
 - Most local authorities in the region have their own strategies, including mitigation strategies (focused on reducing greenhouse gas emissions) and adaptation plans (focused on adapting to impacts such as sea level rise). Those strategies reflect

councils' responses to their local needs. Such a group could co-ordinate integration of imminent government guidelines to Councils on dealing with sea level rise.

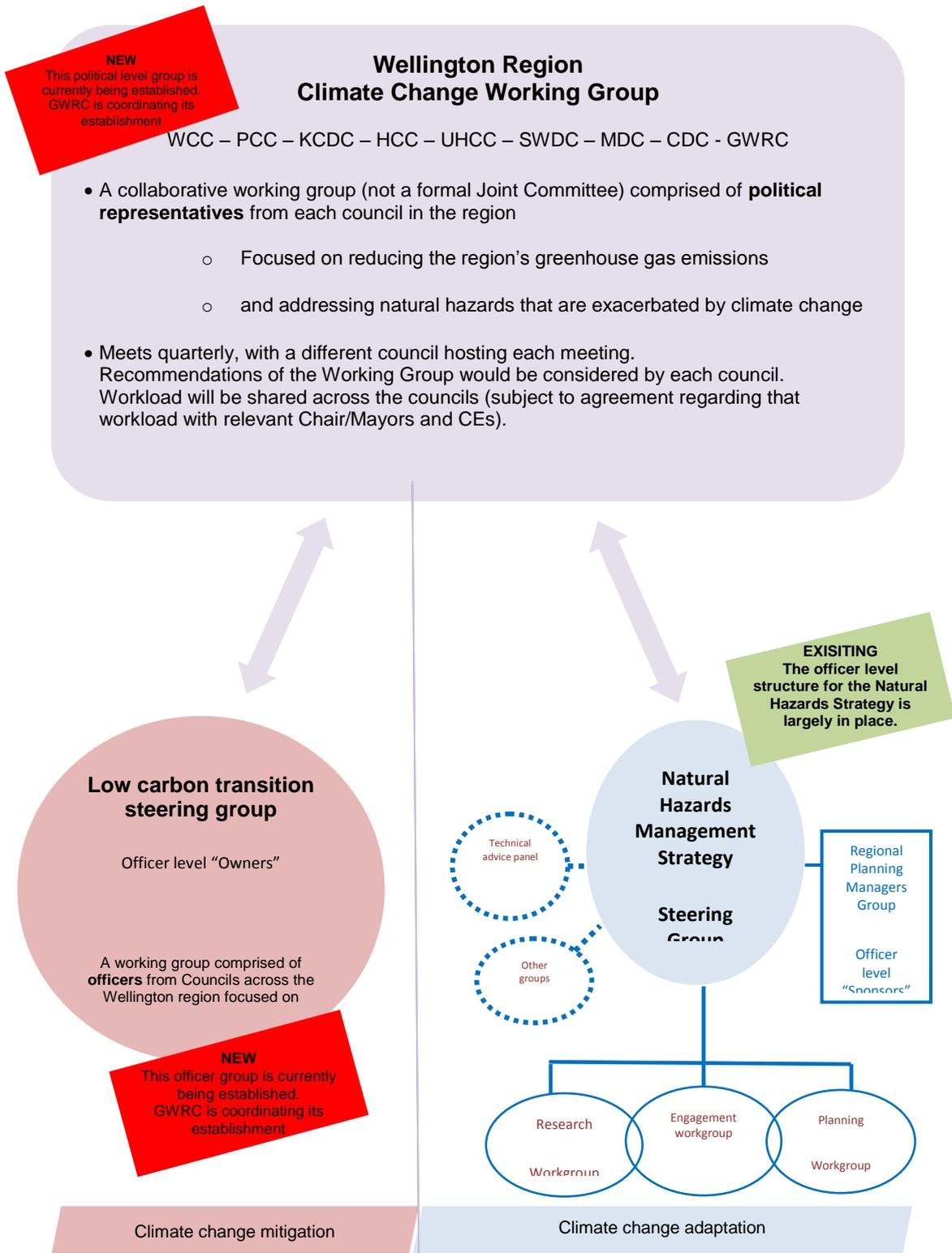
- There are benefits to sharing ideas, policies and strategies among councils in the region, and identifying where councils can collaborate for more effective action, where appropriate. The regional approach could provide support for individual councils addressing issues such as sea level rise and coastal hazards.
- It would allow advocacy to central government from a strong regional base, and provide a single forum for central government to connect with.
- It would allow the full range of skills and capabilities in local authorities in the region on climate change issues and natural hazards related to adaptation to be aligned to best effect, in a way that could reduce demands on individual councils.
- Work progressed under the Natural Hazards Management Strategy that relates to climate change adaptation can be reported to the regional working group
- It could assist individual councils in preparing for their 2018/28 Long Term Plans, enabling consistent information to be applied when considering infrastructure investment (e.g. roading, water, wastewater and stormwater).
- There could be benefits in looking at how various regional strategy documents contribute to mitigation and adaptation responses to climate change, for example:
 - o Regional Land Transport Strategy
 - o Wellington Region Waste Management and Minimisation Plan
 - o Regional Natural Hazards Management Strategy.
- There could be opportunities for engagement with key regional stakeholder groups which have interests and expertise in climate change mitigation and/or adaptation

Proposed membership and arrangements

14. It is proposed that the core membership of the Wellington Region Climate Change Working Group include:
 - Greater Wellington Regional Council
 - Wellington City Council
 - Hutt City Council
 - Upper Hutt City Council
 - Porirua City Council
 - Kapiti Coast District Council
 - Masterton District Council
 - Carterton District Council
 - South Wairarapa District Council
 - Ara Tahi(3 members)
15. The Wellington Region Climate Change Working Group may choose to have meetings with wider government, business and NGO representatives on specific themes, for example:
 - Transport
 - Forestry

- Water
 - Coastal effects
 - Insurance
 - Adaptive policy pathways planning
16. The Wellington Region Climate Change Working Group would be supported by
- a new officer level 'low carbon transition steering group' focused on mitigation
 - and the existing officers level Natural Hazards Management Strategy Steering Group a diagram on the next page illustrates this structure.
17. The Wellington Region Climate Change Working Group could take a regional leadership role in regard to Climate Change mitigation and adaptation, and considering the regional implications of significant reports and their recommendations. Examples of such reports include:
- LGNZ Climate Change Declaration 2017
 - GLOBE-NZ Net Zero New Zealand, Scenarios to achieve domestic emissions neutrality by the second half of the century
 - PCE Preparing New Zealand for Rising Sea Levels", November 2015.
18. It is envisaged that the arrangements for the Working Group would be as follows:
- It would be a collaborative Working Group of the councils of the region, not a formal Joint Committee. Recommendations of the Working Group would be considered by each council.
 - It would support and build on existing mechanisms, not duplicate them, with any changes to planning documents being done as part of their natural review cycles.
 - The workload would be shared across the councils of the region, subject to agreement with the Chair/Mayors and CEs.
 - It would seek to reduce net workload on councils, e.g. by collaboration across councils to prepare joint submissions on central government policy proposals, rather than each council having to produce its own submission.

Organisational Diagram



Options

19. Do nothing – do not approve the Terms of Reference; or
20. Agree to the Terms of Reference
21. Agree to modified Terms of Reference

Next Actions

22. GWRC will convene a meeting with relevant officers from each Council to establish the new officer level 'low carbon transition steering group' (focused on climate change mitigation / emissions reduction).
23. Once all councils have agreed the Terms of Reference, GWRC will formally convene the Working Group to commence its task by agreeing priorities and a work plan.
24. The Working Group will meet every three months.
25. A schedule for the quarterly meetings will be determined with a different council hosting each meeting.
26. The Climate Change Action Leader/s will keep their councils informed of progress.
27. The Working Group will report to councils after one year.

Attachments

Attachment 1. Draft Terms of Reference [↓](#)

Page 14

Author	Tom Pettit, Senior Advisor, Climate Change
Authoriser	Mike Mendonca, Chief Resilience Officer David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

No consultation has been conducted except that GWRC has consulted all of the affected Councils. Recommendations of the group could be evaluated in this way when they are returned to Councils.

Treaty of Waitangi considerations

There are substantive impacts of climate change on Mana Whenua, and consultation will be critical at the stage recommendations are returned to Councils.

Financial implications

No financial contributions have been proposed or considered to this stage.

Policy and legislative implications

As a collaborative group purely interested in coordination, rather than governance, the regional working group has not sparked such considerations.

Risks / legal

The key risk of this group is around communications – communities need to be engaged in sensitive ways that appreciate unique challenges that each will face. Consideration needs to be given where livelihoods are threatened. These conversations are likely to be highly-charged, as shown by legal challenges to Kapiti and Christchurch Councils introducing LIM markers related to sea level rise.

Climate Change impact and considerations

This coordinating group has the potential to better unify Council efforts across the region to mitigate climate change, and inform the key conversations each Council needs to have with its' communities about Climate Change Adaptation.

Communications Plan

No communications plan has been developed – it will be developed in response to the outputs of the group.

Health and Safety Impact considered

No health and safety impacts

Wellington Region Climate Change Working Group

Terms of Reference

1. Purpose

To provide a forum via which councils and mana whenua from across the Wellington Region can network, discuss issues, share information and where appropriate, achieve a consistent approach across all jurisdictions on climate change **mitigation** (reducing greenhouse gas emissions) and **adaptation** (preparing for impacts such as sea level rise, drought and enhanced natural hazards effects).

2. Background

Councils in the Wellington Region are addressing a broad range of climate change related issues with individual councils implementing initiatives designed to reduce emissions and adapt to the impacts of a changing climate.

At a meeting in August 2017 representatives from councils across the region agreed that each council would benefit from participating in a regional working group that would provide coordination, facilitate joined up action and enable consistent leadership, advocacy and communications in relation to climate change.

3. Membership:

The Wellington Region Climate Change Working Group (the Working Group) will include one main and one alternate elected member from each council in the Wellington region¹ and three mana whenua representatives from Ara Tahi.²

¹ Greater Wellington Regional Council; Wellington City Council; Hutt City Council; Upper Hutt City Council; Porirua City Council; Kapiti Coast District Council; Masterton District Council; Carterton District Council; South Wairarapa District Council

² Ara Tahi is a leadership forum of Greater Wellington Regional Council (GWRC) and its six mana whenua partners who meet to discuss strategic issues of mutual interest (Ara Tahi membership comprises two representatives from each mana whenua authority, two GWRC Councillors and GWRC's Chief Executive). GWRC will appoint up to three representatives from Ara Tahi, one each representing: East Coast: Wairarapa; West Coast: Otaki to Porirua; Central: Wellington and Hutt Valley. Ara Tahi representatives are entitled to receive GWRCs standard daily meeting fee and mileage allowances for each meeting they attend.

4. Arrangements

The Working Group is a collaborative work group made up of representatives from each of the councils of the Wellington Region and mana whenua; it is not a joint committee, and any recommendations of the Working Group would be for consideration by each council³

The workload will be shared across the councils of the region – arranging and hosting meetings on a roster basis.

The Working Group will meet four times a year, on a quarterly basis.

The Working Group will agree at the beginning of each year where and when meetings are to be held. At any time during the year a member of the Working Group or a council officer can make a recommendation that the meeting date or location should change. The request will need to receive support from the majority to change.

5. Participation

Main and/or alternate council representatives will attend meetings and participate in activities relevant to their council. They will report to their respective councils about Working Group activities and will champion recommendations as appropriate their council.

Ara Tahi representatives will attend meetings and participate in activities relevant to their allocated area (East Coast: Wairarapa; West Coast: Otaki to Porirua; Central: Wellington and Hutt Valley). They will report to Ara Tahi and will champion recommendations as appropriate to their allocated area.

When relevant, additional Councillors from each council and/or representatives of the six mana whenua partners represented by Ara Tahi are welcome to attend meetings.

Relevant stakeholder groups can be invited to attend meetings.

6. Chair

A Chair and Deputy Chair will be elected by the main representatives (an alternate may vote on behalf of an absent main representative). A new Chair and Deputy Chair will be elected at least once every triennium following local government elections.

³ Including any consultation process that is appropriate to that council

7. Administrative support:

Each council will ensure that the representatives participating in the Working Group are sufficiently supported by officers from their council. Greater Wellington Regional Council will support the Ara Tahi representatives in this regard.

Each council will provide reports and advice to the Working Group as required.

Secretariat support (i.e. developing the agenda and associated content) for meetings will be provided by Greater Wellington Regional Council. The host council will provide administrative support (i.e. venue, catering and logistical support).

8. Objectives

The objectives of the Working Group encompass climate change **mitigation** (reducing greenhouse gas emissions) and **adaptation** (preparing for impacts such as sea level rise drought and enhanced natural hazards effects). The objectives are:

- a. Provide a forum for the region's councils and mana whenua to network, discuss issues, share information and build capability
- b. Provide a regional forum for dialogue with stakeholders
- c. Provide oversight of strategies, plans, research and initiatives being implemented or developed by councils within the region⁴ and where appropriate, align these activities to achieve greater consistency and efficiency
- d. Utilise the full range of skills and capabilities available in the region's local authorities and amongst other organisations to address the economic, social, environmental and cultural opportunities and consequences related to climate change
- e. Initiate joint projects/initiatives/campaigns that impact on, or require the active involvement of more than one local authority (by for example sharing capacity, budgets or joint steering committee)
- f. Enable the development of regionally consistent recommendations that could be considered and adopted by each council individually (within a timeframe that meets individual councils' needs)
- g. Act as a reference group to ensure consistent, integrated and coherent messaging for climate change related outreach and awareness-raising activities

⁴ Including the climate change related work progressed via the Regional Natural Hazards Management Strategy

- h. Provide a platform for joint advocacy and leadership – enabling the region’s councils to speak with one voice when appropriate⁵ (for example by advocating to central government through the preparation of joint submissions on policy proposals)
- i. Enable the development and dissemination of joint communications to the public

⁵ This approach would be consistent with that set out in the LGNZ Local Government Leaders Climate Change Declaration 2017

Item 2.1 Attachment 1

3. Operational

PROPOSED LEASE OF COUNCIL LAND FOR COMMERCIAL ZIPLINE - SOUTHERN LANDFILL

Purpose

1. The purpose of this report is to recommend the City Strategy Committee (CSC) grant an occupancy agreement (ie lease and licence) for a commercial zipline operation at the Southern Landfill, subject to a number of conditions. This report includes an assessment of submissions received in response to the public notification process against relevant plans and policies.

Summary

2. Wellington Zipline Adventure Limited (WZA) has requested to undertake a commercial zipline operation at the Southern Landfill (50 Landfill Road, CFR WN21D/612, Lots 1 DP29398 and Lots 1 & 2 DP29742). This area falls within the Outer Green Belt.
3. CSC has delegated authority to grant an occupancy agreement for this commercial recreational activity. CSC agreed to publicly notify the proposal on 7th December 2017 for eight weeks.
4. A total of 19 submissions were received, including one late submission. Four submitters were heard. Nine submissions were supportive, two neutral and eight opposing. Two of the opposing submissions included suggested conditions, should the proposal be approved. CSC heard four oral submissions.
5. The potential positive effects include a new type of recreation activity close to the city (based on adventure tourism), getting people to enjoy the city's open spaces and enhancement to the ecology of the area.
6. The potential negative effects include visual, ecological, noise and traffic impacts.
7. From assessments included in the zipline application, and officer's assessments of submissions against Council's Outer Green Belt Management Plan and other relevant objectives and policies, with appropriate mitigation, the zipline is considered a suitable commercial recreational activity for the proposed site.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to receive a late submission received on the 18th February (submissions closed 2nd February)
3. Agree to grant a new lease and licence to Wellington Zipline Adventures (WZA) for a commercial zipline operation (recreation activity) on the Southern Landfill (50 Landfill Road, CFR WN21D/612, Lots 1 DP29398 and Lots 1 & 2 DP29742) as outlined in the proposal to Council November 2017, subject to the negotiation of terms and conditions satisfactory to the Council, including the terms outlined in section 79 of this report.
4. Instruct officers to enter into negotiations for the terms and conditions for the lease and

licence.

5. Note the proposed activity is subject to securing all necessary resource consents under the Resource Management Act 1991.

Background

8. On the 23rd November 2017 the City Strategy Committee (CSC) agreed to publicly notify the application to grant a lease and licence to WZA for a commercial zipline operation at the Southern Landfill (50 Landfill Road, CFR WN21D/612, Lots 1 DP29398 and Lots 1 & 2 DP29742).
9. CSC noted that any occupancy agreement would be subject to all regulatory consents being obtained and no sustained objections resulting from the notification process.
10. Attachment 1 includes the application document.
11. Attachment 2 shows the general lease areas. The exact extent of these areas would be subject to modification as per terms and conditions of any occupancy agreement.
12. A licence is required to provide access to the Zipline via a Right of Way along Hawkins Hill Road.

Discussion

13. CSC has delegated authority to approve a lease and licence for land and structures over open space. CSC also has authority to make any decision under a management plan, where the plan does not allow a Council officer to make a decision, for example, agree a concession.
14. The zipline proposal includes four ziplines crossing over valleys within the Southern Landfill. The proposed activity is to be located up in the hills well clear of any landfill operation areas. The four ziplines are between 178 and 575 metres between take-off and landing platforms. The four take-off platforms are about 16m² and four landing platforms are about 36m² and will be located below ridgelines. The height of the poles associated with the activity will be about four to five metres. A composting toilet for participants use is also proposed. No structures are proposed to be permanent fixtures.
15. Minor earthworks are needed at the take-off and landing platform sites with a maximum 20m² per landing and launching platform. Walking tracks will also be constructed between the shuttle drop-off point to the first landing and take-off platforms and between subsequent landing and take-off platforms, and finally to the shuttle pick-up location.
16. Access to the site will be done by shuttling participants in vans from a central city location to Hawkins Hill Road (a Right of Way). Up to 24 traffic movements (12 return trips) are proposed.
17. Officers have completed the required public notification process. Oral submissions were heard by CSC on the 22nd February and 8th March. There were 18 submissions received, plus one late submission. Four submitters were heard.
18. The following table summarises supporting and opposing submissions to the proposal.

Table one – Percentage of responses supporting and opposing the proposal

Supportive	50% (9 respondents)
Neutral	11% (2 respondents)
Opposing	39% (7 respondents)

19. One late submission was received 16 days after the close of notification bringing the total to 19. This late submission was opposing.
20. Two opposing submitters included possible conditions, should the lease and licence be granted.
21. A number of organisations submitted, including New Zealand Mountain Bike Magazine, Novard Design, Wellington Regional Development Agency, Meridian Energy, Brooklyn Trail Builders and Shenval Holdings Ltd. The remaining submissions were from individuals.
22. The matters raised in submissions are outlined in the table below.

Table Two – Matters raised in submissions

Supporting Submissions	Opposing Submissions
Opportunity to encourage and promote adventure tourism in Wellington City	Visual effects from structures
Conservation and regeneration projects proposed would enhance ecology in the area	Ecological effects from development
New visitors experience for Wellington City	Noise effects from operation
Get more people into open spaces and promote new areas for recreation close to the city	Increased traffic causing safety issues for road users
Show off Wellingtons scenic views	

23. In light of the submissions, set out below is a summary of the matters raised with assessment against Council’s relevant plans, objectives and policies.

Assessment of submissions against Council Strategy and Open Space Framework, including the Outer Green Belt Management Plan and other relevant plans

24. Wellingtons Strategic document ‘Wellington Towards 2040: Smart Capital’ sets out a vision and four key goals for the city, including:
 - *People-centred*
 - *Connected*
 - *Eco-City*
 - *Dynamic Central*
25. The proposed zipline gives effect to these goals by showing off Wellington’s scenic views for residents and visitors to enjoy. The proposed adventure tourism activity would add a new dimension to the city’s attractions. The proposal also includes conservation opportunities, including a per head contribution towards a Conservation Plan and enhancing restoration of the area.
26. Our Capital Spaces - an Open Spaces and Recreation Framework for Wellington:2013-23, sets out 4 key outcomes, including:
 1. *Getting everyone active and healthy*
 2. *Protecting our natural environment*
 3. *Contributing to Wellington’s outstanding quality of life*
 4. *Doing it together*

The Zipline proposal contributes to achieving these outcomes by making people more aware of the open spaces around the city, restoring local habitats, developing local partnership with volunteer groups for restoration initiatives and supporting new recreation activities in the city, assisting people to be active.

Assessment of Outer Green Belt Management Plan

27. The objectives under s4.5 *Recreation and Access* of the Outer Green Belt Management Plan (OGBMP) include, increasing recreational opportunities, and providing or allowing for recreational activities that are environmental and socially sustainable, and include active and passive enjoyment of the Outer Green Belt environment.
28. In deciding whether to allow certain recreational activities in specific areas, under s4.5.2.1 an assessment of benefits and effects is to be considered. If considered suitable the activity may be subject to reasonable conditions.
29. In considering whether an activity is suitable Council will:
- Not provide for activities that unreasonably damage the environment, recreational facilities (including tracks), or affect the enjoyment of the Outer Green Belt by others
 - Discourage erection of club and recreational buildings and ensure structures are appropriate for the use of the activity
 - Will not, in general, be used as a place for locating those activities which, because of their effects, are unable to be accommodated elsewhere.
30. The activity is considered acceptable within the proposed location. The activity provides ecological benefits to the area. The proposed structures are not overly intrusive for the scale of the area (the landfill site is approximately 200 hectares). The proposal makes good recreational use of an area not otherwise well utilised or known. Furthermore the area will remain accessible to the public, with exception to the proposed take-off and landing platforms.
31. S4.5.2.7 *Commercial Services and Eco-tourism*, acknowledges the demand for commercial recreation services and eco-tourism.
32. Council is to give priority to businesses which demonstrate, or actively pursue the achievement of industry best-practice standards for eco-tourism encompassing the principles of environmental, social and economic sustainability.
33. The applicant says they are committed to running a sustainable business and improving local flora and fauna in the area (from Te Kopahou Reserve to Polhill Gully). The proposal is to contribute a percent charge per participant to fund a Conservation Plan. Based on projections in the proposal, this would equate to about \$44,000/per year. Plus an additional contribution going towards the lease fees. As the business grows these contributions will double.
34. WREDA strongly supported the Zipline proposal in their oral submission and said it was one of the better Business Cases they had seen.
35. The conservation work proposed includes (not exclusive):
- *Gorse and Darwin's Barberry removal*
 - *Restoration planting (approximate 5,000 plants/year)*
 - *Expand pest animal trapping in the area*
36. Conservation work would be done in partnership with Council and other local organisations such as Conservation Volunteers and Zealandia.
37. As suggested by one of the opposing submitters, as part of this proposed activity there are opportunities for education of zipline participants, this could include history and ecology of the area and the restoration work being carried out.

38. Section 3.4.2 of the OGBMP *Recreational - Access Issues and Opportunities* sets out clear guidelines for commercial recreation (relating to tourism and eco-tourism). Any lease and licence agreement entered into will include clear responsibilities and expectations of the operators. This will ensure the areas natural environmental is protected and enhanced.
39. The zipline proposal sits within the Southern Landfill and Sector 7 Careys Gully/Landfill of the OGBMP. Objectives under s5.7.2.1 are as follows:
- *To recognise the primary role of the Southern Landfill as a waste disposal site, while working where possible to achieve regeneration of bush, where this is consistent with site development,*
 - *To develop an additional ecological corridor to the east of the landfill down from Careys Gully, while maintaining as far as possible the existing corridor between Polhill and Hawkins Hill, and*
 - *To mitigate the visual effects of the landfill operation by encouraging growth of tall native vegetation in areas regularly used by the public.*
40. It is considered the proposal does not impact negatively on the above objectives. The proposed Conservation Plan will help regenerate the bush in the area and enhance the ecological corridor between Zealandia and the south coast.
41. WZA were informed by the Southern Landfill management during the development of their application of the following:
- 1) *The landfill will at some point in the future expand into the area where it could be visible to some parts of the zipline operations. This will start occurring over longer term within 15 – 30 years.*
 - 2) *On an ongoing basis, we are likely to do some works to ensure the cut off drains that do extend up the valley are kept clean and workable.*
 - 3) *Depending on the landfill consent extensions, we could be required to do some excavation works further up the valley (visible to the zipline operations) as part of the consent conditions. These are likely to be larger tracks to serve as cut-off drains. This would occur over the shorter term 3 – 5 years.*
 - 4) *We may be required to do urgent works of similar nature as above at any time.*
42. WZA are aware the above constraints would be reflected in any occupancy agreement (and any resource consent).
43. The objectives for access under S5.7.2.2 of the OGBMP are as follows:
- *Maintain full public access for walking and biking along Hawkins Hill Road and vehicle access as far as the wind turbine at Brooklyn,*
 - *To clarify all existing access rights to the Hawkins Hill Road, establish a clear policy on the provision of private access and to ensure current vehicle use is consistent with public use of the road,*
 - *Complete the final stages of the link between Hawkins Hill and Sinclair Head so that there is continuous non-motorised access to the South Coast, and*
 - *To improve linkages between Careys Gully, Polhill and Waimapihi Reserves.*
44. The proposed zipline operation will not prevent access or impact negatively on current road users. By implementing the proposed traffic management plan and business operation guidelines any effects of additional traffic movement can be well mitigated.

45. Council officers are preparing a separate committee paper for Council to consider options for management and maintenance of the ROW.
46. Legal advice sought confirms Council can provide a licence for access over the road. Seal Safaris use this road to access the south coast for their tours and 'Woofingtons' (dog kennels) runs a commercial activity at the southern end of Hawkins Hill Road.
47. The Zipline proposal is not considered contrary to the management policies for this area (S5.7.3 OGBMP). Including:
 - *A long term vision as an ecological buffer to Zealandia and link to other areas*
 - *A management programme to define rights and responsibilities in relation to the road access and manage plant and animal pests and enhance native vegetation*
 - *Public use and enjoyment, including private vehicle access to the wind turbine and cycle, walking and running access*

Our Natural Capital

48. The city's Biodiversity Strategy and Action Plan has been considered. The four key goals are:
 1. Protect
 2. Restore
 3. Connect
 4. Research
49. The zipline proposal's goal is to run one of the most popular and successful eco-tourist ventures in the country - this includes developing a conservation plan. That plan would help with restoration of the area. The activity also proposes to work with other groups to help achieve its proposed ecological outputs. This not only helps enhance the ecology of the area, but at the same time as connecting more people to nature. This aligns with Council's role as steward and the need to balance conservation with recreational objectives.
50. The proposal will also help fund resources into restoration of the area, including pest plant and animal control as well as restoration planting to restore connectivity between the south coast towards Zealandia.

Open Space Access Plan

51. The proposed lease and licence area traverses the Barking Emu Track in three places, however this will not prevent or impact negatively on users.
52. The activity does not impact on any other formed tracks or proposed tracks under the Open Space Access Plan (OSAP). The potential impacts of the activity on the use of the Hawkins Hill Road ROW have been discussed above.
53. The proposed activity will help give effect to the OSAP by showing participants new recreational opportunities in an area they may not have known about or knew how to access.

Assessment of potential negatives effects raised in submissions

54. The matters below raised in submissions are generally part of the resource consent process (a separate consenting process to follow). For thoroughness an assessment of these potential effects are provided below.

Visual effects

55. The Zipline proposal included an independent visual impacts assessment completed by Cherly Robilliard (NZILA Registered Landscape Architect) from PAOS Ltd. The assessment considered the relevant statutory and policy framework, including Schedule 4 of the Resource Management Act 1991 and the Outer Green Belt Management Plans and other relevant Council policies.
56. The visual assessment concluded:
- “The construction period will have some temporary moderate to high effects on the visual amenity for users of Hawkins Hill Road, residents at 268 and 360, Hawkins Hill Road and mountain bikers on Barking Emu Track. However, the overall effects are assessed to be acceptable, once the recommended mitigation measures have been put in place. The proposed mitigation measures are consistent with the Open Space B zoning and objectives and policies of the OGBMP”.*
57. Officers consider this is a fair conclusion of the visual impacts of the zipline proposal and is acceptable in the proposed area. Noting the take-off and landing platforms are to be located below the ridgelines within the Southern Landfill site and on the opposite side of the main ridgeline in the area (Hawkins Hill Road) where the closest dwellings are located. Proposed take-off and landing platforms will involve a maximum of 20m² of earthworks per platform site, and be made of timber and would be painted or stained green to reduce any potential visual impacts.

Ecological effects

58. As part of the Zipline proposal and associated construction works, an Assessment of Environmental Effects (AEE) in accordance with Schedule 4 of the Resource Management Act 1991 was included. This was completed by Chris Logan from Outsiders Ltd. This stated that *‘No significant vegetation will be removed and the majority of the desired vegetation on site will be retained’*.
59. The AEE stated that no works need to occur in waterways.
60. The AEE concluded that: *“Overall, it is considered that any adverse effects on the ecological values will be no more than minor”*.
61. The application includes the development and implementation of a Conservation Plan that will help control pest animals and weeds and revegetation to give effect to the eco-tourism proposal.

Noise effects

62. Noise effects have not been assessed as part of the proposal at this stage. Noise impacts may result from pulleys and people making noise on the activity. To mitigate any potential noise from the operation, and concerns raised by local residents, the applicant proposes to use high quality pulleys on the zipline cables to reduce noise levels. The applicant proposes to conduct a noise impact assessment as part of their resource consent application to ensure the activity meets the noise limits permissible under District Plan.
63. It is important to note the proposed zipline is not a high velocity activity. Because extremely high adrenaline rushes are not anticipated, is not envisaged participants will cause a lot of screaming.

Traffic Impacts

64. A Traffic Management Plan (TMP) was completed with the proposal, this included Transportation Guidelines. The guideline sets out how the operation will work eg

shuttling guests from a CBD location to the drop-off point at Hawkins Hill Road and guest being transported back to the CBD from the pickup point from Hawkins Hill Road. The TMP anticipates up to 24 traffic movements (12 trips) a day. The TMP includes a complaints procedure and company obligations for health and safety eg safe driving policy.

65. Due to the number of submissions concerned about additional traffic using the road network, officers requested the applicant to provide a traffic report based on user numbers for Hawkins Hill Road and Ashton Fitchett Drive, refer Attachment 3 - Traffic data due diligence report.
66. This report concludes the activity *'will generate a small number of vehicle movements onto Hawkins Hill Road and the local road network each day'*. And *'it is considered that an increase of 18 to 24 vehicle movements per day can be seen as insignificant and will not be noticeable once the development is operational'*.
67. Officers consider the proposed zipline will not adversely impact on current road users and the business operation proposed ie shuttling guests in vans will limit the increase of vehicles accessing the area.

Assessment of District Planning Requirements

68. The objective of the Open Space Zoning is *"To maintain, protect and enhance the open spaces of Wellington"*. To achieve this objective Council will: *"Identify a range of open spaces and maintain their character, purpose and function, while enhancing their accessibility and usability"*
69. Objective 16.5.2 is *"To maintain and enhance natural features (including landscapes and ecosystems) that contribute to Wellington's natural environment"* .
70. The policies to achieve the above objective states, *"Identify and protect from development and visual obstruction landforms and landscape elements that are significant in the context of the Wellington landscape"*.
71. The visual assessment completed as part of the proposal includes a list of appropriate measures to avoid and remedy and potential impacts, including structures being located below the ridge lines, minimal earthworks required ie maximum 20m² per landing and launching platforms, restoration planting and pest plant and animal control.
72. The proposal zipline activity is considered a commercial recreational land use and is a 'discretionary unrestricted' activity under Chapter 7 of the District Plan.
73. The landing and take-off platforms are considered structures under the District Plan ie not enclosed buildings. Structures for recreation purposes less than 30m² in area and four metres in height in Open Space B are permitted activities subject to conditions. The proposed structures will be 16m² (four take-off platforms) and up to 36m² (four landing platforms) - triggering a discretionary unrestricted activity status. The height of the poles associated with the activity will be about 4 - 5metres. As discussed earlier the visual impact of these are considered acceptable in this area.
74. Earthworks are likely to be a permitted activity (subject to conditions), however until detail design is done this cannot be confirmed. If consent is triggered it would likely be a discretionary activity.
75. The relevant assessment criteria for discretionary activities (S17.2.2) in Open Space B land need to consider the following matters:
1. Whether the structure is designed and located so as to be visually unobtrusive
 2. The extent that structures are within the identified ridgelines and hilltops
 3. Whether the structure is needed for the public enjoyment of the site's recreational potential

4. Whether the site's open space character is maintained
 5. Whether established public access or the possibility of such access is maintained
 6. The extent to which any adverse effects of any new accessway or carparking, or change in use of any existing accessway or carparking, can be avoided, remedied or mitigated
76. Though the physical structures proposed will not be accessible to the public, the Outer Green Belt Management Plan does envisage commercial activities. No new accessways or carparking will be needed for individual participants – minimising the impacts of accessing the site.
77. From the assessments completed in the applicants proposal and further information requested about potential traffic impacts, including the mitigation proposed, it is considered the assessment criteria is able to be met. The earthworks proposed are minimal as the platform will be raised above the ground and located below ridge lines. Noting the applicant still needs to lodge and secure the necessary land use consents for this commercial recreational activity.
78. The site is designated for the purpose of landfill under the District Plan. Under the Resource Management Act s176 *Effect of designation*, no person may do anything without the consent of the requiring authority, in this case WCC. As the proposed activity has minor effects on the character, intensity and impact on the landfill, it is considered Council would not need to withhold its consent.

Options

79. If the committee agree to enter into an occupancy agreement the following issues would be included in the terms and conditions (not exclusive):
- a) Agreeing to the duration of the occupancy agreement, including terms of rights of renewal.
 - b) Obtaining, at the applicants cost, all necessary consents and approvals.
 - c) Confirming details of the type and location of structures and tracks (as per the Business Case November 2017) including providing a plan and costs associated with the dismantling/removal of all structures from site and site rehabilitation at the occupancy agreement termination (including a payment or type of bond).
 - d) Implementing mitigation in Appendix F – Visual Impacts Assessment Report Section 6 - Measures to avoid, remedy and mitigate impacts, completed by PAOS 19 September 2017.
 - e) Implementing mitigation outlined in Appendix E –Assessment of Environmental Effects, completed by Outsider Ltd October 2017.
 - f) Providing (for comment and approval) and implementing a conservation plan and habitat restoration and monitoring programme, including associated costs.
 - g) Providing and implementing a maintenance programme for both structures and restoration.
 - h) Providing detailed and satisfactory health and safety plan and protocols for review and implementation.
 - i) All participants are to be shuttled to and from the lease site from a central city location at all times.
 - j) Finalising for approval of Council and implementing a Traffic Management Plan, including exact locations for turn-around and drop-off and pick up points.
 - k) Providing a composting toilet, to be installed in agreement with Council, within the lease site for participants use only.

- l) Implement during the construction phase 'Principles for ecologically sustainable tracks' under the Council's Open Space Access Plan 2016.
- m) The applicant will make an annual contribution towards the maintenance of the ROW.
- n) Contracting out against any ability to object to all current and future landfill operations.
- o) Provide Council an outline of educational material to be provided to participants about the site and surrounding environment, including historical, ecological and cultural matters.

Next Actions

- 80. Inform the applicant and submitters of the outcome of the committees decisions.
- 81. If CSC agrees to enter into an occupancy agreement with WZA (including necessary conditions) the next step would be for WZA to apply for the necessary land use consents.
- 82. If land use consent(s) are granted, officers will commence negotiations of terms and conditions for the occupancy agreement.

Attachments

- Attachment 1. Wellington zipline business case [↓](#) Page 30
- Attachment 2. Map of proposed zipline and lease areas [↓](#) Page 129
- Attachment 3. Traffic baseline due diligence report [↓](#) Page 131

Author	Joel de Boer, Recreation and Parks Planner
Authoriser	Rebecca Ramsay, Reserves Planner Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

WZA did initial consultation with a number of landowners and interested parties. A summary was included in their proposal November 2017. Public notification of the proposal has occurred as part of the occupancy agreement granting process. A specific communications plan was included in the in the 23rd November 2017 CSC report.

Treaty of Waitangi considerations

The activity is not located in a Maori precinct or an area identified as significant to Maori. Mana whenua have been contacted about the proposal and with no response to date. Officers will continue to correspond with mana whenua of the outcomes of this process and take into consideration any issues they identify.

Financial implications

This is not a significant financial decision. Council would receive benefit from the lease and licence fee, as well as a per head contributions towards conservation/restoration initiatives - projected figures estimate a total of \$44,000/year, and doubling in five years.

Policy and legislative implications

The recommendations of this report are consistent with the policies of the council, specifically those contained in the OGBMP and District Plan.

Risks / legal

The lease, if approved, will be granted in accordance with relevant objectives and policies of the OGBMP and other key plans and policies. Council's lawyers will draft the agreement which will include risk management, compliance, monitoring and termination clauses.

Climate Change impact and considerations

The projected traffic movements of the proposal will have minor impacts on climate change, and will be off-set by proposed planting as part of the Conservation Plan.

Communications Plan

Submitters will be informed of the outcome of the committee's decision via an email or letter.

Health and Safety Impact considered

Health and safety considerations are paramount for adventure tourism activities. As such WZA have gone into detail in their proposal about how they will comply with the Health and Safety Act (Adventure Activities) Regulations (2016).

Legal advice will be sought on this issue in finalising any licence and/or lease documentation.

Business plan for Wellington Zipline Adventures



Date: November 2017

Mark O'Connor and Karl Ratahi

Table of Contents

Executive summary	3
Business details	3
What we do and how we do it	4
Required Consents.....	10
OGBMP	12
Lease Agreement.....	24
Conservation and Sustainability.....	24
Our goal/mission	26
Our strategy.....	26
Current Team	27
Business background.....	27
Mentors, consultants, advisors and other outside help.....	28
Market research	28
Market opportunity.....	29
Market Penetration	29
Competitor analysis.....	32
SWOT – Internal and external forces.....	32
Appendix A – Weather discussion.....	35
Appendix B – Dismantle estimate	39
Appendix C – Drawings and designs	39

Appendix D – Stakeholder Engagement	45
Appendix E Environmental Impact Assessment Report	46
Appendix F Visual impact Assessment Report	58
Appendix G Initial Safety Management Plan	77
Appendix H Initial Traffic Management Plan	84
Appendix I Inspection Plan.....	87
Appendix J Financial plan	94

Executive summary

This business case supports a commercial zipline venture, at the northern end of The Southern Landfill section of the Outer Green Belt, near Hawkins Hill in Wellington. We are Wellington locals who have worked in the zipline and ropes course industry for over 20 years, both here in New Zealand and overseas. Our experience in this industry and our passion for the Wellington region, has led to us wanting to build something in the city for both locals and tourists to enjoy.

We believe this business will be a great success due to Wellington’s regular tourist numbers, prominent business and public sectors, and multiple education facilities which bring a number of people into the city to study each year. Currently Wellington is lacking an adventure based tourism activity, and this venture would help to fill that void. Imagine a new visitor to the city, whizzing down a zipline whilst absorbing the incredible views of our beautiful city, coast and surrounding ranges – can you think of a better way to promote Wellington? We sure can’t.

Business details

Business name	Changing Altitude Ltd
Trading name	Wellington Zipline Adventures
Established	April 2017
Structure	Company
Date registered	10 September 2002
NZBN	1234887

Contact details	
Contact name	Mark O'Connor
Mobile	022 184 8785
Email	mark@wellzip.co.nz
Postal address	PO Box 9559 Marion Square Wellington

What we do and how we do it

As a tourist destination, Wellington is currently renowned for its arts, culture and culinary scene. We believe that a zipline venture will help to fill a hole in the Wellington tourism sector and be an excellent addition to the promotion reel for the city. Currently there is a lack of adventure tourism in the city, as well as activities that get people out of the CBD and into the surrounding hills.

Once operational, this business will offer both visitors and locals the chance to explore an amazing landscape with sweeping views of the city, harbour and south coast via the exciting medium of ziplining.

The operation will begin with picking clients up from the central city, driving them through the classic Wellington suburb of Brooklyn and up towards Te Kopahou Reserve (see figure 1).

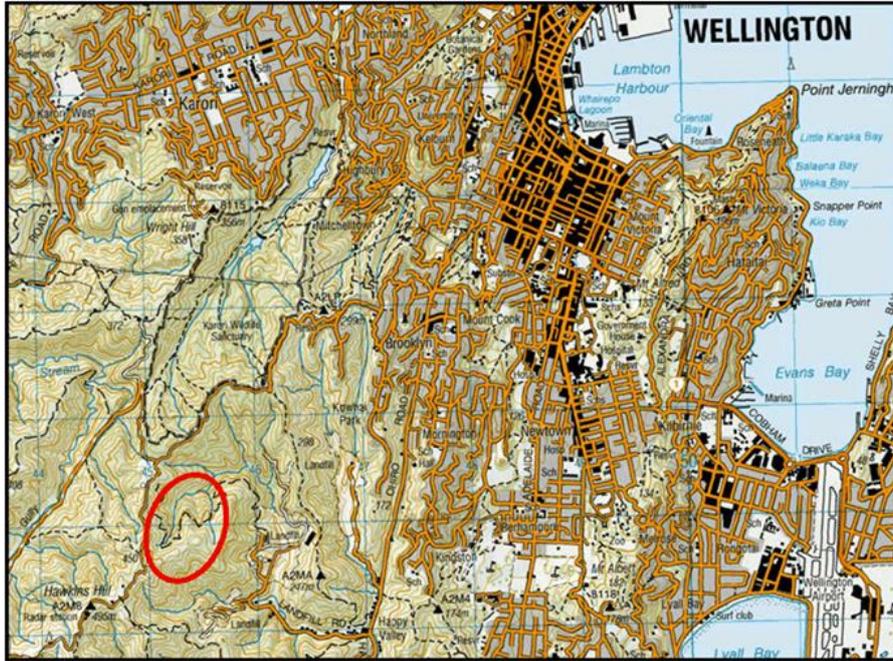


Figure 1: Location of ziplines within the Southern Landfill (adjacent to Te Kopahou Reserve) and in relation to Wellington

The first zipline platform will be located near Hawkins Hill. Then via 4 ziplines, clients will traverse the valley back and forth until completing the course near the intersection of Southern Thread Road and Hawkins Hill road (see figure 2). Between each zipline, short walking tracks will connect the platforms and allow clients to enjoy some of the fantastic views of the area, including the south coast out to Pencarrow Head and across the harbour to the magnificent Tararuas. These short walks will give staff the opportunity to educate clients about the region, local conservation and some of the planting and trapping work we intend to do in the area (see Conservation and Sustainability Section below). Clients would then be returned to their pick up point in the central city, or transferred to another tourist location.

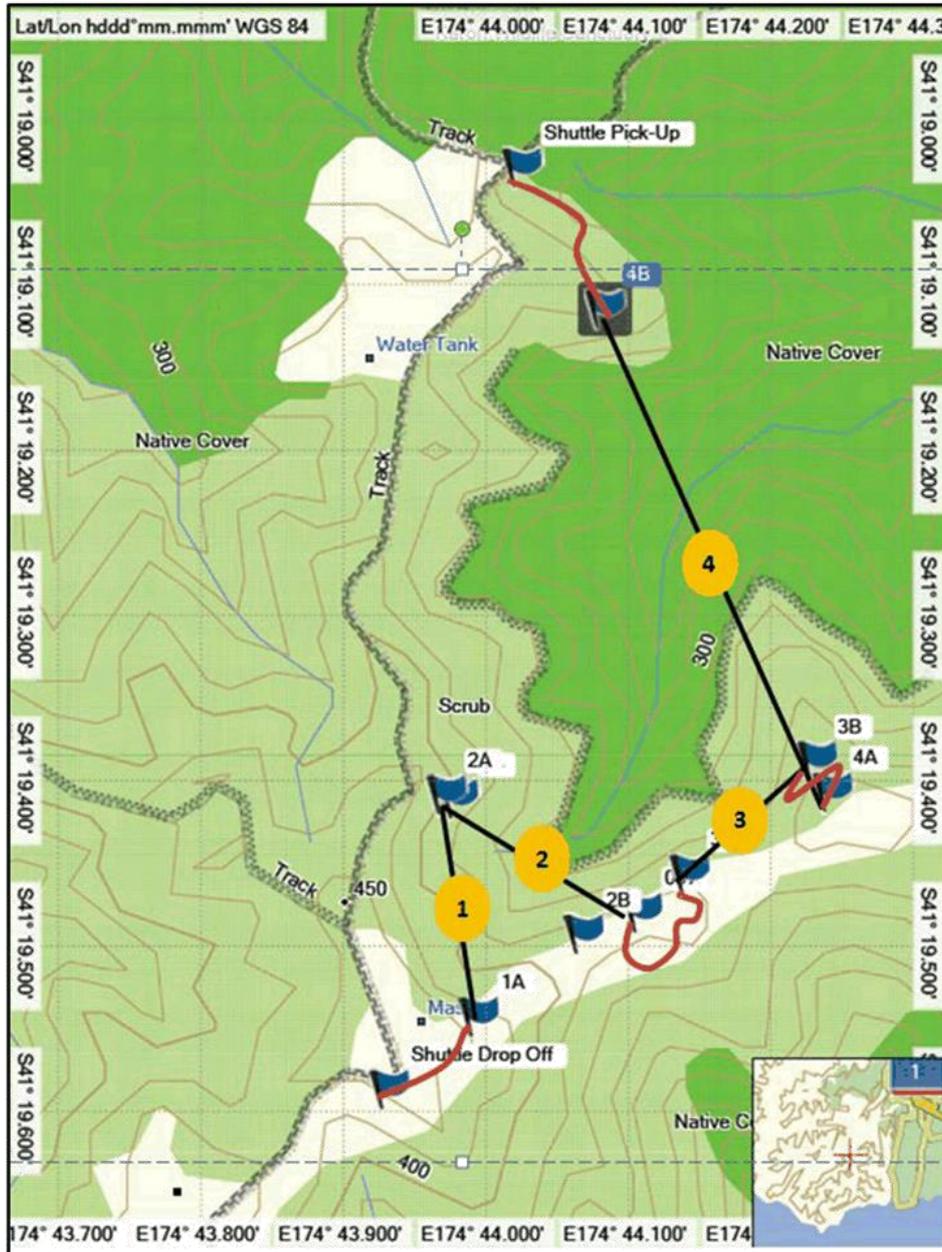


Figure 2: Position of 4 ziplines crossing over valley in the Southern Landfill. Red lines indicate joining walking tracks.

Figure 2 (above) shows the zip lines position within the Southern Landfill, shuttle drop off and pick up points and connecting walking tracks between the start and end of each zipline. Table 1 (below) shows more accurate GPS coordinates as well as length and percentage fall data for each of the 4 ziplines.

ZIPLINE	LENGTH	APPROXIMATE COORDINATES	APPROXIMATE ALTITUDE	PERCENTAGE FALL
Zipline #1 - (242m)	242m			
1A		S41° 19.543' E174° 43.996'	423m	
1B		S41° 19.411' E174° 43.981'	405m	18m - 7.4%
Zipline #2 - (240m)	240m			
2A		S41° 19.409' E174° 43.972'	409m	
2B		S41° 19.493' E174° 44.070'	389m	20m - 8.3%
Zipline #3 - (178m)	178m			
3A		S41° 19.456' E174° 44.143'	383m	
3B		S41° 19.388' E174° 44.232'	369m	14m - 7.9%
Zipline #4 - (575m)	575m			
4A		S41° 19.407' E174° 44.243'	382m	
4B		S41° 19.115' E174° 44.083'	330m	52m - 9.0%

Table 1: Zipline locational and length data.

Why the Southern Landfill section of the Outer Green Belt?

For a number of reasons, we believe this site would be the ideal location for this venture, namely:

- Its close proximity to the city (only 15 minute drive), allows us to bring clients to and from the site from the central city within a 2.5 hour turnaround time.
- It's adjacent to Te Kopahou Reserve. Views of the harbour, city, south coast and surrounding ranges are prevalent across the site and create a great atmosphere and discussion point during the activity.
- Wide valleys which add to the excitement of the ziplines as the terrain drops away. The site, whilst more exposed to high winds than down in the city, is relatively sheltered. As you get down into the valley, the site is very sheltered from southerly direction winds, and is still viable in a strong northerly.
- The north facing aspect captures the sun and brings clients back toward the city.
- Low growth regenerating native forest allows us to go over the canopy and removes issue of larger trees falling on lines.
- The vegetation provides the opportunity to engage in planting, pest control (including gorse) and work toward improving the native bird population. Most of the vegetation on the upper slopes of the valley is poor quality with a number of invasive species (see vegetation assessment below). This means we can

instigate a conservation programme (see Conservation and Sustainability section) which will achieve meaningful results quickly and ties in perfectly with our business model – that is not to simply run a zipline venture, but to re-establish the area in terms of native flora and fauna. This will be a big part of the interpretation we give to clients.

A number of other locations around the city were considered and discounted for a number of reasons. These sites include:

SITE	REASONS SITES WERE DISCOUNTED
Mt. Victoria	Difficult to gain consent on Town Belt land Number of old pine trees on site
Polehill Reserve	High voltage power lines running overhead Proximity to neighbourhoods
Te Ahumairangi Hill	Nesting Karearea nearby Difficult/steep terrain
Shelly Bay	Difficult access Housing development in the pipeline
Makara Peak	Distance from CBD Ease of access to an area with views

Table 2: Sites considered and reasons for discounting

Structures on Site

We do not intend to construct any permanent buildings at the initial stage of this project and any toilet facilities would likely be temporary i.e. self-composting toilets. We envisage needing to have one toilet on site and this would most likely be located at the start end of Zip 2 or the beginning of Zip 3 (see figure 2). Our preference is for a self-composting toilet which we have included in our start-up costs in the financial section of this document. Because we intend to pick clients up from the central city and transport them onto the site, there is no need for any base buildings. Each zipline would require take-off and landing zones and would require poles and decking at each end – figure 3 shows an example of what these will look like (see Appendix C for example of detailed drawings of decks).



Figure 3: Example of what a landing deck looks like.

These structures would be very low impact on the surrounding landscape (see full Visual Impact Assessment in Appendix F), and could easily be deconstructed. The ziplines would be double lines, so that two riders can enjoy the ride at the same time (see Figure 4 below). The operation would also be constructed to comply with specific guidelines for ziplines which are used by a number of cruise ship operators, namely that each line has two cables to ensure redundancy/increased safety within the system. The ziplines would not affect the ground below – leaving the opportunity open for walking or cycling tracks to be constructed in this space at any time in the future.



Figure 4: Example of duel ziplines and landing deck.

With four double ziplines, linking nature walks, and allowing time for photos and talks on the local area, we would expect to be able to have a group of 10 participants through this activity in around 90 – 120 minutes (including travel time to and from the city), making this a perfect activity for visitors on cruise ships, corporate groups, school groups, conferences, and any visitors to the city with a limited amount of time. People with more time would be able to combine this activity with a walk around the city, a visit to Zealandia or a visit to any one of the great museums or restaurants in the city.

Required Consents

We are cognisant of the fact that both resource and building consents will be required in order to build the ziplines on our chosen site. Our expectation of this process is to first attain council support for the use of the site, before applying for resource consent and then finally building consent. We are aware that the nature of the resource consent (application to use Open Space B for a commercial operation) will likely mean that the application will have to go through a public consultation/notification process. For this reason, we have already engaged with a number of stakeholders including, but not limited to:

- Meridian Energy
- Long Gully Station
- Airways NZ
- Woofingtons Dog Stay
- Zealandia
- Brooklyn Trail Builders
- WREDA
- Wellington Natural Heritage Trust
- Local Residents

Most parties we have consulted with have been supportive of the project (see Stakeholder engagement record – Appendix D), however some local residents are very concerned about noise levels of the activity i.e. people talking/screaming, pulleys on the cable. A number of stakeholders have also requested further information before formally offering their support. A detailed record of our consultations thus far are detailed in a table in Appendix D.

Throughout these consultations, we have been made very aware of the contention around the use of Hawkins Hill road beyond the turbine carpark. Our business could function regardless of whether Hawkins Hill Road was made public, or if the gate was reinstated beyond the wind turbine carpark.

We also recognise that as part of any resource consent requirements, we will need to conduct environmental (this will include acoustic testing) and visual impact studies for the area in question. We have already begun to conduct these investigations and the results thus far are discussed below in the Outer Green Belt Management Plan (OGBMP) section.

Resource Consent Expectations

Expectation of information required for resource consent:

- Visual impact assessment
- Environmental impact assessment
- Acoustic impact assessment
- Expected participant numbers
- Safety management plan (initial Safety Management Plan in Appendix G)
- Traffic management plan (initial Traffic Management Plan in Appendix H)

Expectation of conditions which may be dictated by resource consent:

- Permitted participant numbers
- Permitted hours of operation
- Permitted vehicle trip numbers
- Methods of construction
- Conservation requirements
- Deposit to council for de-establishment costs
- Contribution to council for land use costs

Building Consent Expectations

Expectation of information required for building consent:

- Detailed building drawings of landing and take-off platforms

- Engineering drawings for ziplines
- Engineering drawings of pole footings
- Engineering drawings of anchors

Outer Green Belt Management Plan

Summary of effects under Outer Green Belt Management Plan

	AFFECT	MITIGATION	ONGOING MONITORING
Physical values affected by proposal	Visual impact of structures and cable from ziplines	<ul style="list-style-type: none"> • Stain poles and decks a dark colour to allow them to blend into landscape more. 	<ul style="list-style-type: none"> • Apply stain to decking and poles on a regular basis (as needed) to ensure they continue to blend into landscape. • Ensure all equipment required in future has low visual impact (i.e. low reflectivity for hardware).
	Visual impact of people on walking tracks	<ul style="list-style-type: none"> • Keep walking tracks away from ridgelines where possible (although not entirely avoidable). • All zipline users brought to the site in minivans and the maximum number of users at any one time will be kept to 10 people plus two operators. 	<ul style="list-style-type: none"> • Groups will be spread out throughout day so this impact will be sporadic and for short periods of time.
	Increased erosion and sediment deposition	<ul style="list-style-type: none"> • Exposed ground will be stabilised by compacting any cut to fill slopes and/or spreading the excavated rock from the deck pile holes onto the track surfaces. • Erosion and Sediment Control Guidelines for the Wellington Region (2006) will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse. 	<ul style="list-style-type: none"> • Post construction re-planting will greatly reduce any erosion or sediment deposition. We will ensure areas disturbed during construction are replanted first.
Social values	Obtrusive for walkers, bikers and runners using this section of Barking Emu	<ul style="list-style-type: none"> • Ensure ziplines are constructed so as to not interfere with users of this track. Ensure participants do not have loose items which can be dropped on users of track as they zip overhead. Introduce strict safety procedures for clients using or 	<ul style="list-style-type: none"> • Maintain relationship with Brooklyn Trail Builders to ensure we are working together and users of the tracks rights are being upheld and respected.

Item 3.1 Attachment 1

affected by proposal	track	crossing Barking Emu track.	
	Impact on residents in the area	<ul style="list-style-type: none"> Conduct noise impact assessment as a part of resource consent application. Introduce strict safety procedures for staff driving on Hawkins Hill road (and entire route from city to site). Paint structures to reduce visual impact. Use high quality pulleys to reduce noise levels. 	<ul style="list-style-type: none"> Maintain relationship with all residents in area and users of Hawkins Hill road to ensure expectations of operation are being met.
Environmental values affected by proposal	Impact of increased people in the area	<ul style="list-style-type: none"> Zero litter policy on site (i.e. no food wrappings or drink containers left on site). We will provide waste and recycling facilities in vans and ask that nothing is brought onto site. Self-composting toilet on site for people to use. 	<ul style="list-style-type: none"> Users will be educated on conservation work being conducted in area as a part of the experience. This will be used to help people understand the importance of the area and the need to reduce impacts from groups.
	Impact of increased vehicle movements in the area	<ul style="list-style-type: none"> Introduce strict safety procedures for staff driving on Hawkins Hill road (and entire route from city to site). 	<ul style="list-style-type: none"> Maintain relationship with all residents in area and users of Hawkins Hill road to ensure expectations of operation are being met.
	Vegetation removal during construction of ziplines	<ul style="list-style-type: none"> Careful setting out of the sites and track routes will avoid any unnecessary excavations or damage to desirable existing plants. Any desirable plant species within the sites will be uplifted with their rootball and transplanted carefully in the near vicinity during the construction period. Following on from the construction phase of the project, there will be extensive new plantings made to infill any open ground and to supplement the existing vegetation. Tracks between drop off and pick up locations on Hawkins Hill road and tracks between zipline landing and launching platforms will be a maximum of 750mm wide. The intention is to hand build tracks where possible to reduce earthworks and damage to existing vegetation. Material excavated during platform pile construction used for track construction to the fullest extent possible in order to reduce material removed from the site. 	<ul style="list-style-type: none"> Removal and ongoing eradication of persistent weed species (as part of the ongoing conservation programme) within and close to the footprint of the project sites will further enhance and improve the reserve in general. A regular (monthly) maintenance programme will be applied for any transplanted vegetation and both the initial and ongoing new plantings. WZA undertakes to use the extensive plantings to aid with concealing the bulk of the new structures within a relatively short timeframe. The existing ecological corridor from the South coast, through Te Kopahou Reserve to Polhill will be positively enhanced. WZA undertake to develop long term strategies in pest animal deterrence, eradication and trapping as

		<ul style="list-style-type: none"> Materials brought onto site by helicopter to avoid traffic across sensitive areas during construction. 	<p>well as pest plant eradication; this will continually support the health and cover of native plants within the area and broaden out the 'halo' zone from Zealandia. Overall it is assessed that the effects on vegetation will be minor and at all sites there will be a positive improvement in amenity.</p>
	Effect on local birds, reptiles and insects	<ul style="list-style-type: none"> Conduct fauna assessment as part of resource consent application to gain an understanding of what resides in area. Then use this information to create a construction plan which reduces effects on local fauna and has low impact on existing nests and habitat. 	<ul style="list-style-type: none"> Introduce an ongoing and increasing trapping programme to reduce predators in area. Increased planting of native species will also help to encourage native birdlife and insects back into the area.
	Noise impact of pulleys and people making noise on activity	<ul style="list-style-type: none"> Conduct noise impact assessments as part of resource consent application. 	<ul style="list-style-type: none"> Maintain relationship with all residents in area and users of tracks to ensure expectations of operation are being met.
	Erosion and sediment impact on water courses	<ul style="list-style-type: none"> Erosion and sediment control measures in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (2006) will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse. No vegetation removal from any stream bed is proposed. Vegetation along riparian margins will continue to provide shade and food for aquatic life (note there are no works being proposed within one hundred metres of any watercourse). The proposal does not involve any works in a stream bed, no associated bed disturbance or depositing of any substance in the stream. No construction machinery will be permitted in the stream bed and all construction, machinery and equipment will be stored in a suitable location away from the stream beds. Construction contractors will be instructed to keep out of all stream 	<ul style="list-style-type: none"> Beyond construction period there should not be any continued effect on water course from the operation.

		bed and to take particular care not to damage any trees, plants or natural features within the reserve (other than required to form the proposed structures). Overall, it is considered that any adverse effects on ecological values will be no more than minor.	
--	--	---	--

Table 3: Assessment of physical, social and environmental affects and mitigation.

The site for the ziplines is located in the Southern Landfill. This falls within the Careys Gully/Landfill section under Sector 7 of the Outer Green Belt Management Plan (May, 2004). This document states that ‘there is no single corridor of major significance through this area. Instead, there is a number of secondary linkages, including the main ridge above the landfill, which together provide a green connection through and beyond the Outer Green Belt’ (section 5.7.1). This demonstrates that our proposal will not be jeopardising any known cultural or environmentally significant land in the area. To the contrary, the Southern Landfills stages 4 and 5 (yet to be consented) will extend further, and encroach on a significant area of plant re-growth (section 5.7.2.1). Therefore the proposed extension of the landfill will cause a much greater amount of damage to vegetation in the area than the ziplines, especially considering our intention to reinstate as much native bush as possible.

The regeneration of native bush is stated as the ‘primary goal’ for this section of the Outer Green belt (section 7.7.2.3). In addition, the objective when it comes to the regeneration of bush, is to ‘foster the enhancement of bush corridors through the prevention of fire, the management of plant and animal pests, and the protection of areas not needed for landfill operations’ (section 5.7.2.1). As discussed in the below section on conservation, the intention of this business would be to conduct as much planting and trapping as budget allows (not overlooking volunteer hours and donated materials) which would tie in perfectly and be an accurate reflection of the Outer Green Belt Management Plans (OGBMP) objective for this area. The long-term vision for this area (5.7.3) is for it to be an ‘important ecological buffer area for Karori Sanctuary and an ecological link with other parts of the Outer Green Belt in Sector 7’. Again, our activity will only add to this vision, and even speed up its realisation, as discussed in the Environmental Impact section below. Please note that there is no fire risk from zipline pulleys or from this operation. In both directors experience in this industry there has never been an incident whereby sparks have been generated from a zipline pulley. There will be also be no permanent machinery on site which will cause a fire risk.

The mapping reference in accordance with Sector 7 of the OGBMP (page 160) shows the zipline site sit within mapping reference 7.2.5 which is stated as being ‘Not a reserve; and also as being zoned Open Space B under the District Plan Zoning.

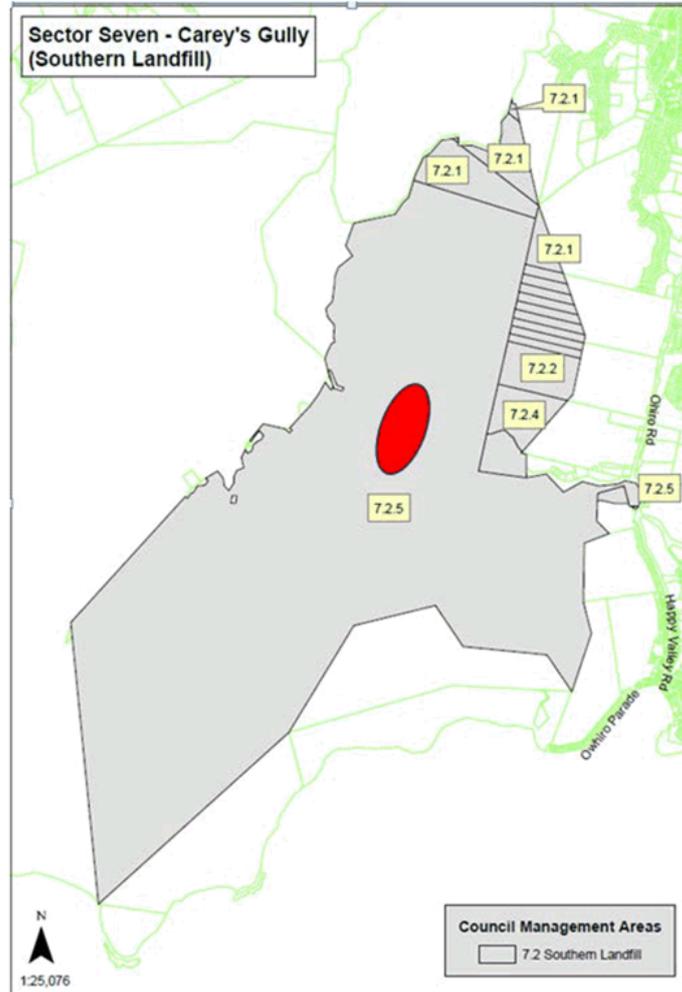


Figure 5: Copy of OGBMP Management Area 7.2 map. Note: Red oval indicates approximately where ziplines are located.

The below excerpt from The Wellington City District Plan (2010) explains the intended use for Open Space B land. Our activity aligns with the intended use of the land in that it is a recreational activity. Whilst we do intend to erect structures on the site, this is not in direct conflict with the district plan which indicates that said recreational activities do not involve buildings or structures 'in the broadest sense'.

16.3 Open Space B (Natural environment)

Open Space B land is valued for its natural character and informal open spaces. It involves areas that are used for types of recreation that, in the broadest sense, do not involve buildings or structures. The intention is to keep such areas in an unbuilt or natural state. This type of open space encompasses both formal and informal open space elements. It includes walkways, scenic areas and open grassed areas where buildings are inappropriate. Its characteristics are minimal structures, largely undeveloped areas and open expanses of land. Most Open Space B areas are vegetated and often have ecological values or may buffer Conservation Sites.

Section 16.5.2.2 of the District plan also states that it will 'restrict the construction of [buildings,] structures and earthworks on [identified ridgelines and hilltops.]' – this fits in with our plan to keep all take-off and landing decks positioned well below any ridgelines and is discussed further in the report in Appendix E. Section 16.5.2.3 of the District Plan also states that it will 'encourage retention of existing native vegetation and where appropriate re-introduce native cover. This is further evidence that our conservation plan aligns with the intention for this area, and will help to expedite the regeneration of native bush in this area.

Environmental Effects (full report available in Appendix E)

THE PROPOSAL

The proposal involves the development of a zipline in the the Southern Landfill, Brooklyn, Wellington.

Works include the formation of 300m of new walking track and four pairs of aerial ziplines with their associated structures being timber decks close to ground level for take-off and landing sites. The development is set out as per the plans on page 22 of the PAOS report.

In regard to construction of the platforms, an excavator will likely be used to excavate the pile foundations. Once the foundations are excavated, it is planned to use a helicopter to fly all the construction materials onto the sites. Each platform (or pair) will be constructed separately, with each one taking approximately 2 weeks to complete. The access tracks will be built by hand to a width of 750mm to contain their effects on the environment. All construction works will occur during normal day time construction hours (Monday – Saturday, between 7.30am and 6pm). No construction work will be undertaken on Sundays or on Public Holidays.

Wellington Ziplines Ltd will be responsible for the maintenance of the tracks, ziplines and platforms. This will involve a regular inspection and maintenance regime for its structures developed in conjunction with the requirements in Table 16 of NZS HB 8630:2004. This will involve the structures and cables being inspected by a competent structural engineer

every three years. The WZA maintenance team will also carry out regular track clearing and check on structures after extreme weather events.

SITE AND LOCALITY DESCRIPTION

The proposed track development is located in the Southern Landfill Brooklyn, Wellington. This area is approximately 330 Ha and is located to the south of Wellington City. Vegetation on site consists of persistent pasture grasses from earlier farming use and secondary regenerating native coastal plants, with small trees, shrubs, ferns, ground covers and some taller growing species in the gullies.

Access for vehicles, cycles and pedestrians is via Hawkins Hill Road south of the Brooklyn Wind turbine and via the 'Barking Emu' track, a dual use MTB and walking track. The surrounding sites consist of the Southern Landfill and C&D Landfill to the east; Woofington's Dog Hotel to the south-west, private residences at 268 – 360 Hawkins Hill Road to the west, the Brooklyn Wind turbine to the north and Te Kopahou Reserve to the south.

IMPACT ON LANDS AND WATERS

Construction works will require the removal of some existing vegetation to form building sites for the platforms and to allow clear passage for the narrow access tracks. Inspections of the proposed platform sites show that sites 1a, 1b, 2a, 2b, 3a, 3b and 4a are dominated by exotic plants, namely gorse, barberry and pasture grasses.

Examples of the native species present at the sites include tauhinu, manuka, *Hebe stricta*, *Coprosma rigida*, *Carex sp.*, *Lycopodium fastigiatum*, *Acaena anserinifolia*.

Site 4b is the most heavily vegetated site containing taller trees/shrubs up to 2m in height e.g. mahoe, red matipo, manuka, *Hebe stricta*, *Coprosma robusta*.

Assessment of Environmental Effects

Having regard to the above, this section contains an assessment of effects on the environment in accordance with schedule 4 of the RMA, at a level of detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment. A full ecological assessment will be carried out before any earthworks are conducted on site. All tracks will be constructed as ecologically sustainable tracks under accordance with the Open Space Access Plan, 2016.

Erosion and sediment

The works will involve a total of approximately 60m³ of earthworks. Exposed ground will be stabilised by compacting any cut to fill slopes and/or spreading the excavated rock from the deck pile holes onto the track surfaces.

Erosion and sediment controls measures in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (2006) will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse.

The small footprint of the works areas, quick covering/stabilisation of exposed ground, and proposed erosion and sediment control measures will ensure that sediment loss to the receiving environment is negligible, and that any adverse effects on the receiving environment resulting from erosion and sediment will be no more than minor.

Careful setting out of the sites and track routes will avoid any unnecessary excavations or damage to desirable existing plants. Overall it is assessed that the effects to erosion and sediment will be minor.

Trees and vegetation

The proposal requires the removal of shrubs and vegetation from the platform sites and along the length of the proposed access walking tracks. This will be limited to the 0.75m width of the tracks. It is noted that vegetation removal could not be avoided given that this area is almost entirely covered in vegetation. Given that vegetation removal has been kept to a minimum and, it is considered that any adverse effects in regards to tree and vegetation removal will be no more than minor.

Removal and ongoing eradication of persistent weed species (as part of the ongoing conservation programme) within and close to the footprint of the project sites will further enhance and improve the area in general. Any desirable plant species within the sites will be uplifted with their rootball and transplanted carefully in the near vicinity during the construction period.

Following on from the construction phase of the project, there will be extensive new plantings made to infill any open ground and to supplement the existing vegetation with species derived from the appended list (Appendix 1) e.g. manuka, broadleaf, coprosma, poa. New plantings will be supported in their establishment with staking, mulching and low windbreak structures where appropriate (the site is prone to harsh weather).

The plantings will extend the diversity of native vegetation near the platform sites and the measures mentioned above will achieve accelerated revegetation of former farm pastureland.

WZA undertake to develop long term strategies in pest animal deterrence, eradication and trapping as well as pest plant eradication; this will continually support the health and cover of native plants within the reserve and broaden out the 'halo' zone from Zealandia. Overall it is assessed that the effects on vegetation will be minor and at all sites there will be a positive improvement in amenity.

Ecological values

The proposed erosion and sediment control measures will ensure that silt and sediment runoff is appropriately managed to avoid any adverse effects on the receiving environment.

No significant amount of vegetation will be removed and the majority of desirable vegetation on site will be retained. No vegetation removal from any stream bed is proposed. Vegetation along riparian margins will continue to provide shade and food for aquatic life (note there are no works being proposed within one hundred metres of any watercourse).

It is considered that the functional values of vegetation in the reserve, in regard to water and soil conservation, ecosystem services, ecology and habitat for birds will be retained.

The proposal does not involve any works in a stream bed, no associated bed disturbance or depositing of any substance in the stream. No construction machinery will be permitted in the stream bed and all construction, machinery and equipment will be stored in a suitable location away from the stream beds. Construction contractors will be instructed to keep out of all stream bed and to take particular care not to damage any trees, plants or natural features within the reserve (other than required to form the proposed structures). Overall, it is considered that any adverse effects on ecological values will be no more than minor.

Impact on bird, insect and reptile life has not been considered in this initial report, however the expectation is that increased trapping and pest plant eradication in the area will only improve habitat. Dr. Danielle Shanahan from Zealandia has recommended an assessment of fauna in the area and potential effects the operation might have on local birdlife, insects and lizard populations as part of the resource consent process.

Ongoing effects.

A regular (monthly) maintenance programme will be applied for any transplanted vegetation and both the initial and ongoing new plantings. WZA undertakes to use the extensive plantings to aid with concealing the bulk of the new structures within a relatively short timeframe. The existing ecological corridor from the South coast, through Te Kopahou Reserve to Polhill will be positively enhanced.

Visual Effects (full report available in Appendix F)

Identify the potential effects, both positive and negative/adverse:

Significance	Description of scale of significance
very high	The proposal completely changes or leads to the loss of the key attributes that form the landscape character of the site and/or dominates visually.
high	The proposal leads to a major change to the key attributes that form the landscape character of the site, is visible and the eye may be drawn away from the wider landscape to the site and structures and activity on the site.
Moderate - high	The proposal leads to moderate to high levels of change to the key attributes that form the landscape character of the site, the eye may be drawn to the site and activity on the site.
moderate	The proposal brings about moderate levels of change to the key attributes that form the landscape character of the site, is visible and recognisable as something new, but is viewed in the wider context.
Moderate - low	The proposal brings about moderate to low levels of change to the key attributes that form the landscape character of the site and may be noticed but is viewed in the wider context.
low	The proposal leads to low levels of change to the key attributes that form the landscape character of the site and is not likely to be noticed by a casual viewer.

Very low to negligible or no effect	The proposal brings about small change or no change to the key attributes that form the landscape character of the site and its context and is hardly visible or not seen.
-------------------------------------	--

Temporary effects during construction:

	Effects on Visual Amenity	Landscape effects
Type of Effect	adverse	adverse
Significance of Effect	Distant to very distant views - low to very low or negligible Middle distant views – moderate to high Close views – high	Moderate to high
Comment	Construction activity in an area where the only current activity is mountain biking along Barking Emu track and vehicles and walkers on Hawkins Hill Road.	Excavation and removal of plant cover.
Mitigation	<ul style="list-style-type: none"> · Structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline and below secondary ridgelines and spurs · Tracks hand built to reduce earthworks and damage to existing vegetation · Material excavated during platform construction used for track construction · Platform sites kept to 20m² where possible · Materials for construction of platforms and ziplines brought to the site by helicopter · Indigenous plant species replace plants removed during construction · New plants staked and sheltered. 	

Effects during Operation:

	Effects on Visual Amenity	Landscape Effects
Type of Effect	adverse	Adverse/Neutral to beneficial
Significance of effect	Distant views - very low to negligible Middle distant views – moderate to low Close views – moderate	Moderate to low adverse Moderate to high beneficial

Comment	Platforms, ziplines and activity may draw the eye and attention to the site.	Vegetation will have filled any gaps created and animal and plant pests reduced.
Mitigation/ Remediation	<ul style="list-style-type: none"> · Zipline users brought to the site and the maximum number of users at any one time kept to 10 people plus two operators. · Likely average of 10 visits per day. This maximum would be when weather conditions are favorable and when demand is high e.g. during cruise ship visits. · Structures including tracks, platforms and ziplines below the Te Kopahau main ridgeline and below secondary ridgelines and spurs · Platform sites and gaps in vegetation next to tracks planted · Platforms and poles stained or painted a dark charcoal colour · Tracks a maximum 750mm wide · Control and management of animal and plant pests with a focus on Darwin's barberry and gorse and their replacement with indigenous plant species. 	

Describe methods measures to avoid, remedy or mitigate adverse effects

A number of measures are recommended in order to avoid, reduce and mitigate adverse effects of the proposal on landscape and visual amenity both during and on operation of the zipline. Some of these measures will have long term beneficial effects on the natural environment. Details of the recommended measures are outlined below:

- 1) All structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline. All landing and launching platforms and tracks between platforms constructed below the tops of secondary ridgelines and spurs, except for the launching platform of zipline 2 which is proposed to be constructed on a small spur below Hawkins Hill Road.
- 2) All zipline users brought to the site in minivans and the maximum number of users at any one time will be kept to 10 people plus two operators.
- 1) Tracks between drop off and pick up locations on Hawkins Hill Road and tracks between zipline landing and launching platforms a maximum 750mm wide. The intention is to hand build tracks where possible to reduce earthworks and damage to existing vegetation.
- 2) Careful track construction used to keep as much existing vegetation as possible in track locations and reduce earthworks. New planting using indigenous plant species fill gaps.
- 3) Materials for construction of platforms and ziplines brought to the site by helicopter.
- 4) The area at landing and launching platform sites cleared of vegetation and subject to earthworks kept to 20m² where possible. Once platforms have been constructed, removed vegetation replaced with indigenous plants species. Planting is to be according to best practice standards with staking and shelter where needed in order to re-establish vegetation at platform sites.
- 5) Material excavated during platform pile construction used for track construction to the fullest extent possible in order to reduce material removed from the site.
- 6) Platforms and poles stained or painted a dark colour to reduce light reflecting off the structures on sunny days and so that they are less visible against the vegetation of the location.

- 7) The proposal includes enhancing the Zealandia sanctuary 'halo' by carrying out trapping on the zipline site and pest plant control and management with a focus on Darwin's barberry and gorse, and replacing pest plants with indigenous plant species.

Note: Initial Safety Management plans and Traffic Management Plans are included in Appendix G and H respectively.

Lease Agreement

Commercially sensitive



Conservation and Sustainability

We are committed to running a sustainable business and improving the native plant and bird life along the corridor between Te Kopahopu Reserve and Polhill Reserve. Below are some of the initiatives we would like to implement immediately after construction. The costs for these initiatives would be covered under set up/construction costs:

- Replant areas affected by construction with suitable eco sourced native plants in order to re-establish areas cleared for construction of decks and tracks. This cost is covered under 'establishment costs' in the Financial Plan section in Appendix J.

- Re-locate established native plants as and where possible that will be affected during construction.
- Build self-composting toilets on site – the location for these will be at 2b or 3A (see figure 2).
- Recycle as much waste as possible during both construction and operation. This includes recycling all left over scrap metal through a metal recycling depo and reusing left over timber on walking tracks or recycling/repurposing.
- Ensure all track and deck construction and maintenance is low impact and non-toxic i.e. minimise concrete usage and treated timber usage, minimum herbicide or pesticide use during track maintenance, source local chip material for tracks. We may also stain or paint timber a darker colour to allow structures to fit in better with surroundings. This will depend on what the best visual outcome is.
- Planting will also be used to offset carbon emissions caused during construction and from driving clients to and from the site.

Conservation Plan

The following initiatives will contribute to the on-going care of the site after construction is complete and the business is operational:

- Create a systematic plan with council for replanting areas around the site, including gorse removal and native plant regeneration.
- Based on our expected spend per participant, we would expect to plant at least 5000 plants per year. These will be eco-sourced plants from a local supplier.
- Expand on trapping work being carried out in the area by Brooklyn Trail Builders and work with them, Wellington City Council and Zealandia on a systematic trapping programme. In the first year of operation, we would look to set up trapping around the immediate area of the ziplines i.e. along tracks and around landing/take-off decks. We will install 50 traps at the beginning of the operation. At least 10 traps will be Goodnature A24 self-resetting traps. The remainder will be Victor traps with shrouds for rats and stoats. We will also set up possum traps where appropriate.
- Beyond the first year we will expand trapping down into the valley to incorporate areas of more advanced regeneration.
- Once planting and trapping sites are established, work with Zealandia and other experts on re-introducing viable bird species to the area (if appropriate).
- Monthly inspection programme for moved and newly planted plants to ensure their success. This includes clearing any weeds and invasive plants from around the base and applying natural fertilizer as required. If plants have wind protection, then the inspection and maintenance programme will incorporate these structures as well.
- Introduce a no waste policy onsite which restricts participants in bringing disposable material on site i.e. all rubbish to be left in vans.
- Use a self-composting toilet system on site.

With the help of volunteers (Zealandia have already offered to assist us in getting volunteer help) and possible donation of plants (note that all plants will be appropriate for area and eco-sourced from a local supplier) and other materials i.e. traps, we would hope that this money would accomplish a positive amount of conservation improvements in the area – especially year on year. Once we have operated for a few years, we would consider increasing this contribution, especially if our efforts were not achieving the desired effect.

Our conservation focus will equally address plant and bird regeneration in the area. There are a number of invasive plant species which are prevalent in the area, including Gorse and Darwin’s Barberry. Our aim would be to systematically remove these species and replace them with native plants which would have once been the main vegetation cover in this area. We recognise that the ongoing maintenance of these sites will be critical; therefore we will endeavour to concentrate on manageable areas until they are established enough and require less maintenance. Planting will only occur outside of proposed landfill areas (stages 4 and 5) and be focussed more on Careys Gully and Te Kopahou reserve area.

Our pest trapping programme will also concentrate on small areas to begin with and will likely align with the same areas used for replanting. We will engage experts in pest eradication to advise us on the best approach and set targets accordingly. Our vision is to remove all invasive pests from the valley. This will allow our clients to enjoy the birdlife as a part of their ziplining experience. The ziplines themselves pose very low risk to local birdlife. We understand that our conservation plan would need to be approved by council as part of any lease agreement.

Our goal/mission

Our goal is to establish and run one of the most popular and successful eco-tourist ventures in the country. It will be a slick operation which not only compliments the great things Wellington already has to offer, but is a reason on its own for people to visit the city.

Our strategy

Key steps in achieving our goal:

- Complete business case
- Get council support and present to City Strategy Committee meeting and secure landowner approval
- Apply for resource consent to use the Southern Landfill
- Engage in public consultation
- Secure funding and investors
- Establish business contacts/secure customer relationships
- Begin promoting/marketing venture
- Apply for building consent
- Begin construction

- Hire staff and conduct training
- Begin operation

Current Team

Name:	Mark O'Connor
Role/Title:	Managing Director
Key Responsibilities:	Day to day running of business
Qualifications:	BSc. Geography, Grad. Dip. Teaching, Grad. Dip Technology
Experience:	10 years

Name:	Karl Ratahi
Role/Title:	Technical Director
Key Responsibilities:	Design, Maintenance, Logistics
Qualifications:	PANZA Director – 15 years
Experience:	20 years

Business background

Both founding members of Wellington Zipline Adventures have been involved in the construction and maintenance of high ropes courses and commercial ziplines both in New Zealand and abroad for the past 15 years. Having been involved with a number of these businesses around New Zealand, and being locals, we recognised an opportunity in Wellington for a similar venture.

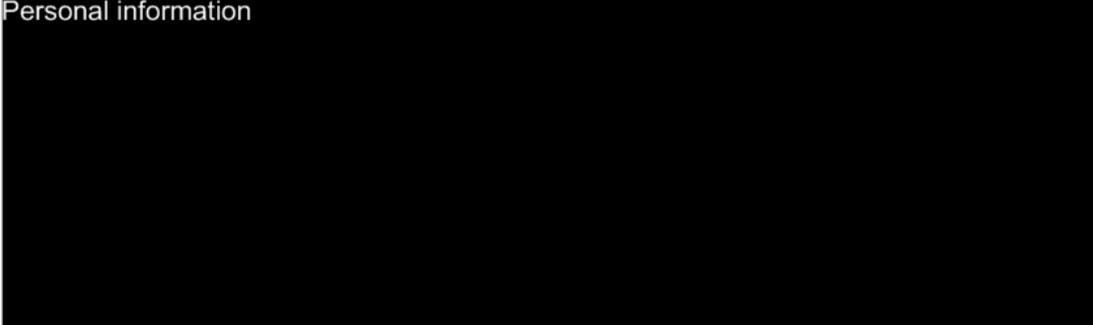
Some of our previous projects include:

- Ecozip zipline on Waiheke Island. A commercial 3 stage double zipline.
- Kila World Fiji commercial zipline

- Christchurch community ropes course, The Groynes, Christchurch
- Climbing towers (not all listed):
 - o Kokako Lodge, Auckland
 - o Lake Taupo Christian Centre
 - o Ngamuwahine, Tauranga
- Adventure Solutions high ropes course Whakatane (includes climbing tower).
- Tihoi High Ropes Course – Lake Taupo
- Various Giant Swings and ropes course elements throughout New Zealand, Taiwan, USA, South Korea and Australia.
- Playground flying foxes around the country – including Central Park, Wellington.

Mentors, consultants, advisors and other outside help

Personal information



Market research

Because there is no direct competition in Wellington we are basing most of our assessment on how zipline operations in other centres are performing. We engaged Research Services to investigate tourist numbers to Wellington and then based our market share expectation on what zipline operations around the country are winning. This analysis is detailed below. We have also engaged with Destination and Marketing representatives at Wellington Regional Economic Development Agency (WREDA). They indicated that our requirement for at least 11,000 participants per year to make the operation viable was not an unreasonable expectation in the Wellington tourism market.

Market opportunity

Currently, we believe that there is a lack of adventure activities available in Wellington. This venture would fill a longstanding gap for visitors who only have a short amount of time in the city, and who want to experience something in the outdoor arena. Because of its proximity to the city centre, a zipline on this site would be an excellent attraction, and would perfectly compliment the amazing arts, culture and restaurant scene, which already thrives in the city.

Cruise ship passengers would be one of our main target markets, as we believe this would be an excellent activity that people of all ages could enjoy. Because cruise ships are only in Wellington for the day, this activity would fit well into a complete tour of the city.

This business would also cater perfectly to the large number of corporate and government organisations within the city. This would be an excellent team building activity, be perfect for Christmas functions, and would be an added option for conferences in Wellington.

Market Penetration

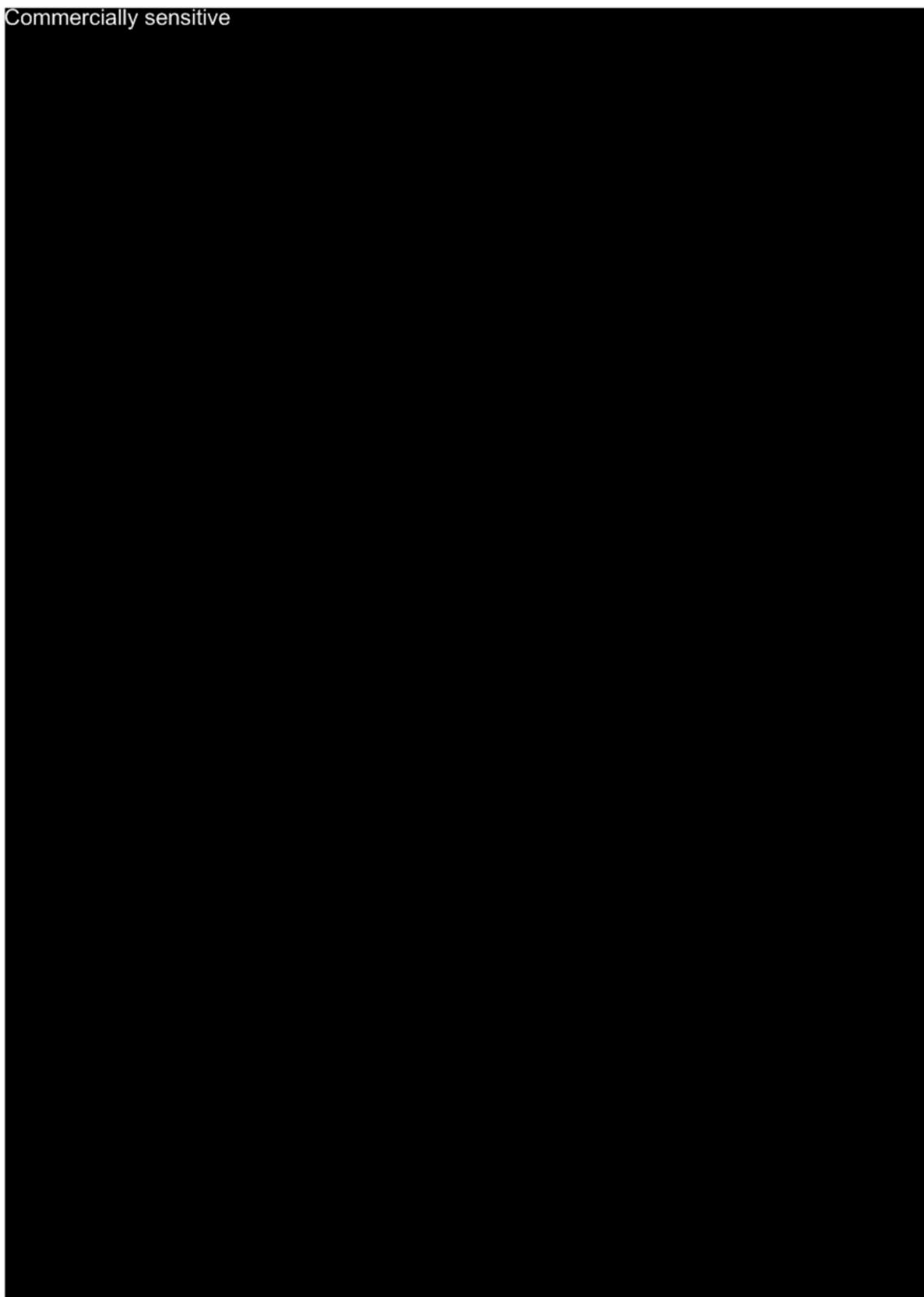
Commercially sensitive



Commercially sensitive



Commercially sensitive



Employment

Initially, we estimate that this business would employ between 10-15 local staff, with a mixture of part time and full time positions. As the business grows, there would be potential for more staff to be employed. Employee numbers to support the operation will be entirely dependent on bookings and expected numbers for any given day. But as an example, if we had 2 vans running on a busy day, we would require 4 guides (2 per van), 2 drivers, 1-2 base staff and a floating staff member. On a busy day, we would hope to get 10 groups through (100 clients). This equates to 20 vehicle movements a day (two vans doing up to five round trips each per day). There may be an opportunity to conduct 12 trips per day in the summer months if lease agreement allows.



SWOT – Internal and external forces

Internal forces – Strengths

Opportunities	What we'll do
---------------	---------------

Industry experience	Use our knowledge to build a fantastic operation
Good team environment	Make it a great and fun place to work
Great activity	Awesome experience Learning opportunity Great views Great staff
Amazing location	Work with council and stakeholders to use the site
Unique market opportunity	Lack of similar activities in the region for visitors

Internal forces – Weaknesses

Weaknesses	What we'll do
No established reputation	Good marketing Create a great experience and build our reputation from word of mouth
No experience running a zipline venture	Learn off partners Conduct good research Create our own environment based on what we know and do well Leverage of our abundant experience in this industry

External forces – Opportunities

Opportunities	What we'll do
Ziplines are currently popular in the tourism market	Ensure we build a top quality zipline which is unique to New Zealand.
Partnership with current growth businesses (food, alcohol, conferences, tours, cruise ships, Zealandia etc.)	Network with possible partners as we get ourselves established and once we have consent to build the zipline.
Wellington growth – Convention Centre/Movie Museum	Work with WREDA and other tourist agencies to ensure we are well placed to take advantage of increased tourism to the city.
City council supporting new business	Work with council to ensure we build something sustainable.
Consistent events in Wellington i.e. Military tattoo, concerts, WOW, sporting events.	Ensure we are at forefront of all promotional material for the city and market ourselves well through a range of media.

External forces – Threats

Threats	What we'll do
The weather	Ensuring equipment can be used in most weather conditions Design each zipline taking consideration of wind direction etc.

	Provide weather proof gear to clients at no charge Have some shelter points on site Base earning forecast on limited days/week (see appendix A) Run every day that we can
Slowdown in tourism	Don't rely entirely on international market (build good relationship with local businesses, hotels, other tourist operators etc.)
Accident at our venue or at another venue (or in similar industry)	Working closely with other operators and sharing information. Ensure we up to date with latest industry guidelines, technology and practices

Appendix A – Weather discussion

	Mt. Kaukau	Kelburn	Karori Rock	Average
> 60kph	45%	29%	41%	38%
> 70kph	30%	17%	25%	24%

Table 9: Wind speed data for Wellington sites.

The above table and below wind roses show wind speed data for the past 5 years for 3 key Wellington sites (Source: Metservice). When averaged out, the time that winds exceed 70kph across the 3 sites is 24%. 70kph (about 38 knots) would likely be the maximum wind speed we could operate the zipline in. This would need to be a consistent wind speed across a 15-20 minute period. Short wind gusts over 70kph would be manageable. However it should be noted, until we complete detailed designs and build and test the lines we will not be sure of the wind speed limit on safe operation. The 70kph limit is an estimate at this stage but is in line with other operations in the county. The predominant wind direction of these stronger winds is north/north west which would be the most influential wind direction on the operation. Winds from a southerly direction would have less effect. Wind speeds will be monitored each day via various meteorological web sites. Wellington zipline adventures will also look to install wind meters on the take-off decks of each of the zip lines to assist guides with decision making around safe wind speeds. Safety is paramount to the operation and reputation of not only this venture but ziplining in New Zealand and around the globe and WZA will not put any participant or employee at risk.

Given that southerly winds account for around 20% of the wind rose, it could therefore be expected that winds will limit operation around 20% of the time. This would equate to 73 days per year, meaning 292 days per year would be more or less operable. There will be other weather conditions which will also affect operation e.g. rain, cold temperatures, hence the 210 day figure used for the economic calculations. This figure could still be considered conservative however. We would hope to be operational for closer to 240 days per year.

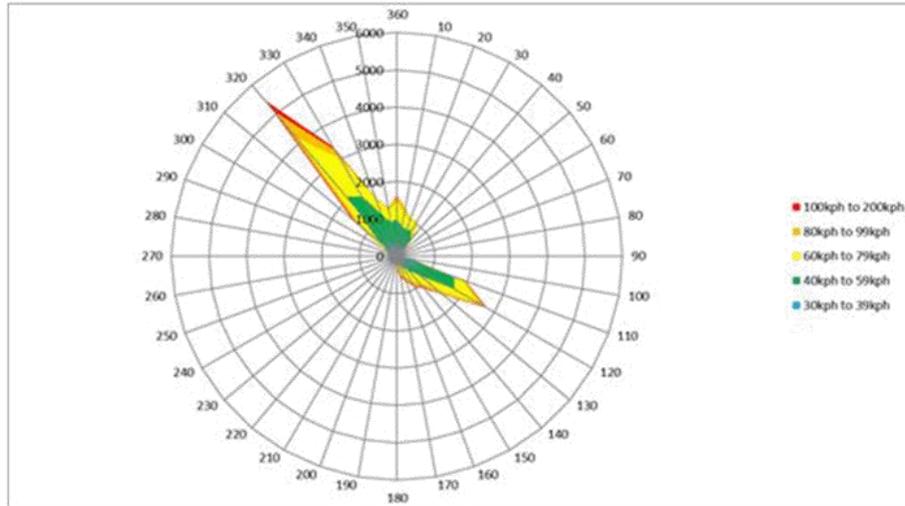


Figure 6: Karori Rock Wind Rose. Winds exceed 60kph 41% of time and 70kph 25% of time.

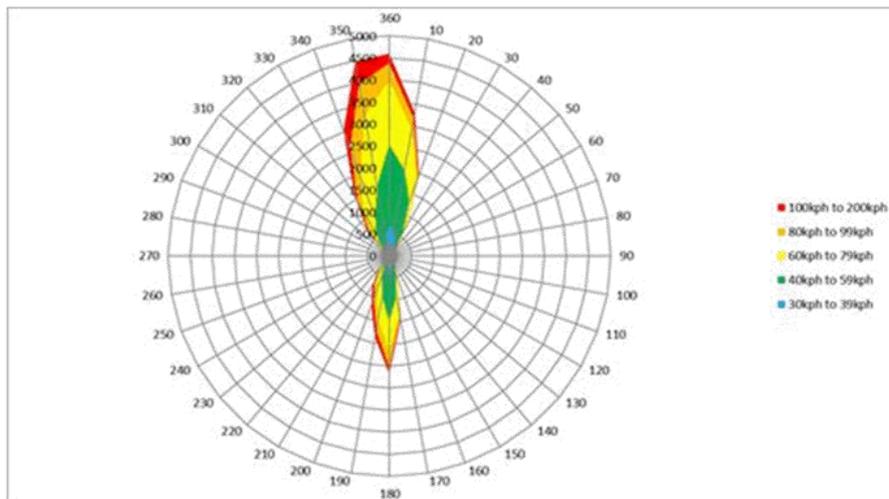


Figure 7: Mt Kaukau Wind Rose. Winds exceed 60kph 45% of time and 70kph 30% of time.

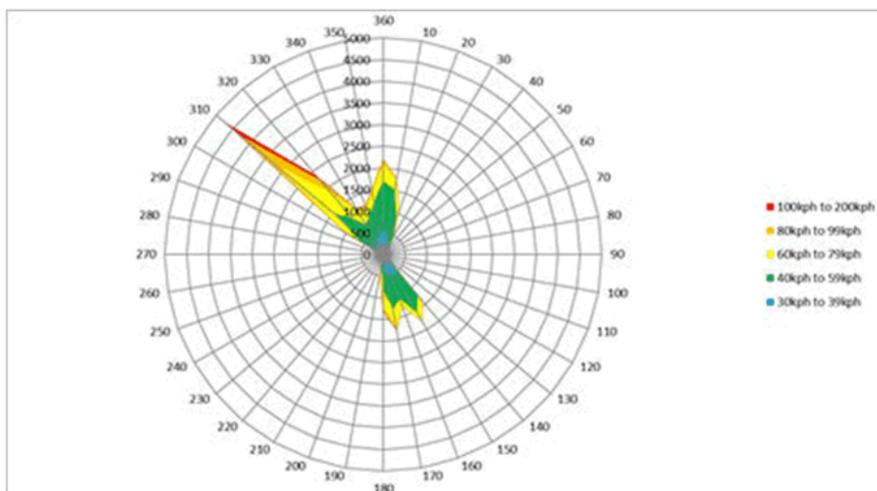


Figure 8: Kelburn Wind Rose. Winds exceed 60kph 29% of the time and 70kph 17% of the time.

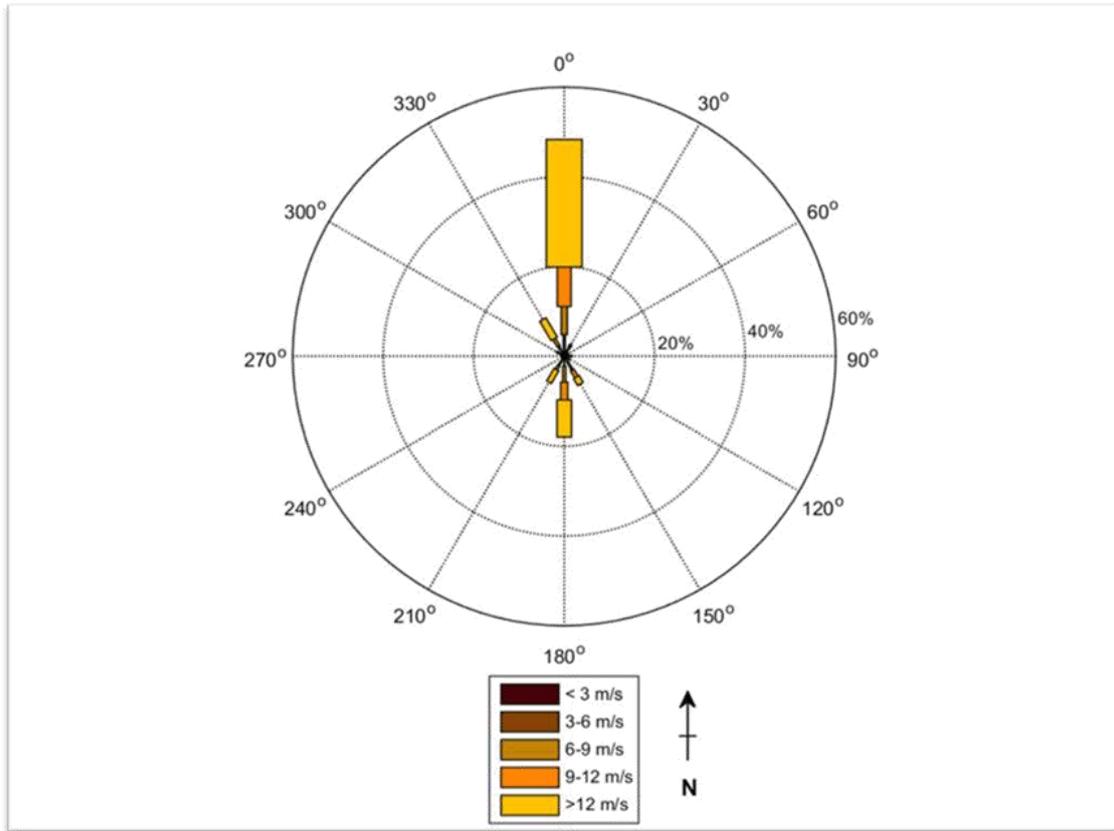


Figure 9: Wind Rose from Brooklyn wind turbine site. Source: Meridian Energy.

The above wind rose, from the site of Meridian Energy’s Brooklyn wind turbine, shows a predominant wind direction from the north and an average wind speed of 36kph (10 m/s). Considering we expect to be able to operate in wind speeds below 70kph, this supports our estimate of being able to operate for 210 days, as detailed in our financial calculations. This can still be considered a conservative estimate however, especially since our site is much less exposed than the wind turbine site (i.e. sits down in the valley and away from exposed peaks and ridgelines).

Appendix B – Dismantle estimate

Commercially sensitive



Appendix C – Drawings and designs

Note: These are example drawings only.

Max height of poles above ground: 5 metres

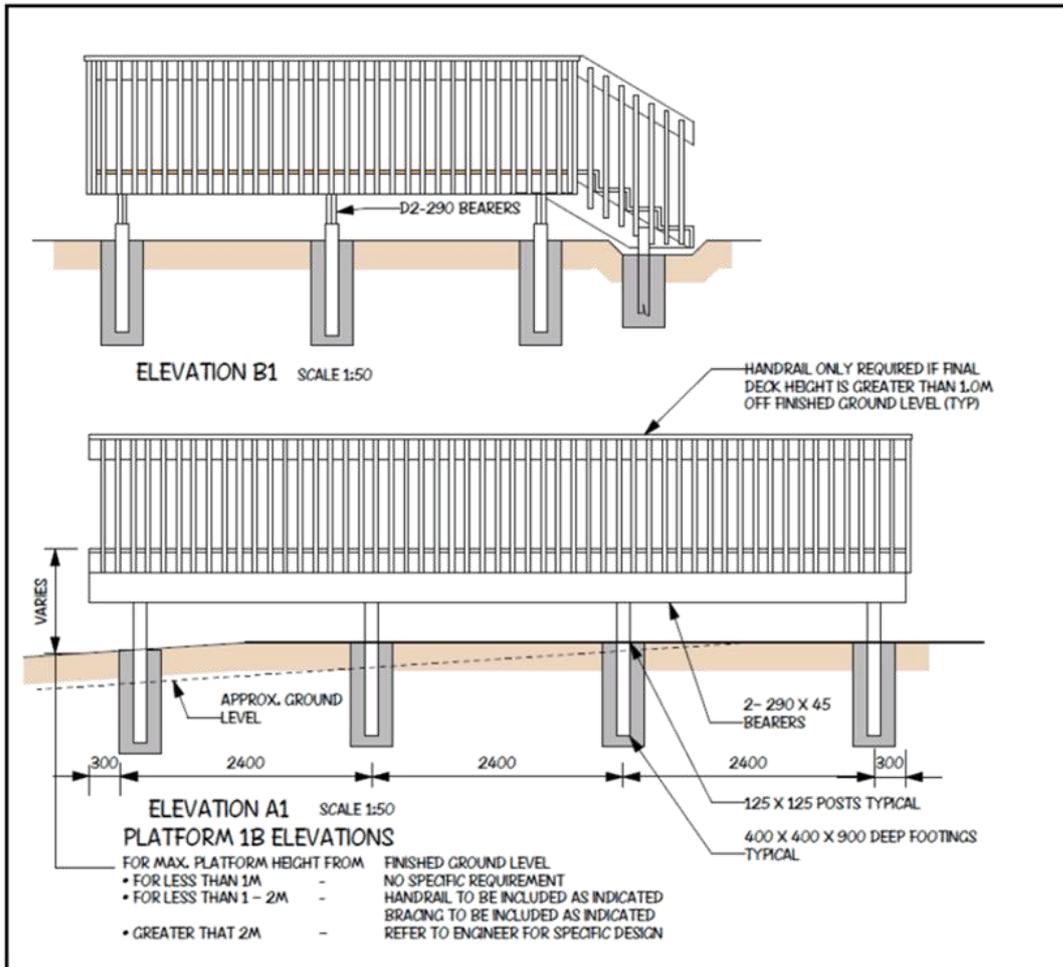


Figure 10: Landing platform drawing (example).

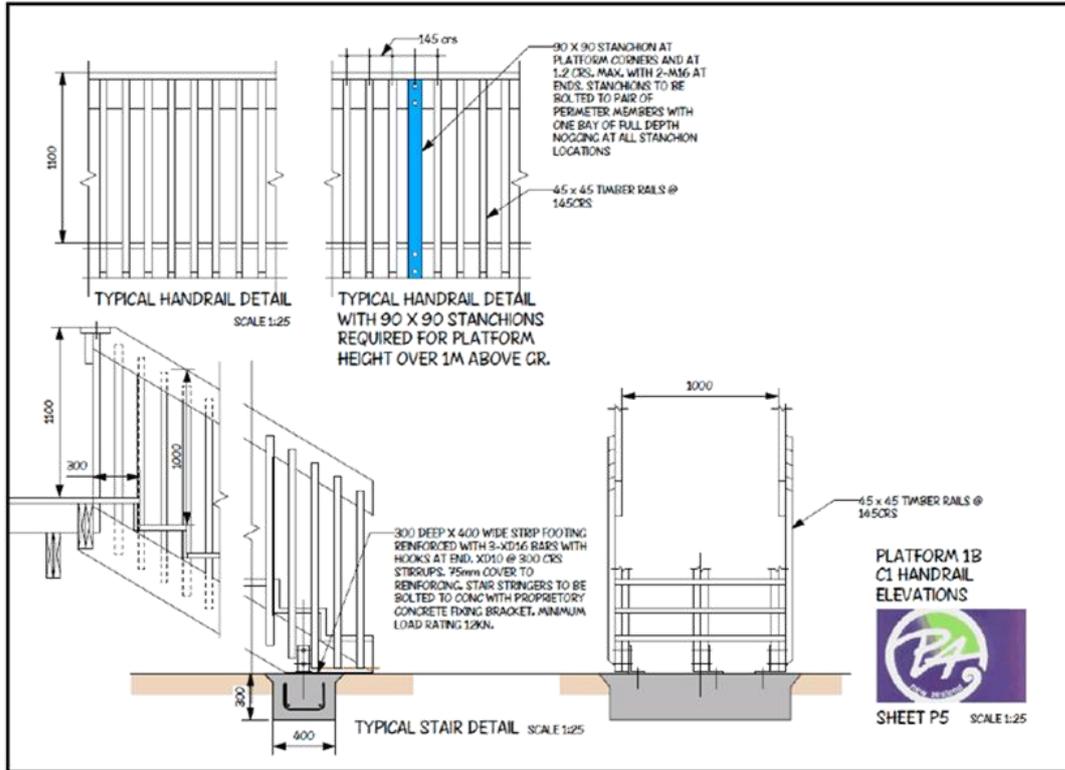


Figure 11: Example of railing and stair detail

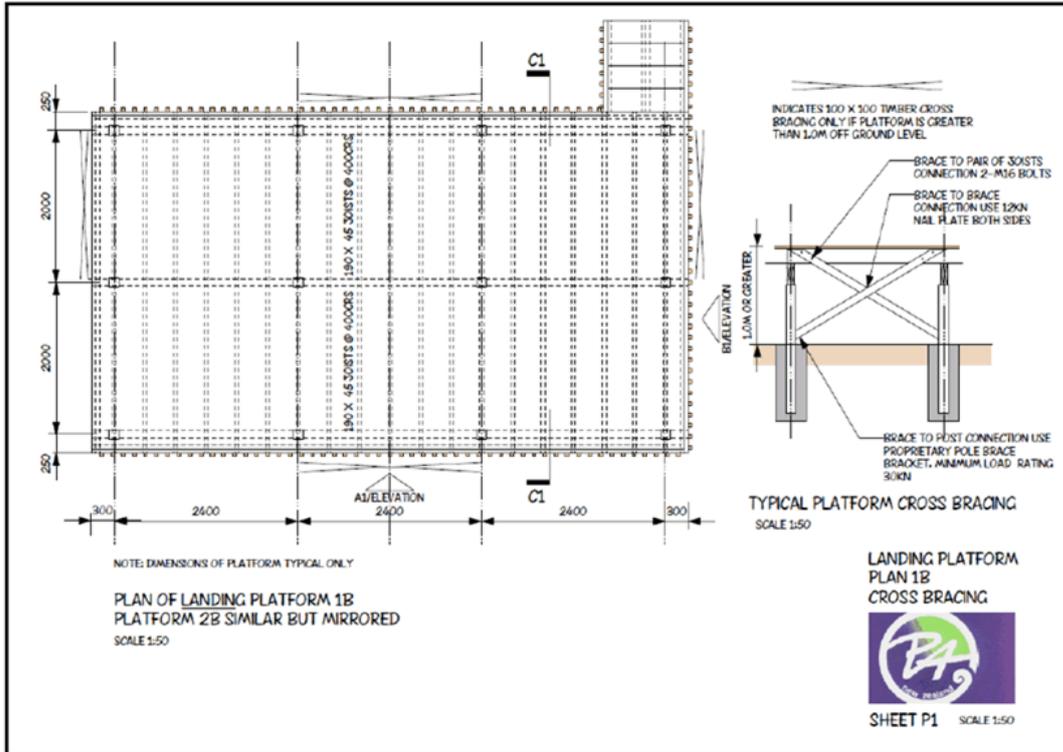


Figure 12: Joist and cross bracing example for landing deck

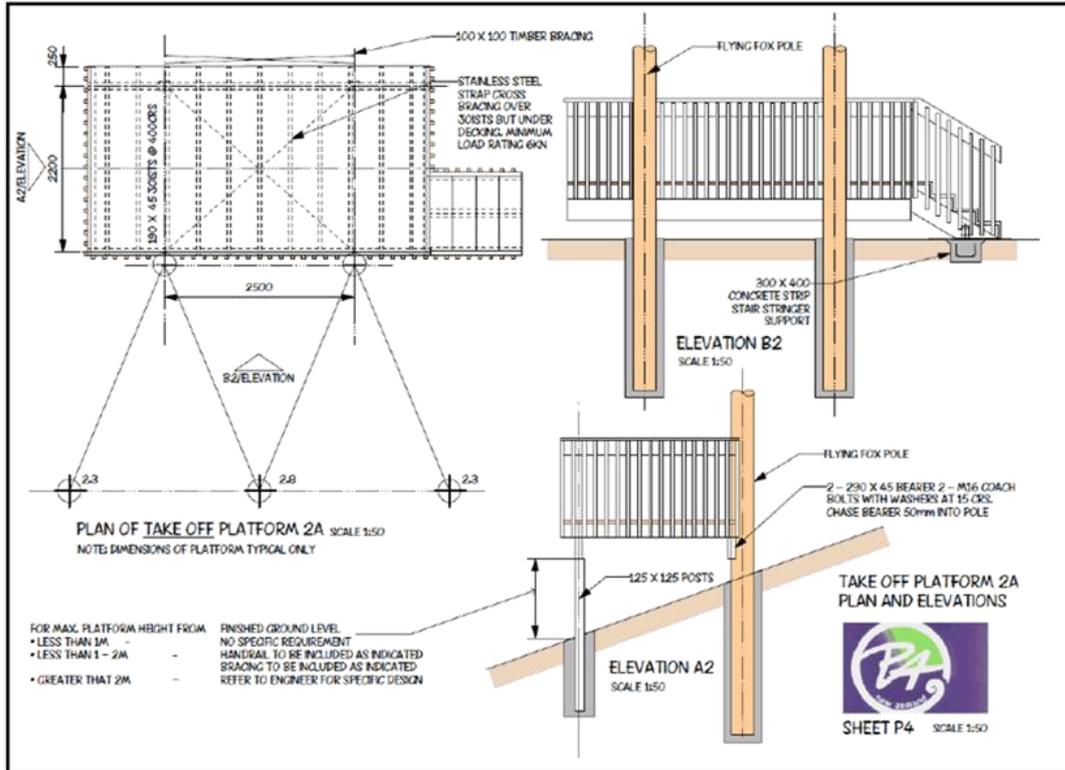


Figure 13: Example of take-off platform with zipline poles and anchors shown (see figure 13 below for alternate pole footing design).



Figure 14: Alternate pole footing option. This requires less excavation and soil removal and simply requires a 500mm thick concrete pad to be laid. Note: This is an option for this project but not until proper design projects have been completed would this type of detail be confirmed.

Appendix D – Stakeholder Engagement

Who	When	What	Supportive?	Notes/actions
Dave Goodwin and Felicity Close (Live on Hawkins Hill Road)	13-Mar-17	Meeting at their house after initial email	Yes	> relatively supportive and not too worried about visual impact > warned that road will be biggest issue > offered to join proposal on to community group on our behalf
Russ Drewry (Zealandia)	17/03/2017	Meeting at Aro Coffee after initial email	Yes	> very supportive of proposal and believes that Zealandia, as a whole, will be very supportive - especially around planting, trapping and ties in well with their 'halo' concept. > happy for us to indicate Zealandia is supportive of concept > suggested approaching WREDA for possible business funding > will put us in touch with local Iwi contact
Jo Heaton/David Perks (WREDA)	18/05/2017 6/6/2017 30/8/2017	WREDA head of tourism	Yes	> good suggestions around how to approach the market and where we should be targeting > also good support and offering on how WREDA can help > caution advised on basing too much expectation on Cruise ship industry
Brooklyn Trail Builders - Craig Starnes, Kevin O'Donnell, Rob Lee	1/06/2017	Met at Garage Project on Aro street.	Yes	> very supportive of proposal and already doing a lot of trapping and conservation work in the area
Brian Thomas (WCC)	14/06/2017	Head Ranger - WCC. Karl met with Brian on site	Yes	> supports concept, especially if it involves pest control
Mike Connolly (Airways Maintenance manager)	16/07/2017	Met at his office	Yes	> Airways engineers need to review site location and hardware/cable components to ensure these do not affect their navigation systems. Needs to view our traffic management plan. Would like to have 24 hour monitoring system on access gate, mark center lines on road corners, develop user pay system for road maintenance. > Confirmed via email on 16/8/2017 that risk for site is low and they are happy to support the project and work together on maintaining the road.
Steve Watson/Long Gully Station	5/08/2017	Café in Brooklyn	Yes	> Inherently supportive, although cant see how council can give consent without taking action on the road and preferably making it public. "Go for it guys!" > Also offered to pass proposal on to community group, including their son Tim, who also lives on Hawkins Hill Road.
Woodfingons	24/07/2017	Email contact	Neutral	> Managed to make contact with person who runs business. She has forwarded email on to building owners with no response.
Meridian - Carly Andersen (community engagement manager).	3/08/2017	Emails	Yes	> WCC would need to endorse proposal and then engage with Meridian since they lease the land off WCC > Would want to see designs etc. once we reach that stage to ensure no interference with their operation > supportive at this stage > provided some wind data
Pam Oliver and Chirs Horrocks (live on Hawkins Hill Road)	5/08/2017	At their house on Hawkins Hill Road.	No	Very concerned about increased "human baggage" and noise levels as well as effect on their house value. Happy to continue to engage in dislodge. Will need to have acoustic testing done in order to satisfy their concerns.
Natural Heritage trust (Clive Antsey)	10/08/2017	Email exchange	Neutral	Keen to review business case document once it is completed. Less concerned about this area and are more focussed on their reserve.
South Coast Seal Safaris	1/08/2017	Email exchange	Neutral	Employee has forwarded email on to company directors who were both overseas when initially made contact. Have not heard back from either director.
Toby Jackson - lives down southern thread rd. (Ph. 0273068982)	6/08/2017	Phone call	Yes	Lives in area. Alluded to contention over road. Not worried about the activity and thought it was quite a cool idea.

Appendix E Environmental Impact Assessment Report

Assessment of Environmental Effects

Wellington Zipline Adventures
Zipline Development
Upper Carey's Gully, Carey's Gully Reserve.
October 2017

Prepared by:
Chris Logan
Outsiders Ltd
66 The Parade
Island Bay
WELLINGTON

This report to be read in conjunction with PAOS report : Preliminary assessment of effects on visual amenity and landscape (29/09/2017)

INTRODUCTION

THE APPLICANT AND PROPERTY DETAILS

Applicant: Wellington Zipline Adventures

Land Owner: Wellington City Council

Address for Service:

Address for Fees: Wellington Zipline Ltd
PO Box
Wellington
Attention: Mark O'Connor

Site Address: Carey's Gully Reserve
Hawkins Hill Road
Brooklyn
Wellington 6021

Legal Description: Reserve

Site Area: approx. 14 Ha

Co-ordinates: Longitude: - 41.325802
Latitude: 174.732981

Locality Diagram: Refer to PAOS report, pages

District Plan: Wellington City Council District Plan
Area: Outer Green Belt

Boundaries: Ridgelines Hilltops Overlay

Brief description of proposal: New ziplines x 4 pairs, including 4 take-off and 4 landing platforms constructed as timber decks.
Approx. 300m of pedestrian walking tracks.

List of information attached: Photographs of vegetation cover.

**Appendix 1: Vascular plants of Carey's
Gully(JC Horne & BJ Mitcalfe)**

THE PROPOSAL, SITE AND LOCALITY DESCRIPTION

THE PROPOSAL

The proposal involves the development of a zipline at the Southern Landfill site, within the Outer Green Belt, Brooklyn, Wellington.

Works include the formation of 300m of new walking track and four pairs of aerial ziplines with their associated structures being timber decks close to ground level for take-off and landing sites. The development is set out as per the plans on page 22 of the PAOS report.

In regard to construction of the platforms, an excavator will likely be used to excavate the pile foundations. Once the foundations are excavated, it is planned to use a helicopter to fly all the construction materials onto the sites. Each platform (or pair) will be constructed separately, with each one taking approximately 2 weeks to complete. The access tracks will be built by hand to a width of 750mm to contain their effects on the environment. All construction works will occur during normal day time construction hours (Monday – Saturday, between 7.30am and 6pm). No construction work will be undertaken on Sundays or on Public Holidays. Wellington Ziplines Ltd will be responsible for the maintenance of the tracks, ziplines and platforms. This will involve a regular inspection and maintenance regime for its structures developed in conjunction with the requirements in Table 16 of NZS HB 8630:2004. This will involve the structures and cables being inspected by a competent structural engineer every three years. The WZA maintenance team will also carry out regular track clearing and check on structures after extreme weather events.

SITE AND LOCALITY DESCRIPTION

The proposed track development is located within the Southern Landfill, Brooklyn, Wellington.

The approximately 330 Ha and is located to the south of Wellington City. The area is included as part of the Outer Green Belt Management plan, though not classified as reserve. The Outer Green Belt Management Plan

includes an action to consider protecting as local purpose reserve for scenery and landfill buffer purposes or protect the area as local purpose for landfill and related purposes. The land fill area is

Vegetation on site consists of persistent pasture grasses from earlier farming use and secondary regenerating native coastal plants, with small trees, shrubs, ferns, ground covers and some taller growing species in the gullies.

Access for vehicles, cycles and pedestrians is via Hawkins Hill Road south of the Brooklyn Wind turbine and via the 'Barking Emu' track, a dual use MTB and walking track.

The surrounding sites consist of the Southern Landfill and C&D Landfill to the east; Woofington's Dog Hotel to the south-west, private residences at 268 – 360 Hawkins Hill Road to the west, the Brooklyn Wind turbine to the north and Te Kopahou Reserve to the south.

IMPACT ON LANDS AND WATERS

Construction works will require the removal of some existing vegetation to form building sites for the platforms and to allow clear passage for the narrow access tracks. Inspections of the proposed platform sites show that sites 1a,1b,2a,2b,3a,3b and 4a are dominated by exotic plants, namely gorse, barberry and pasture grasses.

Examples of the native species present at the sites include Tauhinu, Manuka, Hebe stricta, Coprosma rigida, Carex sp, Lycopodium fastigiatum, Acaena anserinifolia.

Site 4b is the most heavily vegetated site containing taller trees/shrubs up to 2m in height e.g. Mahoe, red Matipo, manuka, Hebe stricta, Coprosma robusta.

Assessment of Environmental Effects

Having regard to the above, this section contains an assessment of effects on the environment in accordance with schedule 4 of the RMA, at a level of detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

Erosion and sediment

The works will involve a total of approximately 60m³ of earthworks. Exposed ground will be stabilised by compacting any cut to fill slopes and/or spreading the excavated rock from the deck pile holes onto the track surfaces.

Erosion and sediment controls measures in accordance with the *Erosion and Sediment Control Guidelines for the Wellington Region (2006)* will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse.

The small footprint of the works areas, quick covering/stabilisation of exposed ground, and proposed erosion and sediment control measures will ensure that sediment loss to the receiving environment is negligible, and that any adverse effects on the receiving environment resulting from erosion and sediment will be no more than minor.

Careful setting out of the sites and track routes will avoid any unnecessary excavations or damage to desirable existing plants.

Overall it is assessed that the effects to erosion and sediment will be minor.

Tree and vegetation

The proposal requires the removal of shrubs and vegetation from the platform sites and along the length of the proposed access walking tracks. This will be limited to the 0.75m width of the tracks. It is noted that vegetation removal could not be avoided given that the reserve is almost entirely covered in vegetation.

Given that vegetation removal has been kept to a minimum and no known significant vegetation will be removed, it is considered that any adverse effects in regards to tree and vegetation removal will be no more than minor.

Any desirable plant species within the sites will be uplifted with their rootball and transplanted carefully in the near vicinity.

Removal and ongoing eradication of persistent weed species within and close to the footprint of the project sites will further enhance and improve the reserve in general.

Following on from the construction phase of the project, there will be extensive new plantings made to infill any open ground and to supplement the existing vegetation with species derived from the appended list (Appendix 1) e.g. manuka, broadleaf, coprosma, poa. New plantings will be supported in their establishment with staking, mulching and low windbreak structures where appropriate (the site is prone to harsh weather).

The plantings will extend the diversity of native vegetation near the platform sites and the measures mentioned above will achieve accelerated revegetation of former farm pastureland.

Overall it is assessed that the effects on vegetation will be minor and at all sites there will be a positive improvement in amenity.

WZA undertake to develop long term strategies in pest animal deterrence, eradication and trapping as well as pest plant eradication; this will continually support the health and cover of native plants within the reserve and broaden out the 'halo' zone from Zealandia.

Ecological values

The proposed erosion and sediment control measures will ensure that silt and sediment runoff is appropriately managed to avoid any adverse effects on the receiving environment.

No significant vegetation will be removed and the majority of desirable vegetation on site will be retained. No vegetation removal from any stream bed is proposed. Vegetation along riparian margins will continue to provide shade and food for aquatic life (note there are no works being proposed within one hundred metres of any watercourse.

It is considered that the functional values of vegetation in the reserve, in regard to water and soil conservation, ecosystem services, ecology and habitat for birds will be retained.

The proposal does not involve any works in a stream bed, no associated bed disturbance or depositing of any substance in the stream. No

construction machinery will be permitted in the stream bed and all construction, machinery and equipment will be stored in a suitable location away from the stream beds. Construction contractors will be instructed to keep out of all stream bed and to take particular care not to damage any trees, plants or natural features within the reserve (other than required to form the proposed structures).

Overall, it is considered that any adverse effects on ecological values will be no more than minor.

1.1.1.1 Ongoing effects.

A regular (monthly) maintenance programme will be applied for any transplanted vegetation and both the initial and ongoing new plantings. WZA undertakes to use the extensive plantings to aid with concealing the bulk of the new structures within a relatively short timeframe.

The existing ecological corridor from the South coast to Polhill will be positively enhanced.

EXAMPLES OF EXISTING VEGETATION COVER .

Proposed site of 1b, with acaena enter-twined with pasture grass.



Proposed site of 1a with barberry, cordyline, coprosma and gorse.



APPENDIX 1.

SOME INDIGENOUS VASCULAR PLANTS OF CAREYS GULLY STREAM MIDDLE BRANCH, (INCLUDING TRUE LEFT HEAD, FLOWING ALMOST DUE SOUTH), AND TRUE RIGHT HEAD, CENTRED ON NZMS 260 MAP R27, WELLINGTON, G.R. 555851, COMPILED BY J.C. HORNE AND B.J. MITCALFE ON 25/10/92 AND 25/4/94 RESPECTIVELY.

MONOCOT TREES

Cordyline australis

DICOT TREES, SHRUBS AND TRAILING PLANTS

Aristolelia serrata
Brachyglottis repanda
Carpodetus serratus
Coprosma grandifolia
Coprosma propinqua
Coprosma rhamnoides
Coprosma lucida
Coprosma rigida
Coprosma robusta
Coprosma robusta x propinqua
Fuchsia excorticata
Gaultheria antipoda
Geniostoma rupestre var. *ligustrifolium*
Griselinia lucida
Hebe sp. (*Veronica arborea*)
Hebe stricta var. *atkinsonii*
Hebe stricta var. *macroura*
Hedycaria arborea
Helichrysum aggregatum
Hoheria sp. ("Tararua")
Kunzea ericoides
Leptospermum scoparium
Macropiper excelsum
Melicytus ramiflorus
Myrsine australis
Olearia paniculata
Olearia solandri
Ozothamnus leptophyllus
Pseudopanax arboreus
Schefflera digitata
Sophora microphylla
Urtica ferox
Weinmannia racemosa

MONOCOT LIANES

Ripogonum scandens

DICOT LIANES

Clematis forsteri
Metrosideros diffusa
Metrosideros perforata
Muehlenbeckia australis
Parsonsia heterophylla

LYCOPODS

Lycopodium fastigiatum
Lycopodium varium

FERNS

Anarthropteris lanceolata
Adiantum cunninghamii
Asplenium bulbiferum
Asplenium flaccidum
Asplenium oblongifolium
Asplenium polyodon
Asplenium terrestre
Blechnum chambersii
Blechnum filiforme
Blechnum fluviatile
Blechnum minus
Blechnum sp. common lowland sp., unnamed)
Blechnum pennamarina
Blechnum procerum
Blechnum vulcanicum
Ctenopteris heterophylla
Cyathea dealbata
Cyathea medullaris
Dicksonia squarrosa
Histiopteris incisa
Hymenophyllum demissum
Hymenophyllum flexuosum
Hymenophyllum sanguinolentum
Hypolepis rufobarbata
Lastreopsis glabella
Paesia scaberula
Pellaea rotundifolia
Phymatosorus pustulatus
Pneumatopteris pennigera
Polystichum richardii
Polystichum vestitum
Pteridium esculentum
Pteris tremula

Pyrrosia eleagnifolia

GRASSES

Microlaena stipoides
Poa anceps
Poa cita

SEDGES

Carex flagellifera
Carex geminata
Carex sp. (narrow leaves)
Carex secta
Uncinia uncinata

MONOCOT HERBS

Astelia fragrans
Astelia solandri
Libertia ixioides

COMPOSITE HERBS

Leptinella squalida
Senecio rufiglandulosus
Vittadinia australis

DICOT HERBS (other than Composites)

<i>Anisotome aromatica</i>	<i>Stellaria decipiens</i>
<i>Urtica incisa</i>	<i>Oxalis magellanica</i>
<i>Viola filicaule</i>	<i>Ranunculus reflexus</i>
<i>Acaena anserinifolia</i>	
<i>Australina pusilla</i>	
<i>Aciphylla squarrosa</i> Cardamine	
sp.	
<i>Centella uniflora</i>	
<i>Crassula sieberiana</i>	
<i>Epilobium rotundifolium</i>	
<i>Galium propinquum</i>	
<i>Hydrocotyle moschata</i>	
<i>Hydrocotyle elongata</i>	
<i>Leucopogon fraseri</i>	
<i>Nertera depressa</i>	

Appendix F Visual impact Assessment Report

This report was produced by PAOS Ltd

Prepared by Cheryl Robilliard

NZILA Registered Landscape Architect

19 September 2017



PAOS[®]

PO Box 7469, Newtown, Wellington

Tel: 04 383 8382, Mobile 027 247 7257

E-mail: office@paos.co.nz

www.paos.co.nz

This report has been prepared for a specific purpose and scope. PAOS does not accept any liability or responsibility should this report be used by anyone other than the client or for any other purpose. PAOS accepts that information supplied by the client or obtained from other external sources is correct. PAOS does not accept responsibility or liability for any errors or omissions in information provided by the client or by other external sources.

Contents

PART 1: BACKGROUND.....	60
1. INTRODUCTION	60
2 PROJECT DESCRIPTION	60
3 EXISTING ENVIRONMENT	61
4 STATUTORY AND POLICY FRAMEWORK.....	63
5 APPROACH AND ASSESSMENT METHODOLOGY	65
6 MEASURES TO AVOID, REMEDY AND MITIGATE IMPACTS	66
PART 2: ASSESSMENT OF EFFECTS	68
7 INTRODUCTION	68
8 ASSESSMENT	68
9 CONCLUSIONS.....	75
APPENDIX.....	

Part 1: Background

1. Introduction

- 1.1 Wellington Zipline Adventures (WZA) is seeking a concession from Wellington City Council (WCC) for locating, constructing and operating a zipline at the Southern Landfill site within the Outer Green Belt. WZA will also be seeking resource consents to construct and operate the zipline.
- 1.2 A preliminary design for the proposed zipline has been developed and a location identified. As part of initial discussions with WCC, PAOS has been asked by WZA to prepare a preliminary assessment of visual and landscape effects of the zipline during the construction period and during operation.
- 1.3 The report is based on information provided by Wellington Zipline Limited and covers the following:
 - 8) Describes the project, the existing environment and the statutory and policy framework.
 - 9) Outlines the approach to assessment and assessment methodology.
 - 10) Outlines measures to avoid, remedy and mitigate impacts.
 - 11) Assesses effects on the 5-point scale.
 - 12) Reviews the project against statutory provisions.

2 Project Description

- 2.1 A selection process led WZA to identify the preferred site for a zipline. The proposed zipline site is a north facing gully below the Te Kopahau ridgeline and road approximately 2 kilometres east of the turbine carpark (see the Appendix, Figures 1 and 2). The main access to the zipline during and after construction is proposed to be from Hawkins Hill Road.
- 2.2 The maximum number of guests accessing the zipline at any one time will generally be 10 with two guides. Guests will be picked up in the central city, fitted with harnesses and transported to the site. The minibus will pull off the road near the Radar and Communications Emergency Generator on Hawkins Hill Road and guests will walk to the first zipline launching platform below the road via an upgraded existing track. The minibus will be driven back along Hawkins Hill Road to the pickup area approximately 100 metres from the Hawkins Hill Road/Southernthread Road junction (see the Appendix, Figure 2).
- 2.3 The plan is for four ziplines ranging in length from approximately 220m – 570m. Each zipline will have dual lines so that two guests ride the zipline together and has a launching and landing platform (see the Appendix, Figure 7 for an example of a zipline platform). The launching platform for Zipline 1 is just below the existing track from Hawkins Hill Road on the north facing side of the spur below the Emergency Radar and Communications Generator. The launching platform for Zipline 2 is just above Zipline 1's landing platform. The launching platforms for Ziplines 3 and 4 are a short walk along tracks from the landing platforms. Guests will walk along a track from the landing platform of the last zipline up to Hawkins Hill Road where they will be picked up by the minibus and transported back to the central city. They will either use the existing 'Barking Emu' mountain bike track or a new track for zipline users.

- 2.4 Each zipline will have 2 cables and 1 element cable each. WZA expects each group will take 2.0 - 2.5 hours from pick up to drop off and they propose running the business between the hours of 9am - 5pm. This may mean up to 10 trips per day with 2 vehicles. WZA may consider running twilight trips in the summer months if resource consent allows and this may mean running more than 10 trips per day on busy days. WZA plan to operate year round at this stage, but may close for a period in the winter according to demand.
- 2.5 The main zipline cable will be a 12mm dye formed galvanised cable, silver in colour. There will be 8 zipline runs (2 x 4). The platforms are proposed to be constructed of timber. The launching platforms are proposed to be 4500mm x 2500mm, and the landing platforms 4500mm x 8000mm. Platform piles are proposed to be 200mm x 200 x 900mm with concrete footings. Poles for the cables are proposed to be 4 metres above ground level and sited on a concrete reinforced pad 1000mm x 1000mm x 500mm. Detailed plans have not yet been developed, but the proposal is to access the platforms at ground level with the zipline side elevated over the natural slope of the gully side. Material excavated during platform construction is proposed to be reused on tracks.
- 2.6 An existing track from Hawkins Hill Road to Zipline 1 is proposed to be upgraded to allow for easier access. All tracks are proposed to be maximum 750mm wide and allow access for guests with different abilities and fitness levels.

3 Existing Environment

- 3.1 The area where the zipline is proposed to be located is within the South Landfill, and is managed under the objectives and policy of the Outer Green Belt Management Plan. The site is identified for landfill purposes, although only a portion is currently used for landfill. The landfill lies to the east of the proposed zipline site. Careys Scenic Reserve and the upper section of the predator proof fence of Zealandia lie to the north and land to the west is in private ownership. Te Kopahau Reserve lies between the landfill and the coast comes under the South Coast Management Plan and has important conservation and historic values with pa sites, archaeological sites and geological and ecological values (see the Appendix, Figure 4). The site lies at the southern edge of a Wellington City Council Ecological Site 84 Carey's Gully which is identified as an at risk LENZ (Land Environments of NZ) with forest remnant, manuka/kanuka and riparian environments.
- 3.2 The area is accessed from the wind turbine carpark and right of way along Hawkins Hill Road. The road is used to access private land on the western side of Hawkins Hill Road, by tourist operators to access the south coast and to access various built infrastructure to do with radar and communications on Te Kopahau Ridge.
- 3.3 Recreational activities are walking, mountain biking and associated activities such as orienteering and sightseeing using Hawkins Hill Road and the mountain bike track that runs below the road on its eastern side and known as the Barking Emu. The wind turbine is a visitor attraction and has an information centre and carparking. The track along the outside of Zealandia's fence is used for walking and mountain biking.
- 3.4 Landscape character of the area near the proposed zipline site is made up of the attributes that give the place its identity. In this case the key attributes include:
- Te Kopahau Ridgeline and the secondary ridges, spurs and steep gullies that descend from the eastern side of the ridgeline

- Expansive views from the site over Wellington to the harbour and Hutt Valley, the Rimutaka range and Orongaronga range beyond
 - Experience of the elemental character of Wellington's weather and winds and evidence of natural and cultural process with wind shorn vegetation covering steep slopes and pasture covered ridge and spur tops
 - Built structures on prominent locations on the ridgeline and other nearby locations.
- 3.5 Highly visible built structures on the ridgeline near the proposed zipline site are the radar dome on Hawkins Hill, the prominent residence known as 'Woofingtons' below the radar dome and the Brooklyn wind turbine. The landfill is visible from many locations. Other built structures near the site are the turbine's visitors' centre and carpark, Hawkins Hill Road, residential buildings at 280, 360 and 380 Hawkins Hill Road, Zealandia's predator proof perimeter fence, telephone poles and cut off drains at the head of gullies below Hawkins Hill Road and the radar and communications emergency generator at the proposed drop off site for zipline users (see the Appendix, Figures 8 to 11).
- 3.6 The site is influenced by coastal salt winds and the steep terrain supports coastal scrub that has been regenerating since the land was retired from farming. The tops of ridges and spurs are mostly open with pasture grass. Secondary regenerating indigenous plants found in the area include taupata, stunted and windshorn mahoe and manuka, flax, tussock (e.g. *Poa cita*), *Muehlenbeckia* species and some threatened and uncommon indigenous plants such as *Brachiglottis lagopus*, speargrass (*Aciphyla squarrosa*), leafless clematis, *Senecio rufiglandulosus*¹ (see Appendix, Figures 12 to 14). Speargrass hosts threatened and endangered weevils.² The threatened falcon has also been seen in the area.
- 3.7 Before deforestation, intensive browsing, fire and arrival of weeds, pest plants and animals, vegetation would have been a mix of coastal and podocarp broadleaf forest species with tawa, rimu, kohekohe, matai, mapou and northern rata in sheltered areas. Spookey Gully east of the landfill has one of the few mature forest remnants in the area. Carey's Gully Reserve and Zealandia to the north have been identified as Key Native Ecosystems. Darwin's barberry is a major invasive pest plant along with gorse (See the Appendix, Figures 14 and 15). Animal pests include wild goats and pigs. Evidence of pigs were seen on a visit to the site of the proposed zipline this month.
- 3.8 The site of the proposed zipline faces north and is located between the northern side of a west/east ridgeline and the southern side of a smaller west/east spur that descend from Te Kopahau Ridge. The location is an opportunity for visitors to experience the elemental character of Wellington's landscapes, weather, winds and views.
- 3.9 Views from the drop off site on Hawkins Hill Road are expansive with views to the harbour entrance and Orongaronga beyond, Island Bay, the inner Town Belt from Island Bay to Mt Victoria and the upper slopes of Miramar Peninsula, the eastern sides of Newtown and over the inner harbour to Hutt Valley and the Rimutaka range in the distance.

¹ Information in this paragraph was sourced from *Wildland Consultants Assessment of Ecological Effect of Proposed Expansion of C & D Landfill, Happy Valley*, 2012.

² Ibid.

4 Statutory and policy framework

- 4.1 The key statutory provisions relevant to the proposal are the Resource Management Act, Wellington Regional Policy Statement, Wellington City Council District Plan and the Wellington Outer Green Belt Management Plan. Two relevant Wellington City policy documents are Capital Spaces and Open Space Access Plan. At this preliminary stage, the project is assessed against the objectives and policies of the Outer Green Belt Management Plan, District Plan Zoning Open Space B and the Ridgelines and Hilltops overlay. The project is also assessed in terms of its effects on landscape and visual amenity values as required in Schedule 4 section 7(b) of the Resource Management Act, the maintenance and enhancement of amenity values and the quality of the environment (Part 2, sections 7(c) and 7(f)).

Wellington Regional Policy Statement 24 April 2013

- 4.2 This framework for sustainable management of natural resources in the region requires the identification, protection and management of outstanding features and landscape (objective 17) and refers to special amenity landscapes (objective 18) and identification and management of amenity landscapes (policy 27 and 28). To date, outstanding natural features and landscapes have not been identified. However, the site's location within Southern Landfill and Wellington's Outer Green Belt and the Ridgelines and Hilltops overlay in Wellington's District Plan recognises the value placed on such locations by the community for their contribution to landscape and visual amenity and environmental quality.

Wellington City Council District Plan

Open Space B Zoning (Natural environment)³

- 4.3 The aim for Open Space B land is that the natural character, informal open spaces and opportunities for recreation are maintained and valued and, in the broadest sense do not involve buildings or structures. Areas zoned Open Space B are largely undeveloped with minimal structures and includes walkways, scenic and open grassed areas. The objective for these areas is to maintain, protect and enhance natural features (including landscapes and ecosystems) that contribute to Wellington's open space and natural features including landscapes and ecosystems, with a policy to encourage retention of existing native vegetation and where appropriate re-introduce indigenous cover.

Ridgelines and Hilltops overlay

- 4.4 The site lies within the ridgetops and hilltops overlay in the Wellington City Council District Plan and is subject to Policy 16.5.2.2, which restricts the construction of buildings, structures and earthworks on identified ridgelines and hilltops. Generally, the Council wants to prevent or reduce the level of development on or in close proximity to major ridgelines. Threats to open ridgelines include the placement of utilities and buildings, access roads, unsympathetic land use such as the planting of pine

³ Wellington City Council District Plan, 16.3.

blocks or wind breaks on prominent ridgetops, development of lifestyle properties and the placement of residential dwellings in prominent ridgetop areas.

Wellington Outer Green Belt Management Plan 2004

4.5 The landfill site falls within an area zoned as Outer Green Belt. The Outer Green Belt Management Plan (OGBMP) has a vision, objectives and policies for management of this open space. The overall vision for the Outer Green Belt is a continuous green belt of protected and enhanced indigenous vegetation with open grazed hilltops and regenerating indigenous vegetation and an accessible informal recreational network along ridges to the west of urban areas stretching from the South Coast to Rangitūhi / Colonial Knob.

4.6 Details of the vision for the OGBMP of particular relevance to this report includes the following:⁴

- Restoration of a broad and continuous band of indigenous vegetation where possible, mainly along the eastern slopes, creating larger interconnected forests to form a wider city ecosystem
- Land use and management that respects and reflects the distinctive ridgetop and hilltop landscapes and the mix of natural and human influences. The OGBMP recognises that change is inevitable, but that change is balanced by a commitment to keep these areas as open and uncluttered as possible
- A place that visitors can enjoy, experience and long remember visiting whether "immersed in an activity or a place only Wellington can offer, or using the Outer Green Belt as a vantage point to view the rest of the city or the South Island".

4.7 Objectives and policies of the OGBMP relevant to this report are the following:⁵

- Landscape and landform: Protect ridgetop and hilltop landscapes and values with open grassed ridgelines and hilltops, and regeneration of native bush in gullies.
- Recreational places and linkages: Allow for and increase recreational opportunities and activities that are environmentally and socially sustainable and enable people to actively or passively enjoy the OGB. Activities are mainly walking, tramping, mountain biking, running, sightseeing and scenery viewing, wildlife viewing, educational and recreational nature study and picnicking, but Council also consider other recreational activities after considering their benefits and effects. Activities that are considered inappropriate for the OGB are those that have significant risks, have effects that damage the environment or that affect the enjoyment of other users. Structures are to be appropriate and consistent with the principles of the OGBMP, and will generally only be allowed when they are unable to be accommodated elsewhere because of their effects
- Indigenous ecosystems and important ecological features: Establish a band of indigenous vegetation, recognise and protect ecological connections, indigenous ecosystems, sites and features of ecological importance and threatened plants and carry out plant and pest management and monitor and manage Darwin's barberry

⁴ OGBMP Vision Statement, page 8.

⁵ OGBMP pages 63 - 72.

- Applications for commercial recreation services and eco-tourism are assessed against the objectives and policies of the OGB and priority is given to those that achieve industry best practice and do not have significant impacts on the natural environment or affect the enjoyment of other users
- 4.8 The site of the proposed zipline lies within Sector 7 of the Outer Green Belt Management Plan (OGBMP). Most of the sector is in public ownership. The site lies within an area identified for landfill purposes, although only a portion is currently used for landfill. The balance of the land, including the site of the proposed zipline, is managed primarily for natural values and as a buffer for effects of the landfill on the surrounding area. The OGBMP is under review and current thinking is to manage a buffer zone around the landfill for a secondary purpose such as 'scenery'.⁶
- 4.9 As well as the purpose of providing for landfill, Sector 7 is an ecological corridor between the coast and the Outer Green Belt. The OGBMP identifies that the main ecological corridor is to the east of the landfill because were the landfill to develop to its fullest extent, only a narrow corridor would remain along Hawkins Hill. This narrow corridor includes the proposed site of the zipline and an objective of the OGBMP is to maintain and enhance this ecological bush corridor and in particular manage plant and animal pests.⁷
- 4.10 To summarise, the top of Te Kopahau Ridge is to be kept open to retain views and the area on the eastern side of the ridge is considered to be a secondary ecological linkage that provides a green connection through the OGB and beyond. This area is also considered to be important for recreation, sightseeing and viewscape opportunities. The ecological objective for this area is the enhancement of bush corridors through the management of pest plants and animals.

Capital Spaces 2013

- 4.11 This plan is a high level strategy document and combines an open space strategy with a recreation strategy. It aims to get everyone active and healthy, protect the environment, work in partnership with the community, and contribute to Wellington's outstanding quality of life.

Open Space Access Plan 2016

- 4.12 This plan guides the use and management of tracks and walkways in and between the city's open space network. The plan shows Hawkins Hill Road as part of the track network. It has no specific plans or policies on tracks in the area of the site but emphasises a strong track network that is accessible, connected and well designed.

5 Approach and assessment methodology

- 5.1 Assessment of the effects of the proposed zipline involved a number of steps and tasks, research and visits to the location:

- 13) Attendance at two introductory visits to the site of the proposed zipline.

⁶ Personal communication with WCC officer.

⁷ WCC Outer Green Belt Management Plan 2004, Sector 7 policy 5.7.2.1 Objective 2 and policy 7.7.2.3.

- 14) Review of relevant legislation and Wellington City Council plans.
 - 15) Identification of the potential viewing audience and representative viewpoints and photography from these viewpoints.
- 5.2 Statutory matters to do with the Resource Management Act, the Outer Green Belt Management Plan, Open Space B zoning and the Ridges and Hilltop Overlay are addressed in this assessment in two sections of this report:
- 16) The significance of effects during the construction period and on completion and operation of the zipline. Section 8 outlines the effects and their significance.
 - 17) Mitigation of potential adverse effects. Section 7 below outlines the proposed measures to avoid, remedy and mitigate adverse effects.

6 Measures to avoid, remedy and mitigate impacts

- 6.1 A number of measures are recommended in order to avoid, reduce and mitigate adverse effects of the proposal on landscape and visual amenity both during and on operation of the zipline. Some of these measures will have long term beneficial effects on the natural environment. Details of the recommended measures are outlined below:
- 18) All structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline. All landing and launching platforms and tracks between platforms constructed below the tops of secondary ridgelines and spurs, except for the launching platform of zipline 2 which is proposed to be constructed on a small spur below Hawkins Hill Road.
 - 19) All zipline users brought to the site in minivans and the number of users at any one time generally kept to 10 people plus two operators.
 - 20) Tracks between drop off and pick up locations on Hawkins Hill Road and tracks between zipline landing and launching platforms a maximum 750mm wide. The intention is to hand build tracks where possible to reduce earthworks and damage to existing vegetation.
 - 21) Careful track construction used to keep as much existing vegetation as possible in track locations and reduce earthworks. New planting using indigenous plant species fill gaps.
 - 22) Materials for construction of platforms and ziplines brought to the site by helicopter.
 - 23) The area at landing and launching platform sites cleared of vegetation and subject to earthworks kept to 20m² where possible. Once platforms have been constructed, removed vegetation replaced with indigenous plants species. Planting is to be according to best practice standards with staking and shelter where needed in order to re-establish vegetation at platform sites.
 - 24) Material excavated during platform pile construction used for track construction to the fullest extent possible in order to reduce material removed from the site.
 - 25) Platforms and poles stained or painted a dark colour that blends into the surrounding vegetation to reduce light reflecting off the structures on sunny days and so that they are less visible against the vegetation of the location.
 - 26) The proposal includes enhancing the Zealandia sanctuary 'halo' by carrying out trapping on the zipline site and pest plant control and management with a focus on Darwin's barberry and gorse,

and replacing pest plants with indigenous plant specie within the surrounding area, include Carrey's Gully and Te Kopahou Reserve.

Part 2: Assessment of Effects

7 Introduction

- 7.1 The assessment focuses on the significance of effects of the proposed zipline on landscape character (the landscape attributes that give an area its identity, biophysical aspects of the site such as landform and land cover, and activities that are associated with the area) and perceptions of visual amenity. The significance of adverse effects on each of these during the construction period and during operation of the zipline is assessed using the 7-point scale in Table 1 below:

Table 1

Significance	Description of scale of significance
very high	The proposal completely changes or leads to the loss of the key attributes that form the landscape character of the site and/or dominates visually.
high	The proposal leads to a major change to the key attributes that form the landscape character of the site, is visible and the eye may be drawn away from the wider landscape to the site and structures and activity on the site.
Moderate - high	The proposal leads to moderate to high levels of change to the key attributes that form the landscape character of the site, the eye may be drawn to the site and activity on the site.
moderate	The proposal brings about moderate levels of change to the key attributes that form the landscape character of the site, is visible and recognisable as something new, but is viewed in the wider context.
Moderate - low	The proposal brings about moderate to low levels of change to the key attributes that form the landscape character of the site and may be noticed but is viewed in the wider context.
low	The proposal leads to low levels of change to the key attributes that form the landscape character of the site and is not likely to be noticed by a casual viewer.
Very low to negligible or no effect	The proposal brings about small change or no change to the key attributes that form the landscape character of the site and its context and is hardly visible or not seen.

8 Assessment

- 8.1 The first step was field work to identify visibility of the site. Potential locations from where the site was visible were established by visiting the site. A selection of these locations were visited to identify views of the site from the locations.
- 8.2 Potential very distant views of the site were from walking tracks on the higher parts of the inner Town Belt and streets, roads and houses on the west facing side of the valley from Mt Victoria to Island Bay. Potential distant views were from the ridgeline on the west facing side of the ridgeline from Brooklyn through Mornington to Kingston and from Tawatawa ridge south of Kingston. Potential middle distant views were also from houses along the ridgelines and their west facing sides on Mitchell Street and Ashton Fichett Drive and the cul de sacs that come off this road. Closer potential views were from the turbine and its carpark, from various locations along Hawkins Hill Road including from houses at 280 and 360 Hawkins Hill Road, and from the Barking Emu mountain bike track that passes through the proposed zipline site.

- 8.3 A selection of these sites were visited and panoramic photographs taken. This process resulted in a representative selection of distant, middle distant and closer viewpoints. All photographs were taken from publicly accessible viewpoints. The site is likely to be visible from private houses in these locations, but private views were not included. Permission to access private land was not sought and the publicly accessible viewpoints were indicative of views from private houses. Another reason for selecting publicly accessible viewpoints is that private properties frequently have trees and other vegetation, structures such as fences and neighbouring buildings and structures that may obscure views.
- 8.4 Based on this process of selecting representative viewpoints, panoramic photographs taken at 10 of these viewpoints. These panoramic photographs are included in the appendix to this report and described in Table 2 below along with potential viewers at these viewpoints:

Table 2:

Viewpoint	Location	Description	Potential viewers
1	Summit Mt Victoria	The broad expansive views includes very long distant views of Te Kopahau ridgeline on the western skyline and the location of the site.	Recreational users of tracks in the Town Belt, visitors at the summit lookout, residents in west facing Mount Victoria suburban area.
2	Top of Murchison Street, Island Bay	Distant view of the site and its Te Kopahau ridge context. The radar dome and 'Woofington' are visible on the skyline.	Residents of houses on the west facing side of Tawatawa ridge have potentially views of the site.
3	The Ridgeway at Vogelhorn Park, Mornington	Distant to middle distant views of the top of the site. Lower parts of the site are behind the ridge between the site and the viewpoint	Residents of houses on the west facing side of the ridgeline have potentially views of the drop off site.
4	Mills Street (at the entrance to 122 Mills Street)	Distant to middle distant view of the site.	Residents of houses facing west and road users have potentially views of the site.
5	Near the end of Mitchell Street (outside 287 Mitchell Street)	Distant to middle distant view of the site.	Residents of houses on both sides of Mitchell Street facing towards Te Kopahau Ridge have potentially views of the site.
6	Near the end of Ashton Fitchett Drive	Views of the site are blocked by the north/south ridgeline that descends from below the turbine.	No potential views due to the ridgeline between the site and residents of houses in this location.
7	Turbine carpark	Middle distant views of the site in the context of the wider landscape.	Turbine visitors, carpark users, recreational users of Hawkins Hill Road.
8	Hawkins Hill Road – approximately 400 metres from the turbine carpark	Middle distant views of the site.	Road users including recreational users (walkers and mountain bikers).

9	Views of the site from Hawkins Hill Road.	Views of the site from Hawkins Hill Road.	Views of the site from Hawkins Hill Road.
10	Views of the site from Hawkins Hill Road.	Closer views of Zipline 1 launching platform, Zipline 3 launching and landing platforms, Zipline 4 launching platform, the drop off on Hawkins Hill Road and tracks to Zipline 1 and between Ziplines 2, 3 and 4. Views of the zipline in the context of views of the landfill from some locations and wider expansive views.	Road users will have glimpses of the site. Mountain bikers on Barking Emu will view the site as they pass through it. Residents at 360 and 280 Hawkins Hill Road will have potential views of the site or parts of the site.

Assessment of Visual Effects

- 8.5 Viewpoints 1 to 10 in the Appendix illustrate that the elevated location of the proposed zipline will mean potential views of the site will be from near, middle and distant to very distant views. Visual effects on viewers at these viewpoints were assessed according to the criteria in Table 1. It needs to be pointed out that effects on viewers viewing development of a site are not necessarily negative or adverse. Some viewers may enjoy viewing activity on the zipline while others may not enjoy their eye being drawn to the site by structures and activity.
- 8.6 During the construction period, adverse visual effect are assessed to be greater than when the zipline is in operation. Track and platform sites will be cleared of vegetation and constructed. Construction workers will be brought to the site and helicopters will deliver construction material and machines. The Barking Emu mountain bike track may need to be closed for short periods while Ziplines 1 and 2 are constructed because the track passes below Zipline 1's landing platform and zipline 2's launching platform sites. For viewers at middle to closer viewpoints (turbine carpark, Hawkins Hill Road, users of Barking Emu track) the construction activity is assessed to have a **high level of temporary adverse effects** during the construction period.
- 8.7 For viewers at middle distance viewpoints, the **temporary adverse visual effects** during the construction period are assessed to be **moderate to high**. The main reason for this assessment is that construction activity will bring visual changes to the site that are recognisable as something new, platform areas will be cleared of vegetation, and changes will be viewed in the much wider context and against an expansive backdrop.
- 8.8 Once the zipline is operating, the zipline is proposed to be integrated into its site. Any land cleared during construction will be planted so that the tracks and platforms will be sited within the vegetated landscape. Figure 7 in the Appendix shows a zipline launching platform in Waiheke Island five years after construction. The site at teh Southern Landfill is likely to be more exposed and have a less benign climate than Waiheke Island and vegetation may be slower growing. However, species used as part of mitigation are to be indigenous plant species adapted to conditions. Supported with proposed animal and plant pest control and management, plants are likely to grow around tracks and platforms within approximately five years after construction. The platforms with their poles will be visible and will be constructed elements within the vegetated hillside, but once they are stained a dark colour that does not reflect the light and is in keeping with the surrounding vegetation, the eye will be less drawn to them. The ziplines may reflect the light, particularly when new and the eye may be drawn to them.

- 8.9 When the ziplines are in use, the eye will be drawn to the activity. Voices of users may also be heard from nearby locations. Notwithstanding, the ziplines and supporting tracks will be viewed in the context and backdrop of the wider landscape alongside existing structures – the landfill below the site, Zealandia perimeter fence and the turbine from some viewpoints, the prominent radar dome and supporting structures, 'Woofington', Hawkins Hill Road and landfill cut off drains and Barking Emu mountain bike track. Taking all these aspects into consideration, **adverse effects** of the zipline on viewers **during operation** at viewpoints close to the site in the context of wider views beyond the site is assessed to be **moderate adverse effects**.
- 8.10 Middle distant viewers are unlikely to view activity or hear voices of users when the ziplines are in use. Vegetation will grow around and against the platforms, the dark staining of platform timber will not reflect light. Light reflecting from zipline cables may be viewed from middle distances depending on conditions. For these reasons, and because the zipline will be viewed against a wider backdrop, the **adverse effects** of the zipline **during operation** on middle distant viewers is assessed to **moderate to low**.
- 8.11 For viewers at distant and very distant viewpoints, the site is small in the context of expansive panoramic views from these viewpoints. During construction, cleared sites may be discernable as something new, but are not likely to be noticed by a casual observer. During operation, the zipline is likely to be less visible or not seen. The **temporary adverse effects** during the construction period is assessed to be **low**. Permanent adverse effects during operation for viewers at distant or middle distant viewpoints are assessed to be **very low or negligible**.

Assessment of landscape effects

This report also considers the effects of the proposed zipline on landscape character and the biophysical aspects of the landscape.

Landform

- 8.12 During construction, tracks will be constructed from and to the dropoff and pick up locations on Hawkins Hill Road, between Zipline 2 and 3's landing platform and Zipline 3 and 4's launching platforms. Eight platforms will also be constructed (four landing platforms and four launching platforms). This will involve some earthworks and excavation. Platforms are proposed to be accessed from existing ground levels and built over the existing landform, which means changes to the existing landform are reduced. Material excavated during track and platform construction are proposed to be reused on the tracks. During construction, landform modification is assessed to have **temporary moderate to high adverse effects**. During operation of the zipline, slight permanent changes to landform will be limited to tracks and access to platforms. **Adverse effects during zipline operation are assessed to be moderate to low**.

Land cover

- 8.13 During the construction process, vegetation will be removed to make way for tracks and platforms. Tracks are proposed to be a maximum of 750mm wide to reduce impacts on landform and landcover, and vegetation clearance at platform sites are proposed to be a maximum of 20m². Vegetation cover is a mixture of regenerating indigenous plant species and weed and plant pest species, with Darwin's barberry dominating. Gorse is also part of the current vegetative land cover. As part of the construction period, any vegetation removed will be replaced with indigenous plant species that are suited to the site. Trapping and management of pest animals will take place on the zipline site both during the construction period and during the operation of the zipline, and weed and pest plants

managed in order to enhance the 'halo' around Zealandia and increase visitor enjoyment of the zipline experience and an appreciation of the natural character and ecology of the area. During the construction period **temporary adverse effects** are assessed to be **moderate to high** because of removal of plant cover. Once construction is completed and the zipline in operation, effects on land cover are assessed to be **moderate to high beneficial** compared to the current land cover.

Landscape character

- 8.14 The open space of the Te Kopahau Ridgeline, secondary ridgelines, spurs and steep gullies that descend from the main ridgelines will not be affected by the proposed zipline. The platforms will be closed to the public, but the public track that passes through the site will not be affected during zipline operation. It may be closed for short periods during construction of Zipline 1's landing platform and Zipline 2's launching platform because the platforms will be constructed just above the mountain bike track. Operation of the zipline will have no effect on operation of the mountain bike track. Expansive views from the site and experience of the elemental character of this part of Wellington will not be affected. During the construction period, the zipline is assessed to have a **temporary moderate to high adverse effect** on the landscape character of the immediate site because of the presence of machinery, construction material, construction personnel, helicopters bringing material and equipment and removal of vegetation at track and platform sites.
- 8.15 On operation of the zipline and with the recommended mitigation measures, adverse effects in terms of landscape character are assessed to be **moderate to low**. Planting on disturbed parts of the site will be reinstated and enhanced with indigenous planting replacing weeds and plant pests and on-going plant and animal pest management. Structures will have been introduced into the landscape, but they are located below the main and secondary ridgelines and their scale is much smaller in comparison with existing prominent structures on Te Kopahau Ridgeline. After approximately five years, the platforms and tracks are likely to be integrated into the surrounding areas of vegetation. Visitors to the zipline will have the opportunity to experience the elemental character of Wellington's weather, winds and landscape character.

Review against statutory provisions

Open Space B Zoning (Natural environment)

- 8.16 The proposal is for a recreational activity that will bring visitors to the site for short periods when the weather is suitable so that they can experience the natural character, natural environment and open spaces of Wellington while participating in a recreational activity. The construction period of the proposed zipline will mean a disruption to the open space values of a localised area in the short term. The proposal will introduce structures into the existing open space and natural environment, but they are low key and except for the zipline cables are made of materials that will not stand out and will weather in the long term. Excavation and earthworks are proposed to be minimal and apart from vegetation that will be removed to allow for construction of tracks and platforms, existing native vegetation will be retained. The proposal will enhance the reintroduction of indigenous vegetation by replacing introduced plants and weeds with indigenous plant species and by carrying out animal and plant pest control and management.

Ridgelines and Hilltops overlay

- 8.17 Much of the site lies within an identified ridgeline and hilltop. Apart from the drop off site, the site is below the apex of a ridgeline or spur and outside of an area identified as having high visibility within the district and within communities. Earthworks are minimal and any disturbed areas will be planted. Structures are low key and of materials that will mellow over time and can be removed as necessary.

The proposed use of the site is for a recreational activity that will bring a limited number of visitors to the site using the existing road.

Wellington Outer Green Belt Management Plan 2004

- 8.18 The proposed zipline will bring visitors, a recreational activity and a built form into the Outer Green Belt and must be carefully designed, built, operated and managed in order to meet the vision, objectives and policies of the Outer Green Belt Management Plan (OGBMP). Commercial recreation services and eco-tourism are anticipated in the management plan, as long as they contribute to achieving the objectives and policies of the management plan, achieve best practice, do not significantly impact on the natural environment or affect the enjoyment of other users. The location was chosen for its natural scenic values, accessibility, proximity to central Wellington and accessible steep topography with opportunity for a zipline with appropriate falls and places for launching and landing, is near the CBD and has additional values that attract users and provides opportunity for people to experience the landscape, flora and fauna of the Outer Green Belt. Landform modification is minimal because of the naturally steep topography that allows for zipline falls.
- 8.19 The site lies within Sector 7 of the OGB and the landfill and landfill buffer management areas. Structures in this sector of the Outer Green Belt are not unusual. The zipline does not affect public access for walking, mountain biking, running or sightseeing and is unlikely to impact adversely on these recreational activities. Proposed planting and plant and animal pest management will help enhance the secondary and potentially narrow ecological corridor from the south coast along the main ridgeline to Polhill Gully should the landfill expand. Developing strong ecological linkages along the main ridge to the South Coast and Zealandia sanctuary is an objective of Sector 7.
- 8.20 Other objectives and policies of the OGBMP that the proposal meets include placement of platforms and tracks below tops of ridges and spurs and plant and animal pest control. The proposal brings people to the OGB, constructs the zipline in such a way that it minimally changes the physical environment and locates the zipline in the OGB because of its steep terrain, proximity to the CBD and accessibility.

Summary of Effects

Temporary effects during construction

	Effects on Visual Amenity	Landscape effects
Type of Effect	adverse	adverse
Significance of Effect	Distant to very distant views - low Middle distant views – moderate to high Close views – high	Moderate to high
Comment	Construction activity in an area where the only current activity is mountain biking along Barking Emu track and vehicles and walkers on Hawkins Hill Road.	Excavation and removal of plant cover.
Mitigation	Structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline and below secondary ridgelines and spurs	

- Tracks hand built to the fullest extent possible to reduce earthworks and damage to existing vegetation
- Material excavated during platform construction used for track construction
- Platform sites kept to 20m² where possible
- Materials for construction of platforms and ziplines brought to the site by helicopter
- Indigenous plant species replace plants removed during construction
- New plants staked and sheltered where necessary.

Effects during Operation

Type of Effect	Effects on Visual Amenity	Landscape Effects
	adverse	Adverse to beneficial
Significance of effect	Distant views - very low to negligible Middle distant views – moderate to low Close views – moderate	Moderate to low adverse Moderate to high beneficial
Comment	Platforms, ziplines and activity may draw the eye and attention to the site.	Vegetation will have filled any gaps created and animal and plant pests reduced.
Mitigation/ Remediation	<ul style="list-style-type: none"> · Zipline users brought to the site and on average the maximum number of users at any one time to be 10 people plus two operators. · Likely average of 10 visits per day. This maximum would be when weather conditions are favorable and when demand is high e.g. during cruise ship visits. · Structures including tracks, platforms and ziplines below the Te Kopahau main ridgeline and below secondary ridgelines and spurs · Platform sites and gaps in vegetation next to tracks planted · Platforms and poles stained or painted a dark colour so that they are in keeping with their setting and do not reflect light · Tracks a maximum 750mm wide · Control and management of animal and plant pests with a focus on Darwin's barberry and gorse and their replacement with indigenous plant species. 	

9 Conclusions

- 9.1 Overall, the effects are assessed to be acceptable, once the recommended mitigation measures have been put in place.
- 9.2 The proposed mitigation measures are consistent with the Open Space B zoning and objectives and policies of the OGBMP. The site lies within the landfill and landfill buffer area west of the Southern Landfill. Structures in this area are not unusual. Commercial recreation and eco-tourism is anticipated in the OGRMP and the proposed activity will bring visitors to this part of the Outer Green Belt. The section of Barking Emu mountain bike track where it passes through the site may be temporarily closed during construction of Ziplines 1 and 2, but otherwise the open space of the site will not be affected during the construction period and on operation of the zipline. Removal of pest plants and their replacement with indigenous plant species along with planting in any gaps created during the construction period and pest animal management will contribute to the 'halo' around Zealandia sanctuary and the ecological corridor between the south coast and Pollhill. In this way the project will bring beneficial effects.
- 9.3 The construction period will have a temporary moderate to high effect on visual amenity for users of Hawkins Hill Road, residents at 268 and 360 Hawkins Hill Road and mountain bikers on Barking Emu track where it passes through the zipline site. For viewers who are further away, construction of the zipline will have lower levels of adverse effect.
- 9.4 During operation, the effect will vary depending on whether viewers enjoy viewing recreational activity in this location or whether the structures and activity reduce their enjoyment. Effects during operation

for viewers close to the site are expected to be moderate and for viewers further away moderate to low or very low to negligible.

- 9.5 The site lies within the Ridgelines and Hilltops overlay in Wellington City Council District Plan, although it is outside the area of high visibility. Visibility of the site is reduced somewhat by the north/south ridgelines that descend from below the Brooklyn turbine and lie between the site and viewers in northern parts of Brooklyn including Ashton Fitchett Drive and all but the southern end of Mitchell Street in Brooklyn and The Ridgeway in Morningside. Likewise, visibility is reduced by the ridgeline that descends from the main Te Kopahau ridgeline on the southern side of the site. This ridge lies between southern parts of Morningside and Kingston and the site except for the drop off area and the track down to the first zipline. The location of the site is visible from a wide area, but once mitigation has been carried out, zipline structures and recreational activity that takes place is unlikely to be viewed by casual viewers from middle to distant viewpoints.

Appendix G Initial Safety Management Plan

Wellington Zipline Adventures Health and Safety Guidelines

Safety is at the heart of Wellington Zipline Adventures business. In common with a wide range of adventure tourism businesses in New Zealand we will be subject to the provisions of the **Health and Safety Act (Adventure Activities) Regulations (2016)**.

Under legislation introduced in 2011 and often referred to as the Adventure Activities Regulations, operators who provide certain activities, including ziplining, must be audited and registered with Work Safe NZ. To become registered under the Adventure Activities Regulations, operators must go through a number of steps. These include preparing paperwork that details their safety management system and operating procedures, then working with a Work Safe approved auditor who checks that paperwork is fit for purpose and follows it up with an onsite field audit or audits. Once an operator passes this audit, they are considered by the Work Safe NZ Registrar before becoming registered. The registration is valid for 3 years and an auditor will prescribe a 'surveillance audit' schedule, which will usually include a further field audit, on each anniversary of registration.

Wellington Zipline Adventures Safety Management Plan (SMP)

The Wellington Zipline Adventures plan, and its attendant documents, broadly follows the format prescribed in Safety Audit Standards for Adventure Activities version 1.1. The Wellington Zipline Adventures SMP will potentially comprise of but not be limited to the following 10 key documents and their attendant annexes:

- 1) Safety Management Plan
- 2) Hazard Register
- 3) Process based Hazard Register
- 4) Standard Operating Procedure (SOP) – Tour Operations
- 5) Standard Operating Procedure (SOP) – Bush Walks
- 6) Standard Operating Procedure (SOP) – Radio Procedures

- 7) Standard Operating Procedure (SOP) – Set Up & Pack down
- 8) Standard Operating Procedure (SOP) – Inspections
- 9) Standard Operating Procedure (SOP) – Incidents & Emergencies
- 10) Standard Operating Procedure (SOP) – Passenger Vehicle Operations
- 10) Incident & Accident Register

Safety Management Plan

The Safety Management Plane will comprised of, but not be limited to the following sections:

- 1) **Wellington Zipline Adventures – activities and organisation**
This section discusses the organisation’s history, location, ownership and management structure and is designed to give readers, and particularly new employees, an overview of how the business is structured.
- 2) **Wellington Zipline Adventures board of directors’ safety commitment and targets**
This section establishes the company directors' commitment to providing a safe environment and underpins our commitment to an open culture within the business.
- 3) **Health & Safety Goals and Targets**
Based upon developments in technology, issues or incidents elsewhere in the industry or in response to patterns in our business we set and monitor our annual safety targets.
- 4) **Organisation Structure**
A chart and narrative designed to allow the reader to quickly establish the roles and reporting structures within the business.
- 5) **Safety Policy Statement**
This section details our specific commitment to the provision of a safe environment for our employees, customers and contractors alike. It sets the standard by which the business will be measured, both internally and externally.
- 6) **The safety culture within Wellington Zipline Adventures**
We will perennially talk about an open culture at Wellington Zipline Adventures. In this area we reinforce this message and particularly in so far as this culture conveys

both rights and responsibilities on everyone in our business, from the most junior to senior.

7) Planning for Safety

A good safety record isn't an accident and in our annual plan we set out, unequivocally, the key targets and deadlines for the coming 12months. As with the safety goals and targets (at 3, above) our attainment or progress is measured, and reported up on to the board, by our full-time Safety Systems Manager.

8) Maintenance and Review of Safety Management System

This area details how and when the SMP will be reviewed, how changes will be approved and documented and how such changes will be communicated throughout the business.

9) Identification of regulations and legislation

This area identifies both the formal industry standards by which we work (e.g. ACCT Standards, HSAW, etc.), and there commendations or policy documents developed by our peer organisations (e.g. Activity Safety Guidelines). These documents are identified to allow the reader, and specifically our employees, to quickly and easily reference or source information.

10) Qualifications and Syllabi

In this section we detail the organisations that we hold suitable to award qualifications or provide formal training specific to the various roles within Wellington Zipline Adventures.

11) SMP Documents, Document Control and Document Revision

Within this area we establish the integral elements of the overall Wellington Zipline Adventures SMP, how these documents will be stored and distributed and when, how, and by whom they'll be revised.

12) Health & Safety Policy

This section covers, in detail, the company's health and safety policy and how it is influenced both by legislation and established good practice within the industry.

Specifically it addresses the key pillars of the business's health and safety system and notably:

- Hazard Identification and Control Policy
- Information & Communication Policy
- Training & Supervision
- Accident or Incident Investigation & Reporting

13) Health and Safety Responsibilities

A narrative discussion of the various responsibilities for personnel at all levels of the business.

14) Personnel, Training and HR

This very detailed section of the plan addresses a broad range of topics. It specifically lays out the levels of guide qualification available and how guides can progress from a probationary guide through two further levels of qualification; where after management or supervisory roles can become available. In addition the Personnel, Training and HR section covers, in detail:

- Guide Characteristics
- Job Descriptions
- Induction Training
- Shadowed Tours
- Periodic Field Monitoring & Appraisal
- Uniform & PPE
- Employee Appraisals

15) Annual Safety Forum

Annually in August we close the business for two days to conduct a safety forum, at which attendance by all our staff is mandatory.

16) Monthly Staff Meetings

This section discusses our monthly staff meetings. A review, and discussion, of the preceding month's incident reports is perennially the first agenda item at these meetings.

17) Drug & Alcohol Policy

Within this part of our SMP we lay out the company's position on the recreational use of drugs and alcohol, introducing our provisions for pre-employment and (mandatory) random drug testing.

- 18) **Customer Complaints**
- 19) **Terminology**
- 20) **SMP Revisions Table**

In the event that Wellington Zipline Adventures is successful through the consent process, the Safety Management Plan (SMP) we will implement will broadly follow the tried and tested model detailed above. However, recognising there are nuances in the legislation, and indeed best practice, we would appoint an appropriate industry expert to review our SMP prior to opening and then on an ongoing basis during the life of the venture.

Insurance

Wellington Zipline Adventures must effect on or before the commencement date and keep current during the agreed lease term insurance policies covering;

- Public and Product Liability insurance for an amount not less than ten million dollars (\$10,000,000) in respect to any single accident
- Industrial special risks;
- Workers compensation; and
- Industry related insurance for zipline operation (if applicable)

Key Outside Consultants

Richard Keenan, Novare Design Engineers (Design and Structural Engineers)

Novare Design is a New Zealand based company of civil and structural engineers providing superior service nationally and throughout Asia and the Pacific. Besides challenge ropes course and zipline development their expertise includes buildings, bridges, civil and

infrastructure sectors. Novare Design has gained an enviable reputation for delivering solutions that exceed our expectations. They have collaborated with us on over 20 projects in New Zealand and Asia.

Todd Karipa (Health and Safety)

Todd has been involved in the New Zealand outdoor sector across a variety of disciplines since 1997. His roles have included guiding, instructor training and operations management. Since 2014 Todd has been an Adventure Activity Regulations Auditor and technical expert for High ropes, swing and recently Zipline operations. Todd is a roving Assessor for Skills Active Aotearoa (Industry Training Organisation) in Outdoor Recreation, Adult Education and First Line Management, and safety adviser for adventure activities. His roles include:

- Lead Auditor Adventuremark (Formerly QSI)
- Technical Expert for Outdoorsmark (to be Qualworx)
- Worksafe NZ (New Zealand Government Regulator)
- Advising operators on the requirements of the Adventure Activity Regulations
- Reviewing, evaluating and providing feedback on Safety Management Systems
- Preparing operators for stage two audit

Rich Klajnscek, Sea Fox Consulting

Rich Klajnscek is a well-known and well regarded leader in multiple disciplines of the challenge course/zipline industry. He is a licensed mechanical engineer who has designed, built, inspected and trained on scores of challenge courses and ziplines over the past twenty seven years.

Rich has been a leader in the Association for Challenge Course Technology (ACCT) since ACCT's formative years in the early 1990s (Note: ACCT is the leading trade association in outdoor adventure). Specifically, Rich led the charge to standardise and continually improve safety and other standards as Chair of the Design, Performance and Inspection (DPI) Standards Committee of ACCT from 2004 to 2016. Rich now chairs ACCT's new Standards Development Committee and also participates in the American Society for Testing and

Material's Aerial Adventure Course Standards effort. Rich spent 17 Years at Project Adventure in Massachusetts, during which time he became a challenge course industry innovator and leader. In 2007, he started his own company, Sea Fox Consulting, where he is sought after for his expertise in commercial zip line and aerial adventure projects.

Rich has consulted on and inspected many other zipline tours in the USA and Canada, including Navitat Canopy Adventures, Asheville, North Carolina; Gravity and Treetops at Adventures on the Gorge, West Virginia; Zip Zone in Columbus, Ohio; Zip Lines Hilton Head, South Carolina; Harpers Ferry Canopy Tours and Mega Zip, West Virginia; Long Hollow Canopy Tour, Galena, Illinois; Captain Zip Line, Salida, Colorado; and Amazing Zip Lines, Winnipeg, Manitoba.

Appendix H Initial Traffic Management Plan

WELLINGTON ZIPLINE ADVENTURES

TRANSPORTATION GUIDELINES

Wellington City to Te Kopuhau Reserve

Organisation	Wellington Zipline Adventures	
Contact Number	0800 well zip	Mark O'Connor/Karl Ratahi
Description of Activity	Transportation of Wellington Zipline Guests to Te Kopuhau Reserve	
Routes	From Wellington City to Te Kopuhau reserve	
Proposed Traffic Activity Hours	<p>9:00am – 6:00pm (7 days per week)</p> <p>2 traffic movements per hour</p> <p>Up to 24 vehicle movements (12 trips) per day in summer months</p>	
Street/Route Names	<p>(City Streets)</p> <p>Todman Street</p> <p>Mitchell Street</p> <p>Karepa Street</p> <p>Ashton Fitchett Drive</p> <p>Hawkins Hill Road</p>	
Vehicles	Toyota Mini Bus – 12 Seater	

Speed Limits	30 – 50km/h
Proposed Tour	<p>Guests will be picked up in the central city, fitted with PPE and transported to the site. The minibus will pull off the road near the Radar and Communications Emergency Generator on Hawkins Hill Road and guests will walk to the first zipline launching platform below the road via an upgraded existing track. The minibus will be driven back along Hawkins Hill Road to the pickup area approximately 100 metres from the Hawkins Hill Road/Southernthread Road junction.</p>
Site Access	<p>The site is accessed from the wind turbine carpark and right of way along Hawkins Hill Road. The road is used to access private land on the western side of Hawkins Hill Road, by tourist operators to access the south coast and to access various built infrastructure to do with radar and communications on Te Kopahau Ridge.</p>
Workplace Safety	<p>The Health and Safety at Work Act 2015 (HSWA) focuses on work ‘activity’ rather than on the physical workplace, defines duties and duty holders, facilitates effective worker engagement, and fosters a co-operative and consultative relationship between duty holders. Health and safety leadership is critical. It requires a focus from the top just like any other business risk, and managing it well is good for both your business and workers.</p> <p>HSWA overlaps with transport regulations requiring transport operators to do what is reasonably practicable to ensure the health and safety of their own workers and anyone else who may be put at risk by the work activity, such as passengers and other road users. This includes ensuring you have safe vehicles and safe and healthy drivers. It’s important that Wellington Ziplines Adventures and staff members understand their roles, duties, and key principles and make sure they discharge their duties properly.</p>
Company Obligations	<ul style="list-style-type: none"> • Develop a Wellington Zipline Adventures Health and Safety Management Plan – Safe Driving Policy (in consideration with other users) • Understand and Exceed The Land Transport: Operator Licensing Rule 2017 • Understand and Exceed The Land Transport Rule: Passenger Service Vehicles 1999 • Provide vehicles that meet high safety standards before you can operate them in a passenger service. These include registration and annual licensing requirements, and routine certificate of fitness (CoF) inspection • Provide relevant MITO, defensive driving and peer assessment opportunities for Staff members • Ensure staff members have Small Passenger Vehicles license

	<ul style="list-style-type: none"> • Provide and review daily vehicle log books • Advise the Transport Agency of any serious improper behaviour. This includes (but is not limited to) violence, assault, sexual offences, and driving while under the influence of alcohol or drugs • Review Wellington Zipline Adventures Health and Safety Management Plan – Safe Driving Policy annually
Staff Requirements	<ul style="list-style-type: none"> • Hold a current and valid Small Passenger Service license • Hold a current and valid P (passenger) endorsement • Display a personal ID card • Complete a daily log book • Attend relevant MITO, defensive driving and peer assessment courses • Operate within the intent of Wellington Zipline Adventures Health and Safety Management Plan – Safe Driving Policy.
Complaints Procedure	<ul style="list-style-type: none"> • Record the name, address, and contact details of the person making the complaint • Record the date, time, and location of the event • Record Identity of the driver/vehicle • Record details of the complaint • Record the name of the person taking the complaint and the date/time it was received • Detail what action has been taken as a result of the complaint and who took that action • Record that the complainant has been advised of the result • Record documents such as the letter or a printout of the complaint, and any letter or email communication with the complainant.
Other Users of Hawkins Hill Road	<p>Recreational activities are walking, mountain biking and associated activities such as orienteering and sightseeing using Hawkins Hill Road and the mountain bike track that runs below the road on its eastern side and known as the Barking Emu. The wind turbine is a visitor attraction and has an information centre and carparking. The track along the outside of Zealandia’s fence is used for walking and mountain biking.</p>
Route Monitoring	<p>All access roads and parking laybys will be continuously monitored by the Wellington Zipline Adventures staff, including documenting traffic volumes, weather and road conditions and other users.</p>
Future Considerations	<ul style="list-style-type: none"> • Security access through Hawkins Hills gate

	<ul style="list-style-type: none"> • Access to Right of Way • Right of Way developments, upgrades and road markings • Signage
--	--

Appendix I Inspection Plan

Wellington Zipline Adventures Inspection Schedule

	INTERNAL	EXTERNAL INDEPENDENT	HEADRUSH SERVICE AGENT
Daily Visual Inspection	✓		
Weekly Visual Inspection	✓		
Monthly Visual Inspection	✓		
Bi-Annual Inspection Audit		✓	
zipSTOP Recertification's			✓

Additional Notes:

- Wellington Zipline Adventures site safety manager will manage the daily, weekly and monthly visual inspections.
- An independently certified Association for Challenge Course Technologies Inspector will undertake bi-annual visual and tactile inspection audits.
- A certified Headrush Service agent will complete the annual zipSTOP brake devices recertification.

Wellington Zipline Adventures Daily Visual Inspection Checklist

Inspection Date:

WZA Representative:

<i>Clearways</i>	Z1	Z2	Z3
Non-encroachment zone and clearway along entire length of the Zip Lines identified and clear of obstructions and vandalism			

<i>A Deck/ Take off platform</i>			
Loading podium in place and functional, No sharp edges or wood splits			
Take-off end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; yellow safety covers in place			
Take-off end ground anchors eyes: No visible signs of damage, distortion; anchor eyes clear of soil and vegetation			
Take-off end attachment brackets in place and functional; bolt threads visible past nuts			
Take-off end swaged cable terminations and back up loops in place and functional; rapid links closed			
Zip stop cable take off end Swaged Cable Terminations and Back Ups in place and functional			
3 deck safety lanyards in place and functional			

<i>Guide Rescue Kits</i>			
Stowed on A decks. Seal unbroken with tag up to date.			

<i>B Deck/ Landing Platforms</i>			
Alloy dismount ladders in place and functional			
Stairs are clear of obstructions and functional			
Landing end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; safety covers in place			
Landing end ground anchors: No visible signs of damage, distortion. Anchor eyes clear of soil and			

vegetation			
Zip Line landing end attachment bracket in place and functional; bolt threads visible past nuts			
Zip Line landing end wire rope clip terminations and back up loop in place and functional; rapid links closed			
Zip Stop landing end Cable Grip Terminations and back up loop in place and functional			
Zip Stop Retractable Line and Ropes – Retracted and lines clear			
Wooden back up stopping block or “Lego” block is tight and correctly positioned on the cable and the prussic stop is a meter in front of the wooden block and firm			
Deck lanyard yoke, 2 white ropes, telescopic pole and throwing rope all set up and functional			
Check EAD brake pads and catching hook. Check butterfly insert and all pulleys are running freely. Check the superbraid eyelet connections.			

Wellington Zipline Adventures
Monthly Visual Inspection Checklist

Inspection Date: _____

WZA Representative: _____

Clearways

	Z1	Z2	Z3
Non-encroachment zone and clearway along entire length of the Zip Lines identified and clear of obstructions and vandalism. Please note which line had the close inspection Left or Right			

Guide Rescue Kits (A decks)

Break seal (cable tie) check all kit present and functional. Swap out trolleys. Reseal with a zip tie, date and sign please.			
--	--	--	--

Carabineers – check gates open and close correctly.			
Lanyards, Ropes and Prussic – Check for wear and abrasion. Check stitching.			
Swap out ID & check it's in good working order. The New ID going in should have its knots re tied.			

A Deck/ Take off platform

Take-off end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; yellow safety covers in place			
Poles- Note signs of vertical splits and horizontal cracks, lifting or decay at base, Poles in vertical position			
Access Stairs and Handrails - Securely fastened and functional. No sharp edges or wood splits. Anti-slip strip in place and functional. Gates open, close and lock correctly. Warning signs are clearly visible			
Loading podium in place and functional, No sharp edges or wood splits.			
Take-off end attachment brackets in place and functional; bolt threads visible past nuts			
Take-off end swaged cable terminations and back up loops in place and functional; rapid links closed			
Zip stop cable take off end Swaged Cable Terminations and Back Ups in place and functional			
Deck safety lanyards in place and functional			
Main Cables - No broken fibers, cable not kinked, flattened or distorted. No visible signs of rust or corrosion. First and last 20m most important. Please note if only 1 line has the thorough eye to eye check note left (L) or right (R) line when ticking.			

B Deck/ Landing Platforms

Alloy dismount ladders in place and functional			
Access Stairs and Handrails - Securely Fastened and functional. No sharp edges or wood splits. Anti-slip strip in place and functional. Gates open, close and lock correctly. warning signs are clearly visible			

Poles - Note signs of vertical splits and horizontal cracks, lifting or decay at base, Poles in vertical position			
Landing end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; safety covers in place			
Landing end ground anchors: No visible signs of damage, distortion. Anchor eyes clear of soil and vegetation			
Zip Line landing end attachment bracket in place and functional; bolt threads visible past nuts			
Zip Line landing end wire rope clip terminations and back up loop in place and functional; rapid links closed			
Zip Stop landing end Cable Grip Terminations and back up loop in place and functional			
Zip Stop Retractable Line, Ropes and Trolley – Retracted and lines clear, no breaks in the line, rope, outer core or fraying, knots secure, zip stop trolley functional and free from excessive wear, fastenings tight, wheel's free. Full system inspection, climb out to top pulley. Change rubber stops if necessary.			
Wooden back up stopping block is tight and correctly positioned on the cable, prussic stop is a meter in front of the wooden block and firm			
Deck lanyard yoke, 2 white ropes, telescopic pole hook and throwing rope all set up and functional			

Guest Attachment Systems

Pulley: sheaves (wheels) running smoothly with no side-to-side or lateral movement and smooth turning; excessive wear or damage to attachment eyes. Disassemble pulley & check for stress fracture on vertigo carabineers. Reassemble & have 2 nd Guide check	Check	Double Check
Carabineers: gates open, close and lock correctly	Check	Weight Test
Lanyards: Take steering sticks off, check for wear, abrasion, and stitching integrity, spray steel carabineers with silicon lubricant.	Check	Weight Test
Harnesses: check for wear, abrasion, stitching integrity and buckle operation. Including Guide Harnesses please & First Aid Kits.		N/A
Helmets: shell, cradle and clips intact and function correctly		N/A

Inspections

While daily inspections of supervised Zip Wire may not be practical, inspection of the Zip Wire must be made at regular intervals. The period between inspections will depend on the use, condition and exposure to damage of the Zip Wire, **but must not exceed 4 weeks (directors to decide)**

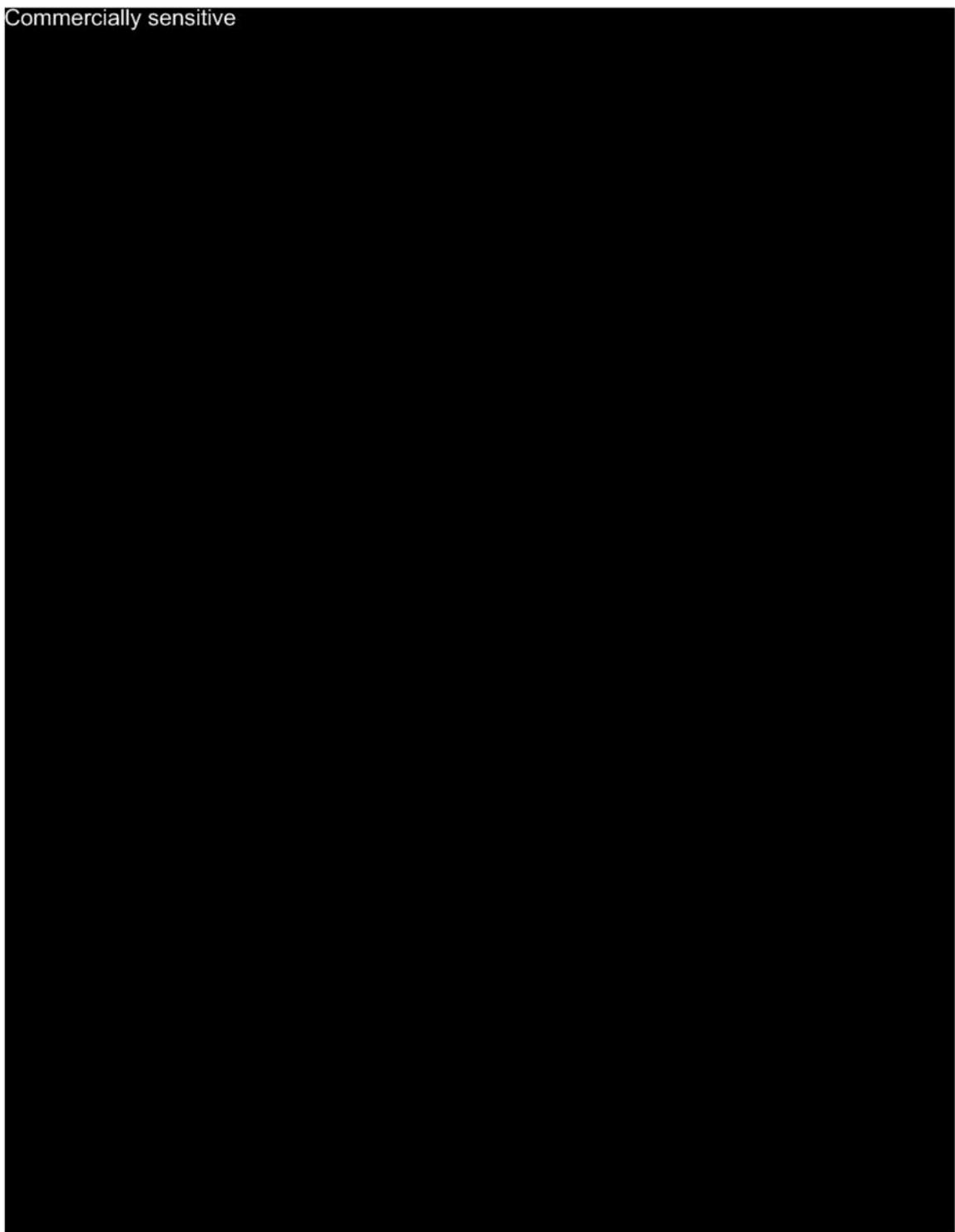
- Visually inspect the support poles and associated structures for cracks, splits, wear or tear or damage
- Visually inspect the cables for broken fibres, kinks, flattening, distortion or corrosion
- Visually inspect all eye bolts and threaded rod tighten as required
- Visually inspect all thimbles, cable clamps, and swaged ferrules
- Visually inspect guy anchors and guy cables along with the associated termination hardware
- Visually inspect the pulley, seat, chain lanyard and connections

Retirement Criteria

- Cables that have 10 or more broken fibres within 100mm , kinks, flattening or visible signs of rust
- Attachment mallion rapide links and chain lanyards that have 25% or more wear
- Nut Eye Bolts, guy anchors that have 25% or more wear
- Pulley has excessive wear or damage to sheaves, guide plates, cheeks, bearings or rivets

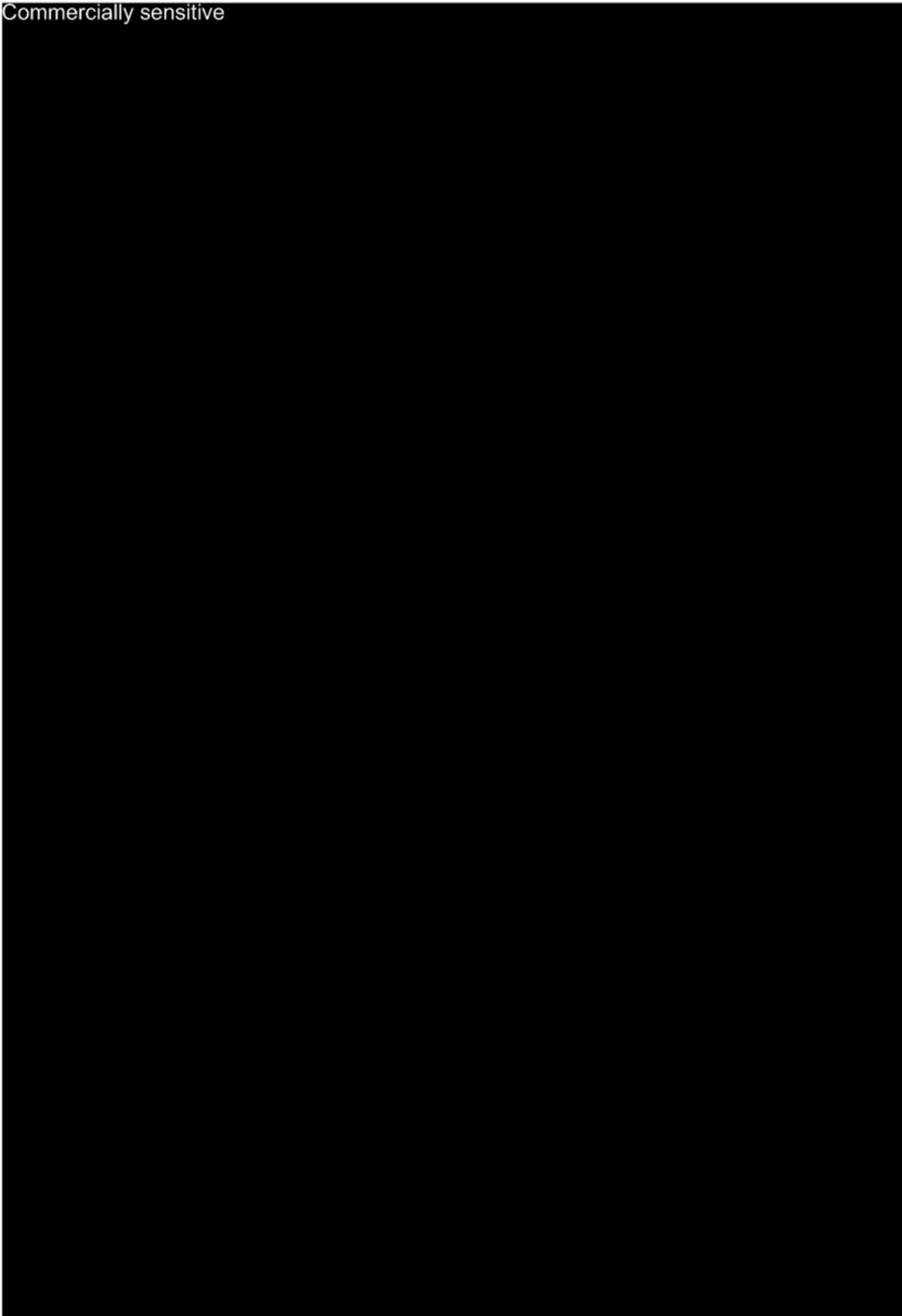
Appendix J Financial plan

Commercially sensitive

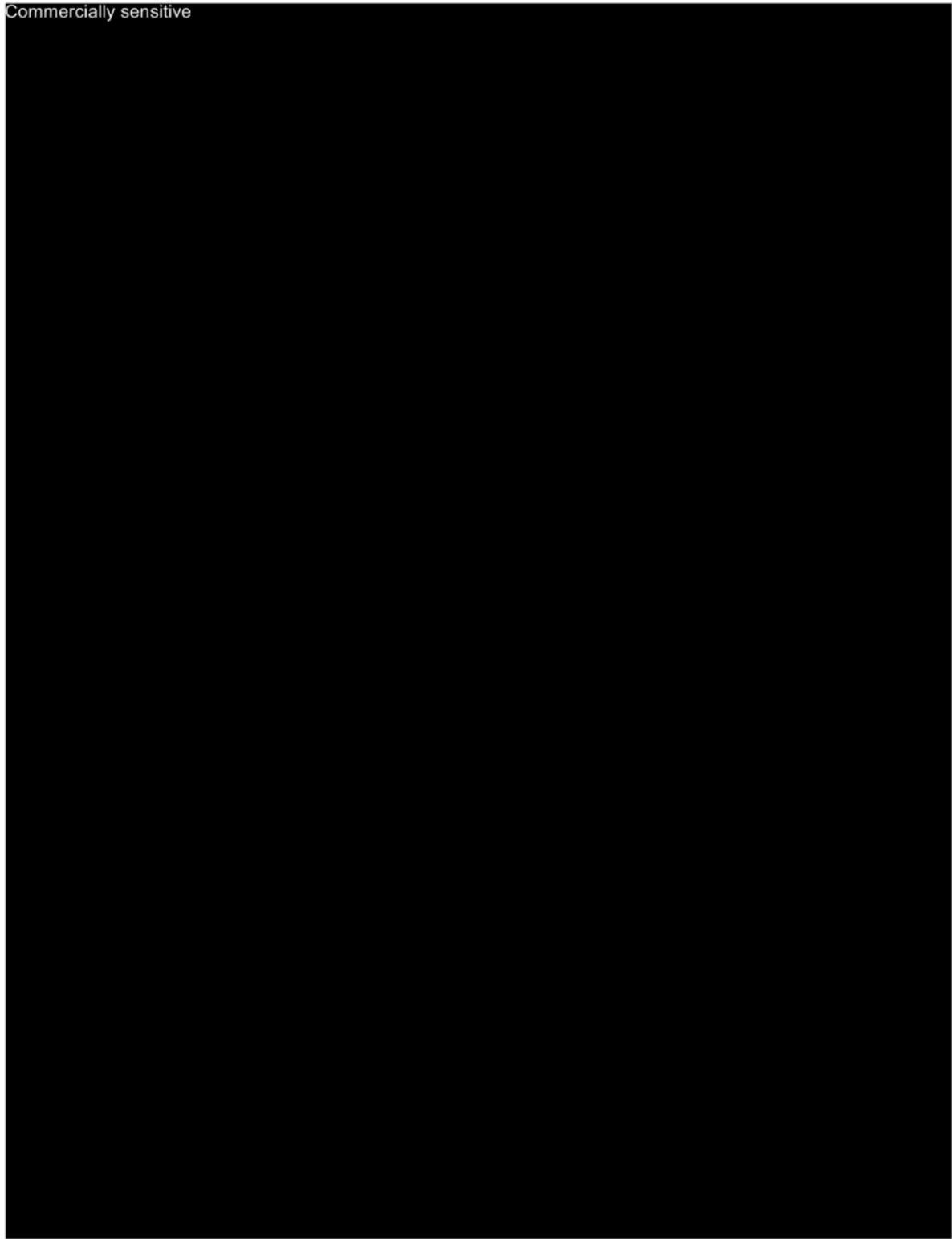


Item 3.1 Attachment 1

Commercially sensitive



Commercially sensitive



Item 3.1 Attachment 1

Commercially sensitive



Traffic Design Group Limited
6 Raroa Road, Lower Hutt
PO Box 30-721, Lower Hutt 5040, New Zealand
P +64 4 569 8497 www.tdg.co.nz



Mr. Karl Ratahi
Director
Project Adventures New Zealand
PO Box 77
Mapua

TDG Ref: 15320
20 February 2018

Issued via email: karl@panza.co.nz

Dear Karl

**Hawkins Hill Zipline
Traffic Baseline – Due Diligence Report**

Following on from our recent discussions, we have completed our baseline traffic due diligence assessment for the proposed zipline adventure activity at Hawkins Hill, Wellington. We report as follows.

1. Introduction

TDG have prepared three previous assessments for developments along the Long Gully, along Hawkins Hill Road. These are:

- 2009 – Long Gully Station, Recreational Land Use Consent;
- 2012 – Drifting Track; and
- 2014 – 48F Ashton Fitchett Drive: Dog Hotel.

In all three reports we found that the existing levels of the traffic and parking demands in the vicinity of Ashton Fitchett Drive and Hawkins Hill Road (the wind turbine access portion and the private road beyond) are low and that they were readily able to accommodate the additional demands.

This letter sets out to establish a baseline traffic assessment for the current zipline adventures activity proposal, located on Hawkins Hill Road, approximately 2.6km past the Brooklyn wind turbine.

2. Existing Traffic

The proposed zipline site is located along the Hawkins Hill Road. Hawkins Hill Road has public access up to the Brooklyn Turbine, from there it becomes a private road. Ashton Fitchett Drive provides connectivity to Hawkins Hill Road as shown in **Figure 1**.



Figure 1: Locality (Source: EMAP)

2.1 TDG 2009 Traffic Count on Hawkins Hill

TDG undertook a traffic count in 2009 on Hawkins Hill Road, just past the access gate. The results of the survey are shown in Figure 2. The weekday two-way peak is between 12 and 31 vph. The weekday peak did not correspond with the Ashton Fitchett Drive peak. The weekend peaked at 77 vph for the combined two-way volume on the Saturday.

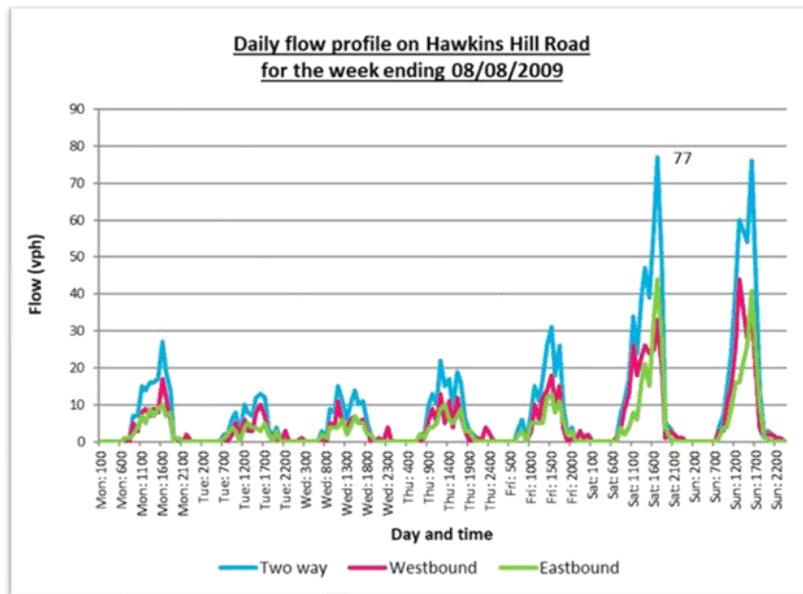


Figure 2: 2009 TDG Traffic Count

It must be noted that the 2009 traffic count was done prior to any of the then proposed developments (as per TDG reports) were consented. We suspect that these volumes could have increased by now.

2.2 Ashton Fitchett Drive Traffic Count (2014)

The most recent traffic count data collected by the Wellington City Council, along Ashton Fitchett Drive was in August 2014. The traffic count provides an indication of the traffic volumes and patterns on Ashton Fitchett Drive, which is a local road which serves as a connection between the residential area and Brooklyn. This data indicates weekday traffic volumes of 1,323 vehicles per day (“vpd”), for both directions combined. The average weekday AM peak hour is 113 vehicles per hour (“vph”) for the peak direction traffic. **Figure 3** provides the traffic flows recorded on Ashton Fitchett Drive, in August 2014 outside #11.

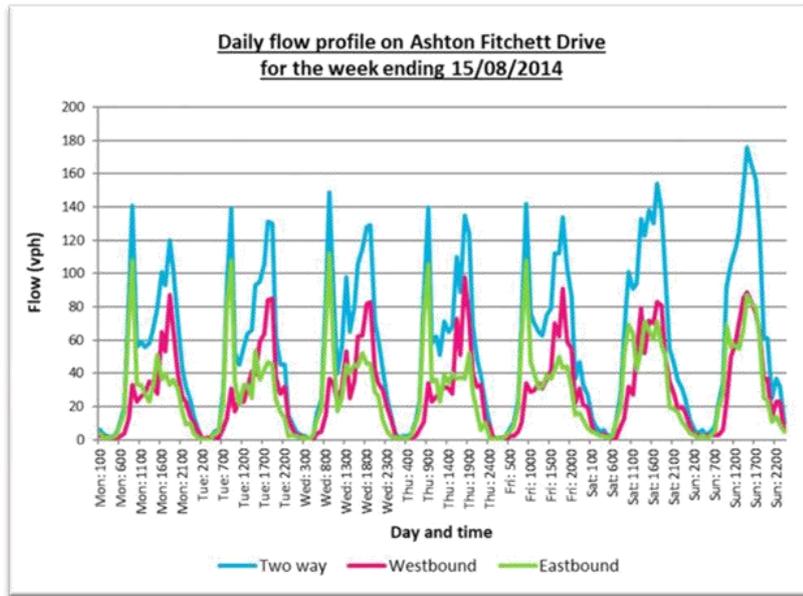


Figure 3: Traffic Volumes on Ashton Fitchett Drive (Source: WCC Traffic Counts)

2.3 Anticipated Capacity on Ashton Fitchett Drive (and Hawkins Hill Road)

As shown, weekday flows (two-way) on Ashton Fitchett Drive peak between 120 vph and 150 vph during the AM and PM commuter peaks. The flow direction is expected to follow commuter trends with the majority of vehicle trips traveling towards Wellington in the AM peak and back home in the PM peak. The weekend pattern suggests more recreational users, as the peak profile changes from a commuter pattern to midday peaks. The weekend combined two-way peak at 176 vph on the Sunday.

There are approximately 180 dwellings in the residential area beyond the 2014 Ashton Fitchett Drive counting station. This area has not substantially grown in the past 3 years, so we suspect the residential portion of generated trips to remain similar. The traffic volumes are relatively low, in weekend peak this is equivalent to a car every 20 seconds or three cars per minute.



3. Development Proposals

The Wellington Zipline Adventures proposes to install a zipline adventure activity in the Long Gully, starting 2.6km from the Hawkins Hill Road / Southernthread Road junction, as shown in Figure 4.

The zipline guests will be collected in the Wellington city centre and transported to the site in a minibus shuttle. The shuttle will continue past the Brooklyn turbine to transport the guests to top of the zipline course near the Radar and Communications Emergency Generator on Hawkins Hill Road. The shuttle will be driven back along Hawkins Hill Road to the guest pickup area approximately 100 metres from the Hawkins Hill Road/Southernthread Road junction and return the guests to Wellington city centre.

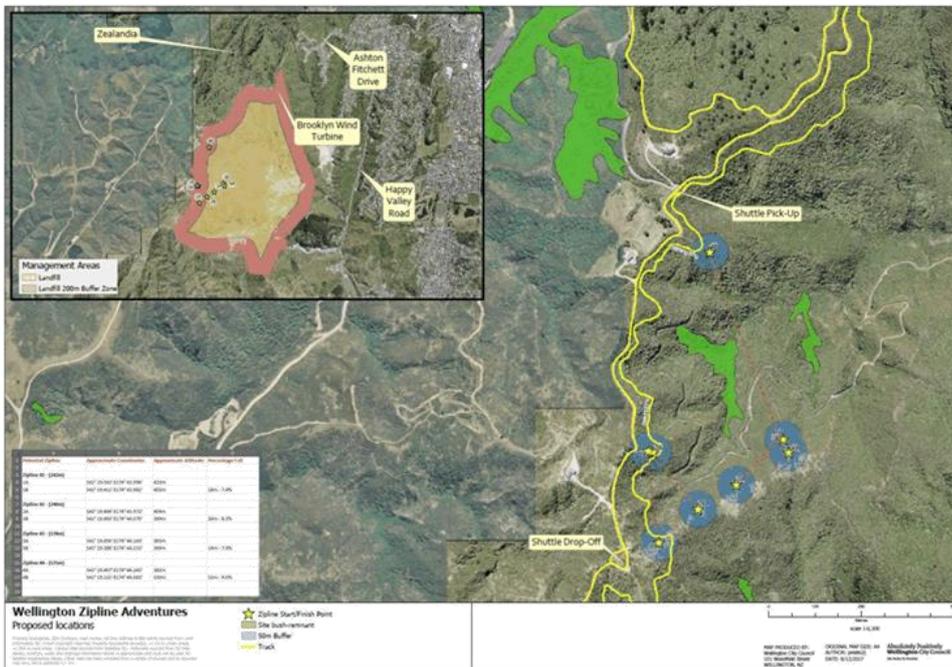


Figure 4: Development Proposal (Source: Wellington Zipline Adventures)

The operations will run between 9:00am and 6:00pm, 7 days a week, with a maximum of two traffic movements per hour or a maximum of 24 vehicle movements (12 trips) per day.

4. Assessment

This proposal will see between two and four additional trips per hour. These additional trips will not have any noticeable effect on the capacity of any of the roads along the route, as there is ample spare capacity as indicated in Section 2.3.

The public will not be allowed access to the site as the only vehicle allowed to transport guests to the zipline course will be the Zipline Adventures shuttle. Furthermore, the shuttle will be driven by a staff member with the relevant Small Passenger Service license, who knows the roads and conditions, which in turn removes the risk of the public trying to travel on the private way.



5. Conclusion

It is concluded that the proposed Wellington Zipline Adventures to be located Hawkins Hill Road will generate a small number of vehicle movements onto Hawkins Hill Road and the local road network each day.

It must be noted that the traffic counts of 2009 were done prior to any of the then proposed developments (as per TDG reports) were consented and that the available 2014 traffic data from the Wellington City Council is four years old. We suspect that these volumes could have increased by now.

However, due to this historic low levels of traffic on Hawkins Hill Road and Aston Fitchett Drive, it is considered that an increase of 18 to 24 vehicle movements per day can be seen as insignificant and would hardly be noticeable once the development is operational.

The impact on cyclists and pedestrians along Hawkins Hill Road have not been assessed at this stage, however with a maximum of one additional vehicle every 15 minutes we anticipate that the effect would be minor.

We trust this due diligence base assessment addresses the matters of concern and ask that you do not hesitate to contact us as required.

Yours sincerely
Traffic Design Group Ltd

Cobus de Kock
Associate

Cobus.dekock@tdg.co.nz

UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETINGS AND WORKSHOPS 2018

Purpose

1. To provide the forward programme for 2018

Summary

2. This updated Forward Programme sets out the strategy, policy and briefing reports (and related workshops) that are planned for City Strategy Committee meetings for 2018.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The forward programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items as dates are confirmed.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note the attached forward programme.

Attachments

Attachment 1. Forward Programme as at 15 March 2018 [↓](#)

Page 139

Author	Angela Sopp, Senior Democracy Advisor
Authoriser	Penny Langley, Manager Democracy Services Kane Patena, Director Governance and Assurance

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable for this report.

Treaty of Waitangi considerations

Not applicable for this report.

Financial implications

Not applicable for this report.

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

Not applicable for this report.

Climate Change impact and considerations

Not applicable for this report.

Communications Plan

Not applicable for this report.

Health and Safety Impact considered

Not applicable for this report.

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
15 Mar	City Strategy Committee	Traffic resolutions - Bus stop changes	Bus Stop Changes and Parking Restrictions	Lindsay Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
15 Mar	City Strategy Committee	Traffic Resolutions	Holland St	Lindsay Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
15 Mar	City Strategy Committee	Update on Te Awarua o Porirua, Wellington Harbour, Hutt Valley Whatitua Process	Provide an update to Councillors about this process	Kate Pascal / John McSweeney	D Chick	Cr Lee	BAU, Priority 2
22 Mar	City Strategy Committee	Southern Landfill Zipline Lease	Report back of public submissions	Joel De Boer	B McKerrow	Cr Gilbert	BAU, Priority 2
22 Mar	City Strategy Committee	Wellington Regional Climate Change Working Group	Agree to the Terms of Reference for the working group across the region to address climate change mitigation and adaptation.	Tom Pettit / Mike Mendonca	D Chick	Cr Lee	BAU, Priority 2
22 Mar	City Strategy Committee	CBD Apartment Conversion	This item is Public Excluded	John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
22 Mar	City Strategy Committee	Forward Programme	An updated forward programme (CSC and related workshops) will be provided to Councillors for discussion	Angela Sopp / Penny Langley	K Patena	Cr Pannett	BAU, Priority 2
22 Mar	City Strategy Committee	Health & Safety Report	This item is Public Excluded	Deb Hammond	N Brown		Statutory Requirement, Priority 3
3 April	Councillor workshop	Lets Get Welly Moving	General direction and response to feedback	Anna Harley	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
5 April	City Strategy Committee	Jack lilot Green	Consideration of this space within the Civic Precinct	Bec Ramsay / Moana Mackey	D Chick	Cr Fitzsimons	Triennium Plan, Priority 1
5 Apr	City Strategy Committee	Earthquake Prone Priority Buildings Policy for Consultation	Consultation required under the Building Act and consideration of emergency routes. This item is likely to be Public Excluded	Geoff Lawson	D Chick	Cr Pannett	BAU, Priority 2
5 April	City Strategy Committee	Our City Tomorrow	Planning for Growth	Anna Harley	D Chick		
12 April	City Strategy Committee	Council Submission - Strengthening the Wellington Region	Council is required under the LGA to respond formally to the the LGC on their paper 'Strengthening the Wellington region'. There is a 30 April deadline for submissions.	Carolyn Dick	Baz Kaufman / Geof Lawson		Statutory Requirement, Priority 3
12 Apr	City Strategy Committee	Museum Stand - Basin Reserve	Development of the Basin Reserve	Warwick Hayes/Danny McComb	K Lavery	Mayor/ Cr Pannett	BAU, Priority 2
19 April	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
19 April	City Strategy Committee	Traffic resolutions	Bus stop changes	Lindsay Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
19 April	Councillor workshop	National Policy Statement for Urban Development Capacity	Presentation to Councillors about urban development capacity results	Mitch Lendowski	D Chick	Cr Dawson/ Cr Foster	BAU, Priority 2
TBA April	City Strategy Committee	SHIP and Arlington update		John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Public Places Bylaw following consultation		Alice Bates, Geoff Lawson	K Patena	Cr Gilbert/ Cr Dawson	BAU, Priority 2
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Oriental Parade	Recommendations for Oriental Parade cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Thorndon Quay	Recommendations for Thorndon Quay cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Evans Bay (Kilbirnie)	Recommendations for Evans Bay cycleway project - the separate section of Evans Bay Parade adjacent to Kilbirnie Park	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Island Bay	Recommendations for Island Bay cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA April/May	City Strategy Committee	Accessible Wellington Action Plan - review	Draft Action Plan to be presented for approval including any requirement to consult	A Bates	K Patena	Cr Lee	BAU, Priority 2
17 May	City Strategy Committee	3rd Quarterly Report	Committee to approve 3rd quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	BAU, Priority 2
25 May	Councillor workshop	Let's Get Welly Moving	Recommended investment programme	Anna Harley	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
28 May	Councillor workshop	Representation review	Council and Community Board workshop	Anusha Guler	Kane Patena	Deputy Mayor	Statutory Requirement, Priority 3
TBA May	City Strategy Committee	Outer Green Belt Management Plan	Committee to approve draft plan for consultation	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2
TBA May	City Strategy Committee	Scoping of Urban Growth Plan and District Plan residential capacity reviews to provide for growth	Agree to the scoping, key issues, engagement strategy and approach to this review	John McSweeney	D Chick	Cr Foster	BAU, Priority 2
TBA May/June	City Strategy Committee	Housing Strategy	Committee to approve WCC housing strategy	John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
21 June	City Strategy Committee	Let's Get Welly Moving	Recommend report go to Council for adoption	Anna Harley	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
21 June	City Strategy Committee	Housing Strategy and Action Plan	Seek approval for the Strategy and Action Plan (draft approved for consultation in Dec 2017).	Julie Rushton / John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
TBA June	City Strategy Committee	Local Government NZ AGM	Appoint a presiding delegate to vote on behalf of WCC at the LGNZ AGM	Anusha Guler	K Patena	Mayor	BAU, Priority 2
TBA June	City Strategy Committee	Wellington Urban Cycling Programme - Newton		Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA June	City Strategy Committee	Regional Waste Management Bylaw	Approval of the draft regional waste management bylaw as part of the regional waste management strategy	Adrian Mitchell	D Chick	Cr Pannett	Triennium Plan, Priority 1
TBA June	City Strategy Committee	Business Improvement Districts Policy review	A 5 year review of the BID strategy and implementation within Wellington	Phil Becker/Policy	D Chick	Cr Marsh	BAU, Priority 2
TBA June	City Strategy Committee	Trade Waste Charges Policy update	The current policy is out of date	Public health/Policy	K Patena/D Chick	Cr Pannett	BAU, Priority 2
TBA June	City Strategy Committee	Te Reo Policy and Action Plan following consultation	Report back following consultation	Tira Poutama - Iwi partnerships/Policy	K Patena	Mayor/Deputy Mayor	BAU, Priority 2
TBA June	City Strategy Committee	City Housing Operational Policy	Requiring a decision about social housing policy settings and options for managing the affordable rent limit settings	Jim Robertson	B McKerrow	Cr Dawson	BAU, Priority 2
TBA June	City Strategy Committee	Smokefree Action Plan	The current plan has a limited timeframe and needs to reflect the 2025 commitment	Policy	K Patena	Cr Dawson	BAU, Priority 2
TBA August	City Strategy Committee	4th Quarterly Report	Committee to approve 4th quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	BAU, Priority 2
TBA August	City Strategy Committee	Review of Standing Orders and incorporating tikanga into Council meetings		Penny Langley	K Patena	Deputy Mayor	BAU, Priority 2
TBA	City Strategy Committee	Revoking sections of the Local Public Health bylaw	The passing of the food Act requires the Council to revoke redundant conditions in this bylaw	Policy	K Patena	Cr Gilbert	Statutory Requirement, Priority 3
TBA	City Strategy Committee	Liquor Control Bylaw draft review	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual Plan/Business as usual Priority 3
4 Sept	Councillor workshop	Annual Report		Bronwen Green/Lloyd Jowsey	K Patena	Deputy Mayor	Statutory Requirement, Priority 3
11 Sept	Councillor workshop	Annual Report		Bronwen Green/Lloyd Jowsey	K Patena	Deputy Mayor	Statutory Requirement, Priority 3
26 Sept	City Strategy Committee	Annual Report	Agree to recommend that Council adopt the Annual Report. A special CSC meeting will need to be scheduled on the same day as the Council meeting for this report to be recommended for adoption by Council.	Bronwen Green/Lloyd Jowsey	K Patena	Deputy Mayor	Statutory Requirement
TBA	City Strategy Committee	Liquor Control Bylaw oral hearings	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
TBA	City Strategy Committee	Liquor Control Bylaw final report following consultation	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
2018 - Papers to be scheduled							
	City Strategy Committee	Alex Moore Park indoor sport facility	Provide an update on the facility and recommend a way forward for the project	Glen McGovern / Paul Andrews	B McKerrow	Cr Fitzsimons	
	City Strategy Committee	Te Whare Okioki (Wet House)	Paper noting the funding (Council as the lease guarantor role), details of the activity, location and involvement of other agencies.	Phil Becker	D Chick	Cr Dawson	Triennium Plan, Priority 1
	City Strategy Committee	South Coast Management Plan review	A Reserves Management Plan prepared under the Reserves Act 1977. Current plan over 10 years old and planning in the coastal environment has undergone significant change since 2002.	Bec Ramsey / Tom Pettit	B McKerrow / D Chick	Cr Gilberd	BAU, Priority 2
	City Strategy Committee	Regional Land Transport Plan	GWRC develop this plan every three years, in line with the LTP years. As part of implementation with the RCA's the plan is constantly reviewed.	Gunther Wild	D Chick	Cr Calvi-Freeman / Cr Free	BAU, Priority 2
	City Strategy Committee	Footpath Management Policy	Review the footpath management policy following the Public Places Bylaw review	Policy	K Patena	Cr Calvi-Freeman	BAU, Priority 2
	City Strategy Committee	Landfill Stage 4 consent and future strategy	Currently seeking legal advice whether existing	Emily Taylor Hall	D Chick	Cr Pannett	BAU, Priority 2
	City Strategy Committee	Regional Waste Management and Minimisation Plan	Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc.	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Wellington Biosolids Disposal	Options for the future disposal of Wellington's biosolids. Options under investigation with Wellington Water, currently consented to 2026	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Coastal Resilience Strategy	Developing an adaption strategy as one of the actions of the resilience strategy for the city's/regions coast. Report back on next steps for Island Bay's seawall and The Esplanade. This work is being rolled into The Resilience Strategy/Climate Adaption Plan	Moana Mackey / Derek Baxter	D Chick	Cr Lee / Cr Sparrow / Cr Pannett	BAU, Priority 2
	City Strategy Committee	Climate Adaption Action Plan	Adapting to climate driven change - toward a framework and approach for making long-term decisions such as locating, upgrading or moving key infrastructure and defending or abandoning assets) that will be affected by future climate change effects. Very early days. Working with Hutt City Council to develop a shared approach but with enough flexibility to accommodate unique aspects of each city	Tom Pettit	D Chick	Cr Lee	Triennium Plan, Priority 1
	City Strategy Committee	Civic Precinct Redevelopment	Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall.	Ian Pike/ P Brennan	K Lavery	Mayor	Triennium Plan, Priority 1
	City Strategy Committee	Miramar Peninsula (Watts and Strathmore Park)	Planning for the development of Miramar Peninsula	Ian Pike	D Chick	Cr Foster	BAU, Priority 2

Item 3.2 Attachment 1

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
	City Strategy Committee	Regional Sport and Active Recreation Plan	Seek Committee agreement to the plan	Joel de Boer/Paul Andrews	B McKerrow	Cr Fitzsimons	BAU, Priority 2
	City Strategy Committee	Karori Community Plan	Development of a community plan for Karori with wide community engagement	Anna Harley	D Chick	Cr Foster/ Cr Calvert	Triennium Plan, Priority 1
	City Strategy Committee	Speed Limits - CBD and Suburban	Recommendations on changing speed limits in the CBD and around school areas	Paul Barker	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
	City Strategy Committee	Housing Accord Monitoring Report	Reporting against the Housing Accord	Anna Harley	D Chick	Cr Dawson	BAU, Priority 2
	City Strategy Committee	District Plan Work Programme	Ongoing work programme for the District Plan, specific papers have been included in scheduled items. A proposed review of heritage trees is included	Anna Harley	D Chick	Cr Foster	BAU, Priority 2
	City Strategy Committee	Parking Policy Review	Draft papers for consultation and final papers for decisions	Anna Harley	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	City Strategy Committee	National Policy Statement for Urban Development Capacity	Reporting on urban development capacity	John McSweeney	D Chick	Cr Foster	Statutory Requirement, Priority 1
	City Strategy Committee	Resilience Strategy updates		Mike Medonca	D Chick	Mayor	Triennium Plan, Priority 1
	City Strategy Committee	Northern Reserves Management Plan Review	Scheduled for review, needs to be considered alongside wider urban growth plans for the northern area	Paul Andrews	B McKerrow	Cr Gilberd	BAU, Priority 2
	City Strategy Committee	Waste Management Seed Fund approvals		Mark Farrar	D Chick	Cr Pannett	BAU, Priority 2
	City Strategy Committee	Iwi partnerships update		Nicky Karu	K Patena	Deputy Mayor	BAU, Priority 2
	City Strategy Committee	Child Friendly Framework	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	Policy	K Patena	Deputy Mayor	Triennium Plan, Priority 1
	City Strategy Committee	Events Policy	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	City Arts and Events/ Policy	B McKerrow/ K Patena	Cr Marsh	Triennium Plan, Priority 1
	City Strategy Committee	Submission to Greater Wellington Regional Council on their LTP	This was added by Councillors amendment at the CSC meeting 8 March 2018	Policy	K Patena	Cr Pannett	BAU, Priority 2
	City Strategy Committee	Urban Development Agency options	This was added by Councillors amendment at the CSC meeting 8 March 2018			Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Bus Priority Programme	This was added by Councillors amendment at the CSC meeting 8 March 2018			Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Predator Free Wellington entity	This was added by Councillors amendment at the CSC meeting 8 March 2018			Cr Foster	Triennium Plan, Priority 1
	City Strategy Committee	Speed limits for the remaining suburban centres	This was added by Councillors amendment at the CSC meeting 8 March 2018			Cr Foster	Triennium Plan, Priority 1

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 Central Business District Building Conversion Update	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.
4.2 Health and Safety Report	7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	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.