

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 5 April 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

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1 Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne
Toitū te marae a Tangaroa
Toitū te iwi
Taiō Pōneke – kia kakama, kia māia!
Ngāi Tātou o Pōneke, me noho ngātahi
Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.
City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!
People of Wellington, together we decide our way forward.

1.2 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.

1.3 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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 22 March 2018 will be put to the City Strategy Committee for confirmation.

1.5 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.

1.6 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.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

2. Strategy

OUR CITY TOMORROW - STRATEGIC RESPONSE TO ENGAGEMENT

Purpose

1. This paper seeks support for five proposed strategic response goals derived from the Our City Tomorrow initial engagement and the associated public release of the strategic response document alongside the Long Term Plan consultation.

Summary

2. The 2017 Our City Tomorrow engagement process started a public conversation asking how we should provide for growth, prepare for climate change and improve the city's resilience. The Our City Tomorrow project was initiated to help set the framework for future decision making and has helped guide the development of the Long Term Plan 2018-28.
3. We have now reviewed public feedback and in response drafted five goals aimed to guide future engagement and decision making.

Recommendation/s

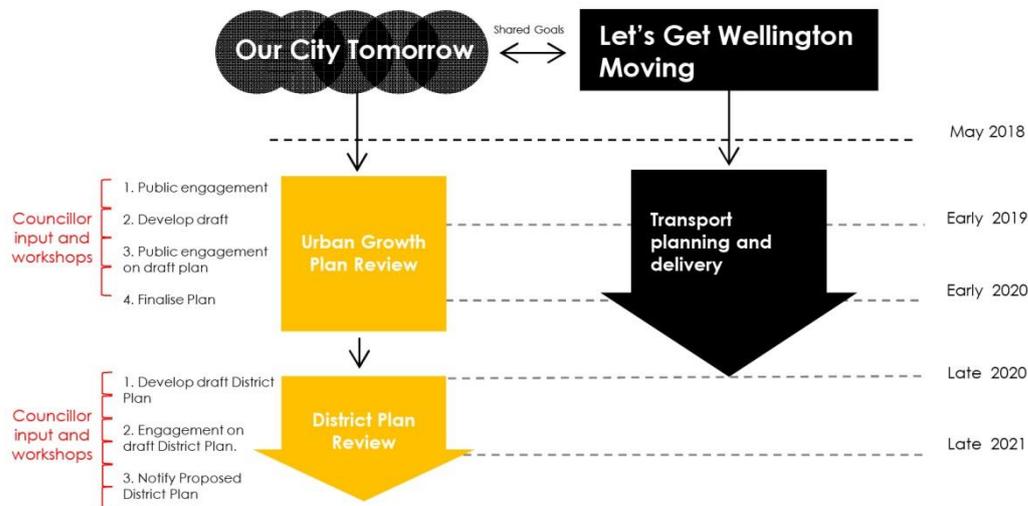
That the City Strategy Committee:

1. Receive the information.
2. Agree to the draft Our City Tomorrow strategic response goals.
3. Note that the draft Our City Tomorrow strategic response document (Attachment One) will be publicly released alongside the Long Term Plan 2018-2028 consultation documents.
4. Note that our strategic response and city goals are consistent with and continue to inform the Let's Get Wellington Moving programme direction.

Background

4. Our City Tomorrow engagement was the start of our public discussion about how we shape the future of Wellington City to accommodate growth, prepare for sea level rise and climate change and increase our seismic resilience.
5. Our engagement was initially focused on the central city but feedback ranged across issues affecting the whole city, highlighting the need to consider Wellington City as a network of interconnected communities. As such the final strategic document has been widened to address the whole city as a starting point for considering change.
6. There are five goals proposed to act as interim priorities to assist with future public engagement and assist decision making. They provide supplementary guidance to our existing policy documents and over time will evolve.
7. The goals are:

-
- **Compact** - Wellington is an accessible compact city with an attractive and vibrant urban environment where people want to live, work and play.
 - **Inclusive and connected** - Wellington's streets are prioritised for walking and cycling, and have public spaces all people can enjoy.
 - **Greener** - As Wellington grows the natural environment is protected, enhanced and integrated into the urban environment.
 - **Resilient** - Wellington's natural and built environments are healthy and robust.
 - **Vibrant and prosperous** - Wellington is vibrant and prosperous; with a thriving economy that encourages creativity and embraces social and cultural diversity.
8. In addition to the goals, a reoccurring comment was that people thought that we need to resolve the challenges we face as a city together, and that people thought they could and should play a role in delivering city outcomes rather than just being a council led programme.
9. The key challenges (population growth, sea level rise / climate change, and seismic risk) from the Our City Tomorrow engagement process have already begun to assist our approach to the 2018-2028 Long Term Plan. Additionally, in response to the need to align transport planning with our wider city aspirations the current Let's Get Wellington Moving project and future land use planning will share the same goals, with these wider city aspirations guiding the future outcomes.
10. To continue the Our City Tomorrow discussion the goals will set the starting point for a range of key programmes including a review of the Central City Framework and Wellington Urban Growth Plan, which will set the 30 year direction for Wellington City including where new houses will be located, what values we will protect, how we will prepare against shocks and future transport and infrastructure needs. This process will include new and innovative ways to enable public discussion and will set the direction for future funding and developing a new planning rulebook for Wellington City Council.
11. The review of the Wellington Urban Growth Plan and District Plan will enable the council to meet its legislative requirements under the National Policy Statement on Urban Development Capacity (NPS-UDC). The NPS-UDC was introduced in December 2016 and now requires all councils to indicate where long term (30 years) growth will be located within strategic documents and ensure enough land is serviced by infrastructure and zoned within the District Plan over the short – medium term (up to 20 years)
12. See the diagram following with indicative timeline, noting that a full communications and engagement plan will be developed following agreement on the Planning for Growth workstream through the Long Term Plan process.



Discussion

Engagement process

13. Between September and December 2017 we employed a range of engagement methods aimed at starting the conversation with Wellingtonians about how we provide for growth, prepare for climate change and improve resilience. Consultation methods included:

- A series of stakeholder workshops focused on the key challenges facing Wellington and how we should respond.
- Setting up a container in Civic Square to hold public conversations with Wellingtonians about how they saw the future of our city.
- Running an on-line survey to prompt Wellingtonians to discuss the challenges and opportunities facing the city.

14. Feedback included a focus on the key challenges as well as a wide variety of concerns spanning the difficulties renting in Wellington, ensuring we retain the unique character of Cuba Street, protecting access to the waterfront, avoiding gentrification, bringing back trams to Wellington, and getting rid of liquor ban areas.

15. Appendix two contains the full feedback report which details the responses from the 724 people who completed the Our City Tomorrow survey. Below is a summary of the key questions and responses that have assisted in the development of the proposed Our City Tomorrow goals:

Question: To manage population growth, our city tomorrow is a place where we?

- 32% selected to welcome new neighbours with higher density housing in existing suburbs.
- 31% selected to enjoy apartment living in the central city.
- 30% selected to live in new suburbs in modern, resilient housing.
- 7% suggested other ways to manage population growth in our city tomorrow.

Question: To cope with sea level rise, our city tomorrow is a place where we?

- 57% selected to increase natural infrastructure, such as urban wetlands and green roofs.
- 23% selected to find new places to live, work and play away from flood-prone areas.
- 12% selected to keep the focus on traditional infrastructure, such as pipes, to cope with the extra water.
- 3% selected to do nothing.
- 6% selected other.

Question: To prepare for earthquakes, our city tomorrow is a place where we?

- 41% selected we are prepared to live or work in a smaller space in an earthquake-strengthened building.
- 37% selected we are prepared to pay more to live or work in an earthquake-strengthened building.
- 16% selected we stick with the current plan for dealing with earthquake-prone buildings and accept any risk to public safety in the meantime.
- 6% selected other.

16. The Our City Tomorrow engagement process has provided valuable insights into the concerns of Wellingtonians and highlighted the need to do more in depth and targeted engagement on topics such as providing housing, protecting the environment, managing natural hazard risks and preparing for climate change. Engagement on these topics will occur at the commencement of the Wellington Urban Growth Plan review.

Next Actions

17. Release document for public comment alongside the Long Term Plan.
18. Continue to scope the Planning for growth workstream as identified within the Long Term Plan, which will culminate in a review of the Wellington Urban Growth Plan, Central City Framework and a District Plan review.
19. Continue to integrate our strategic response and goals with the Let's Get Wellington Moving programme.
20. Share the draft document with engagement participants so they understand what their feedback is being used for and inform of the next opportunities to engage.

Attachments

- Attachment 1. Our City Tomorrow - What's Next? [↓](#) Page 13
Attachment 2. Our City Tomorrow - Online Engagement Report [↓](#) Page 22
Attachment 3. Our City Tomorrow - Overall Engagement Report [↓](#) Page 43

Author	Anna Harley, Manager City Design & Place Planning
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

As outlined within the report. See engagement report in Attachments 2 and 3.

Treaty of Waitangi considerations

Mana whenua were invited as key stakeholders to participate in our engagement workshops. As work progresses there will be further more detailed discussions.

Financial implications

Funding requirements have been included within the Planning for Growth proposal in the LTP.

Policy and legislative implications

There are a range of policy documents that will enable the delivery of these goals – these have been highlighted within Attachment 1.

Risks / legal

NIL

Climate Change impact and considerations

A core consideration throughout the engagement process, with the response forming part of the next stage of the programme.

Communications Plan

Not applicable for this stage. A full communication and engagement plan will be developed as part of the Planning for Growth workstream.

Health and Safety Impact considered

N/A



Our City Tomorrow / Tō Tātou Taone a Āpōpō

In 2017 we undertook a series of stakeholder workshops, public surveys and engagement events to raise awareness of the long term challenges Wellington is facing and start the conversation about what our city should be like tomorrow.

We received feedback from a wide variety of Wellingtonians who shared their aspirations for the city they want to live in. These insights are helping drive our decision making starting with this year's Long Term Plan, but this is just the start of the conversation. What follows is a strategic response to your feedback in a form that sharpens and highlights the focus for Council by concentrating on the more commonly expressed aspirations for the city that you shared with us.

Your feedback has emphasised the need to consider the interconnectedness of the city holistically. In response to engagement five key themes for the city emerged – Wellington City should be: Compact, Inclusive + Connected, Greener, Resilient, and Vibrant + Prosperous.

Our Challenges

The significant challenges that motivated our recent engagement with you were:



Population Growth

50,000 to 80,000 additional people are expected to live in Wellington City over the next 30 years. That's five times the population of Karori and would mean 20,000 - 30,000 new homes. Providing for this growth presents a challenge for Wellington due to the need to protect areas we value and avoid increasing the risk of natural hazards.

We wanted to know:

How should we shape our city to accommodate growth?



Earthquake Risk

We live with an ever-present risk of seismic activity. As we learn more about the potential risks facing Wellington we need to ensure our city is planned to improve the resilience of our buildings and communities.

We wanted to know:

How should we develop our city so we are more resilient to the effects of earthquakes and can get back on our feet again quickly when we experience them?



Climate Change

Wellington City - like many of New Zealand's towns and cities - is vulnerable to the effects of climate change including sea level rise, more frequent extreme weather events, and changes to our biodiversity. The decisions we make today need to both prepare us for climate change impacts, as well as lessen our contribution of greenhouse gas emissions.

We wanted to know:

How should we plan today for the effects of climate change so that we don't leave an even bigger challenge as a legacy?

Purpose

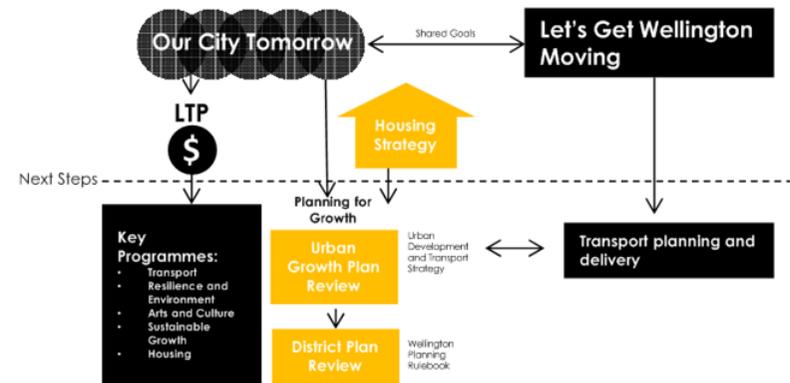
Setting the framework for future decision making

Our City Tomorrow engagement has been the start of our public discussion about how we shape the future of Wellington City to accommodate growth and increase resilience, while continuing to be a vibrant city. While our engagement was initially focused on central Wellington your feedback highlighted the need to consider Wellington City as a whole and as a network of interconnected communities. As such this document is the starting point for change.

The goals within this document will act as interim priorities to assist with future public engagement and upcoming decision making. They provide supplementary guidance to our existing policy documents referenced throughout the following pages and over time will evolve.

The key messages from the Our City Tomorrow engagement process have already begun to assist decision making by sharpening our focus on how we will house our growing population, ensure the city is resilient, and provide services to make Wellington a liveable city. Additionally, feedback highlighted the need to align transport planning with our wider city aspirations. In response to this we have reviewed the Let's Get Wellington Moving principles and used these to help establish the new city goals.

To continue the Our City Tomorrow discussion the following goals set the starting point for a range of key programmes including a review of how we provide for future growth, development and transport. This will begin with a review of the Central City Framework and Wellington Urban Growth Plan that will set the 30 year direction for Wellington City including where new houses will be located, what values we will protect, how we will prepare against shocks and future transport and infrastructure needs. This process will include new and innovative ways to enable public discussion and will set the direction for future funding and developing a new planning rulebook for Wellington.



Compact

Wellington is an accessible compact city with an attractive and vibrant urban environment where people want to live, work and play.

The Our City Tomorrow conversations reflected an understanding that the city needs to change how we provide housing to increase choice and improve affordability. There was general support for need to provide different housing types within our existing suburbs, but that it must be well designed i.e. 'density done well'.

This feedback has reinforced our existing goal of being a compact city and promoting sustainable growth, while emphasizing the need to review how we encourage better design in new development. This goal sets the direction for the form of the city that will be further developed through future engagement.

Future discussions will require decisions regarding how we balance retaining a sustainable compact city, protect the things we value, and improve resilience against seismic events and climate change. We will explore options for how to meet these needs including whether growth should be enabled in our rural areas, further encouraged in the central area, or change promoted in our existing neighbourhoods. Due to our complex challenges and opportunities our future growth will likely need to include a combination of these options.

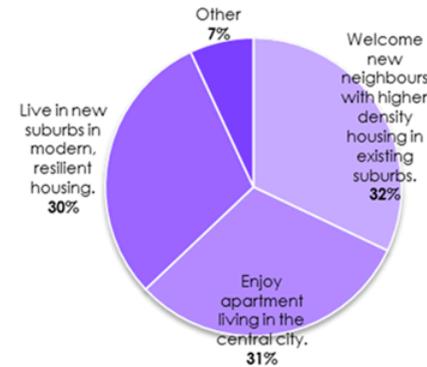
Council policy documents to achieve this goal:

- ▶ Towards 2040: Smart Capital
- ▶ Wellington Urban Growth Plan 2014-2043
- ▶ District Plan
- ▶ Housing Strategy
- ▶ Northern Growth Management Framework
- ▶ Low Carbon Capital Plan
- ▶ Our Capital Spaces Plan

What you told us:

Our City Tomorrow survey question response:

To manage population growth, our city tomorrow is a place where we...



"A mix of all options, designed intelligently, aesthetically, and thoughtfully"

"Both apartment living and higher density in existing suburbs"

"Find a balance of housing options"

"Live in warm, dry, safe homes that are earthquake resilient and inland from tsunamis"

"Apartments in city and higher density in the suburbs aren't mutually exclusive"

Inclusive + Connected

Wellington's streets are prioritised for walking and cycling, and have public spaces all people can enjoy.

The Our City Tomorrow conversations reflected a desire for a quality, accessible transport system that prioritised sustainable, active modes of transport. Wellington's compactness was one of the things people were most proud of about the city, because it made walking and cycling easy options; this was something that was also reflected through the concurrent Let's Get Wellington Moving engagement.

Good transport systems are built around the needs of people and communities. As signalled in the Wellington Urban Growth Plan, the Council intends to implement a sustainable transport hierarchy where active modes of transport such as walking and cycling are encouraged above other modes in order to provide a balanced transport system. Although there will always be a place for private vehicles, our intention is to increasingly move towards making active transport modes and mass transit opportunities a priority.

Connection is about how we get around the city - this can be via a mode of transport, commuting, the transport of goods, or merely strolling around the city. Transport planning and delivery will be ongoing through the Let's Get Wellington Moving programme. As we undertake future engagement we will ensure our conversations connect how we change where we live, how we move around the city, and the impacts on our wellbeing and resilience.

Council policy documents to achieve this goal:

- ▶ Wellington Urban Growth Plan 2014-2043
- ▶ District Plan
- ▶ Parking Policy (Under review)



What you told us:

Comments from the Our City Tomorrow pop-up engagement container:

- "Pedestrianise the central city"
- "Public transport subsidised by toll for the central city car users"
- "Encourage car sharing/pooling"
- "Bring back the trams"
- "Give more road space to public transport, walking, cycling"
- "More committed to public transport and active transport"
- "Have a reliable bus service in Wellington"
- "How can we help people to cut down on their use of cars. They are choking this city"
- "Universal design for public spaces"

Greener

As Wellington grows the natural environment is protected, enhanced and integrated into the urban environment

The Our City Tomorrow conversations reflected the need to not only protect our existing green spaces but also to provide more of them. People want to experience streams and wetlands in the city and make these elements part of our infrastructure. They also want more green spaces, trees, and for buildings to incorporate sustainable design features.

Wellington is surrounded by a diverse natural environment which contributes to our unique sense of place, supports our quality of life and enhances Wellington's attractiveness as a place to live and do business. Maintaining our natural environment and landscapes is key to maintaining the city's identity and what makes it special.

Many groups and communities across Wellington are already active in maintaining, protecting and enhancing our natural places. With more people calling Wellington home in the future, we need to ensure that we manage our activities, services and systems so our natural environment remains healthy, sustainable, attractive and accessible. Future conversations will explore how we can improve our existing green spaces and make sure new spaces are provided in areas experiencing growth.

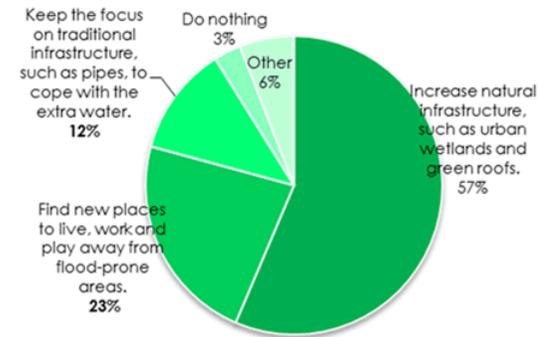
Council policy documents to achieve this goal:

- ▶ Resilience Strategy
- ▶ Wellington Urban Growth Plan 2014-2043
- ▶ District Plan
- ▶ Our Capital Spaces

What you told us:

Our City Tomorrow survey question response:

To cope with sea level rise, our city tomorrow is a place where we...



Comments from the Our City Tomorrow pop-up engagement container:

- "More people need more green spaces and trees"
- "Look after our water"
- "I want to see more native plants and birds in the city"
- "Keep waterways clean"
- "More public spaces! We'll need more with population increase"

Resilient

Wellington's natural and built environments are healthy and robust

The Our City Tomorrow conversations reflected the high level of awareness Wellingtonians have about the city's vulnerability to shocks and hazards. You told us we need to do more to make sure Wellington is a safe place to live and be able to respond to and recover quickly from disruptions. These messages reflect those that helped shape our Resilience Strategy, with this goal aligning to our existing strategic direction.

How we have developed in the past has located buildings and people in areas at risk to hazards. Future conversations will explore how we can improve safety within these areas and ensure new growth and infrastructure is resilient. Our growth decisions will need to aim to ensure our existing urban areas are robust against shocks, that new growth avoids significantly hazardous areas, and that we continue to encourage community connectedness and accessibility.

Additionally, we will protect our natural areas to maintain land stability, retain carbon sinks and promote stormwater retention. Integration of natural ecosystems into our built environment is vital to increasing the city's resilience and to reducing the need for costly infrastructure upgrades.

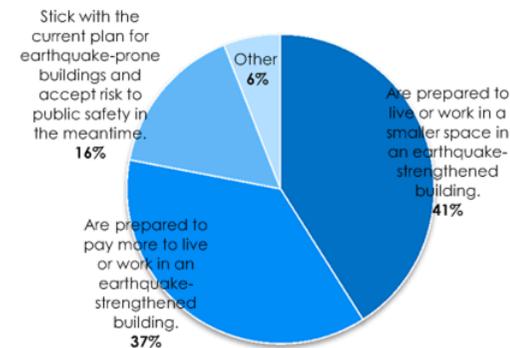
Council policy documents to achieve this goal:

- ▶ Our Natural Capital: Biodiversity Strategy and Action Plan
- ▶ Low Carbon Capital Plan
- ▶ Biodiversity Strategy and Action Plan
- ▶ Our Capital Spaces
- ▶ Open Space Access Plan
- ▶ District Plan
- ▶ Resilience Strategy
- ▶ Wellington Urban Growth Plan 2014-2043

What you told us:

Our City Tomorrow survey question response:

To prepare for earthquakes, our city tomorrow is a place where we...



"The safety of people is paramount. We need to work together to ensure this"

"Accelerate existing plans for dealing with earthquake-prone buildings and incorporate a manageable plan to lift the standard of remaining buildings"

"Don't put people's lives at risk"

"Make sure there are public supplies of food and water throughout the city"

Vibrant + Prosperous

Wellington is vibrant and prosperous, with a thriving economy that encourages creativity and embraces social and cultural diversity

The Our City Tomorrow conversations reflected a clear sense of pride in Wellington's 'city vibe', aesthetic, character, community and political scene. They also reflected a desire to see the city become more diverse and inclusive, with many people noting a current lack of diversity in the central city and the need for a wider range of ages living centrally so that it felt more like a community.

Opportunities identified through these conversations included: creating an attractive innovation hub, having a greater variety of entertainment and arts events as well as recreation opportunities. There was also a desire to see the city gateway and pedestrian link to the current cruise terminals improved.

As the capital city, Wellington makes a major contribution to New Zealand's economy. Our future conversations will explore what we need to do to remain a globally competitive city and strive for sustainable economic growth that ensures the city remains a vibrant and prosperous place for people to live, work, study, visit and invest.

Council policy documents to achieve this goal:

- ▶ Towards Wellington 2040: Smart Capital
- ▶ Wellington Urban Growth Plan
- ▶ Central City Framework
- ▶ Housing Strategy

What you told us:

"Wellington needs a creative hub to support local artisans"

"The best thing about the city is the people"

"More public art and placemaking"

"Enable bookable busking areas"

"Work with business owners on Cuba St to retain the unique character of the street"

"Bid for more international sporting events"

"Reduce the level of homelessness in the city"

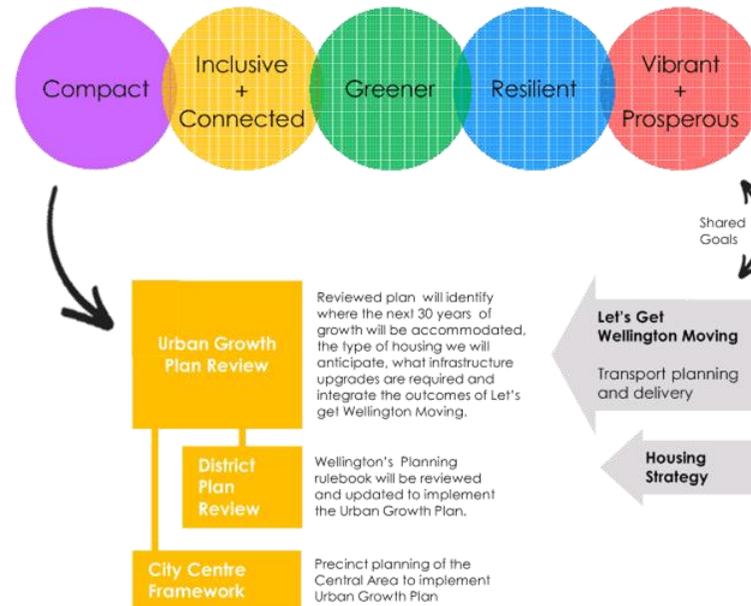
What's next?

The Our City Tomorrow engagement has been the start of our public discussion about how we shape the future of Wellington. Our five goals will be used to inform future engagement and decision making as we update our key strategic planning documents.

The goals formed through the Our City Tomorrow engagement will continue through to guide the development of growth options in our Urban Growth Plan, development proposals for the Central City, and the way we enable housing and manage natural hazards in our District Plan.

Meaningful engagement will be a priority throughout all plan making and decision making processes to ensure all Wellingtonians have the opportunity to shape our shared future.

Our City Tomorrow
will be:



Our City, Tomorrow

Online engagement: Survey analysis

Global Research *for* Wellington City Council
11-01-2017



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OVERVIEW

This report contains analysis of the Our City, Tomorrow online survey results hosted between 25 November and 18 December 2017. The objectives of the survey were to: XXXXXXX [WCC to add]

The survey covered topics related to central city growth and preparation/mitigation of climate change and earthquake risks.

Analysis and reporting process

The questions were a mix of Likert scale opinion (agree/disagree) selection questions and option selection, from a list of possible options – for example five options were selected from for how the growing population will be housed in the city. In three of the questions, respondents were able to include written comments in their answers.

For each of the selection questions, percentages of responses were calculated and presented in charts. There is also a written interpretation of the results provided. The verbatim comments have been included as lists, because the small number meant that it was not necessary to synthesise into themes for the reader.

The report begins with an overall summary of results and then presents individual results for each question.

In total, 724 people completed the survey.

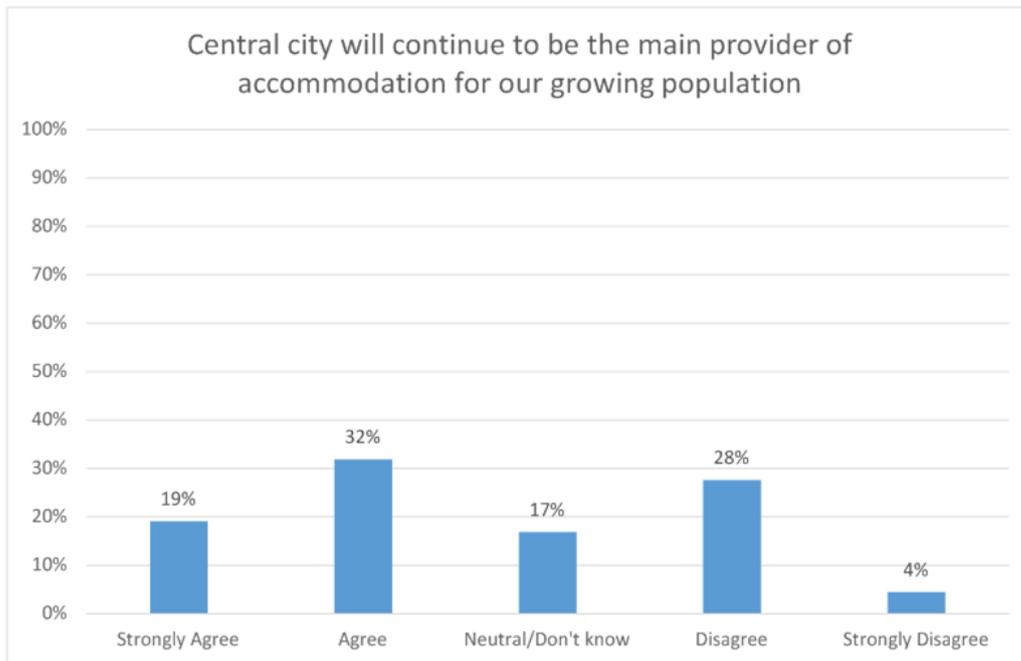
SUMMARY OF FINDINGS

- The majority of respondents agreed the central city will continue to be the main provider of accommodation for Wellington’s growing population: 51% agreed; 32% disagreed; 17% were neutral or did not know
- Thirty-one percent believed the best way for the central city to accommodate more people was to use ‘existing housing and regenerate under-used areas’. Twenty-seven percent believed it was best to use ‘higher density housing in existing suburbs and build new suburbs away from the central city’. Nineteen percent chose to ‘solely use higher density housing in existing suburbs’.
- When asked which areas of the central city should have the most growth: 30% favoured ‘Te Aro – between Vivian street and the Pukeahu National War Memorial Park’; 24% favoured ‘Te Aro – between Courtenay Place and Vivian Street’; 18% chose ‘the government area around Pipitea and Thorndon’.
- Responses were largely split between three options when participants were asked how best to manage population growth. Thirty-two percent chose to ‘welcome new neighbours with higher density housing in existing suburbs’. Thirty-one percent chose to ‘enjoy apartment living in the central city’. Thirty percent chose to ‘live in new suburbs in modern, resilient housing’.
- The large majority disagreed Wellington was doing enough to deal with the impacts of climate change and living with more water: 73% disagreed; 7% agreed, 19% were neutral or did not know.
- To deal with more frequent flooding and rising sea levels: 49% believed the city should be ‘modified to accommodate more water, with investment in infrastructure that works nearly all the time, but will not cope with extreme weather events’; 25% believe ‘new developments should only be built in low flood-risk areas’; 17% believe it is best to ‘move away from high flood-risk areas or build hard defences’.
- To cope with sea level rise: 54% favour an ‘increase in natural infrastructure, such as urban wetlands, accepting it could mean using up valuable land in the central city’; 23% believe it is best to ‘find new places to live, work and play away from flood-prone areas’; 12% chose to ‘keep the focus on traditional infrastructure, such as pipes, to cope with the extra water’.
- A small majority disagreed the current approach to building improvements balances public safety and cost well enough: 38% disagreed; 27% agreed; 35% were neutral or did not know.
- To build a safer and more earthquake resilient city: 34% believe ‘investment is needed in more resilient buildings with low-damage designs’; 36% chose to ‘raise the minimum standards for existing buildings sooner’; 17% chose to raise them over time.
- When preparing the central city for a major earthquake: 67% believe it is most important to ‘make sure water is available’; 34% percent believe it is most important to ‘make sure sanitation services are available’; 33% believe being able to get in and out of the central city is most important.
- To prepare for an earthquake: 41% are prepared to ‘live or work in a smaller space in an earthquake-strengthened building’; 37% are prepared to ‘pay more to live or work in an earthquake-strengthened building’; 16% chose to ‘stick with the current plan for dealing with earthquake-prone buildings’.
- Sixty percent of survey respondents work in the central city; 54% regularly travel through and 46% go there to shop.

QUESTION 1 CENTRAL CITY ACCOMMODATION PROVISION

Survey question: *The central city will continue to be the main provider of accommodation for our growing population* [select agreement/disagreement option].

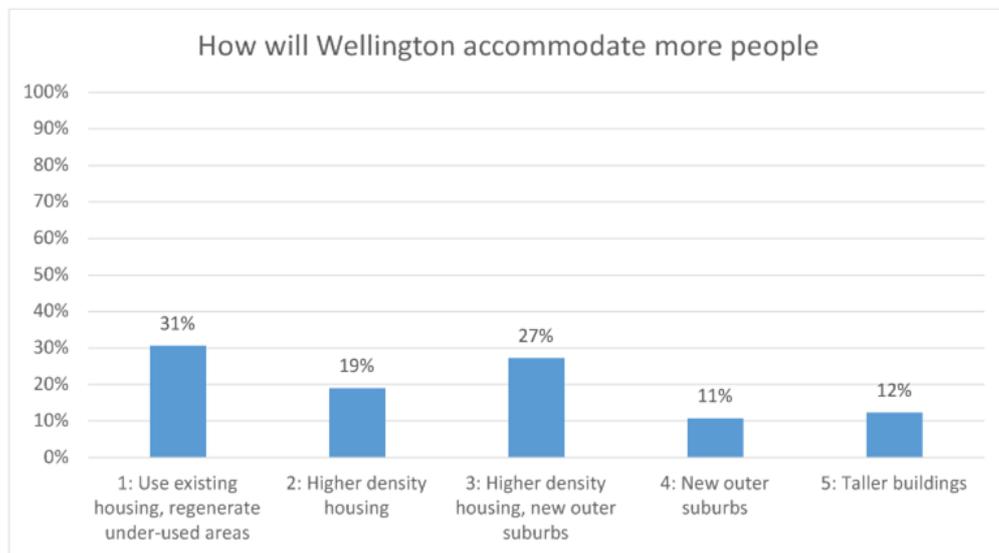
- There was a split response to this question, although more people agreed than disagreed with the statement that the central city will continue to be a main provide of accommodation for a growing population:
 - o 51% agreed
 - 19% strongly agreed
 - 32% agreed
 - o 32% disagreed
 - 4% strongly disagreed
 - 28% disagreed
 - o 17% of respondents were neutral or did not know



QUESTION 2 HOW PEOPLE WILL BE ACCOMMODATED

Survey question: *How will we accommodate more people?*

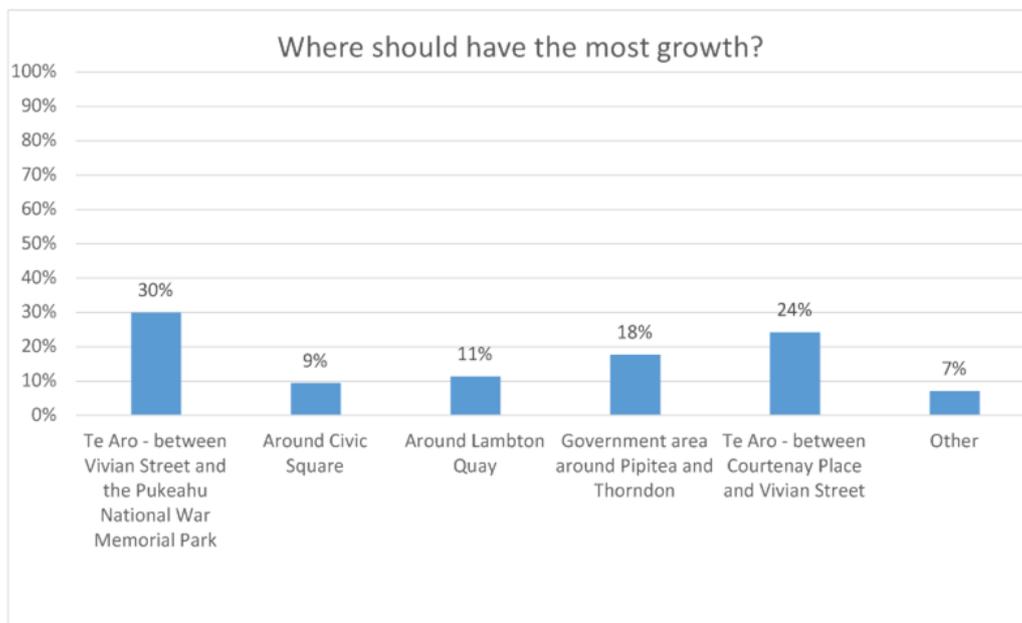
- The two most popular responses to this question were Option 1 and Option 3, while the least favourable was Option 4.
 - **31% selected Option 1:** By using existing housing and regenerating areas of the central city that are under-used.
 - **27% selected Option 3:** With higher density housing in existing suburbs and new suburbs away from the central city.
 - **19% selected Option 2:** With higher density housing in existing suburbs
 - **12% selected Option 5:** With taller buildings in the central city.
 - **11% selected Option 4:** With new suburbs away from the central city was.



QUESTION 3 WHERE MOST GROWTH SHOULD OCCUR

Survey question: *What parts of the central city should have the most growth?*

- The most favourable areas for growth were ‘Te Aro, between Vivian Street and the Pukeahu National War Memorial Park’ and between Courtenay Place and Vivian Street. The area ‘around Civic Square’ was least popular among respondents.
 - o 30% favoured Te Aro – between Vivian street and the Pukeahu National War Memorial Park as a place for growth.
 - o 24% favoured Te Aro – between Courtenay Place and Vivian Street as a place for growth.
 - o 18% favoured the government area around Pipitea and Thorndon as a place for growth.
 - o 11% favoured the area around Lambton Quay as a place for growth.
 - o 9% favoured the area around Civic Square as a place for growth.
 - o 7% of respondents mentioned other areas they would like to see grow. Places are listed below.



Verbatim Comments:

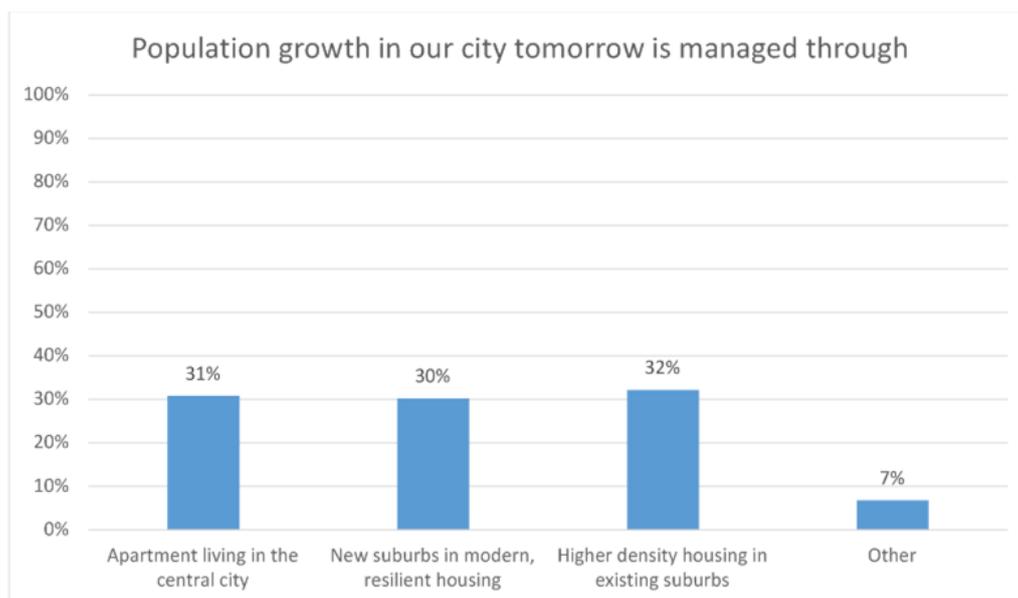
- Adelaide Rd South of the Basin
- Adelaide Road
- Adelaide Road between the Basin Reserve and John Street
- All of the above.
- All of the above
- alongside kent/Cambridge
- Anywhere in central city
- Anywhere where transportation options include walking and cycling
- Aro Valley, Mont Cook, Mount Victoria. Time to destroy moldy housing and put some real lodging in there!!

- Because Wellington has earthquake make sure any future buildings are safe and not too high where ever they are built - also taking into account the possibility of tsunamis
- Between Basin Reserve & Newtown along Adelaide Road
- Current surface only parking areas
- Fringe suburbs eg. Mt Cook, Newtown, Mt Victoria
- I know it 's a suburb, but there is tremendous opportunity along Adelaide Road for an intelligent, mixed-use, highly livable development
- In all the districts. No choice.
- Karori
- Karori /Kelburn. Especially Kelburn /terrace with all the businesses and uni students
- Kent - Cambridge Tce. replace car sales with streets of Paris style - extend up Adelaide as well
- Kent and Cambridge Terrace
- Kent and Cambridge terrace and Mt Vic
- Kilbirnie, Johnsonville
- Mt Vic is a clear candidate for medium density housing.
- Mt Vic, areas already built, not over the green belt.
- Mt Victoria
- Mt Victoria and Mt Cook
- Newtown
- Newtown and Mount Cook
- Newtown other suburbs on bus routes, away from tsunami zones that need eq strengthening and can have 1-2 stories added to existing buildings
- Newtown, Mount Cook and Kilbirnie
- Newtown, Mount Cook, Brooklyn, Mapuia Peninsula
- Newtown, Mt Cook, hataitai
- Not add to central city but existing suburbs. There seems miss match here with first box I ticked. Don 't want urban sprawl but more efficient commute.
- Outer suburs
- Plenty of apparently empty buildings around the city area that could be developed (Tip Top site etc))
- Probably a mixture of all of the above
- somewhere which won 't be affected unduly be rising sea levels
- Suburbs
- The above question is no good (How will we accomodate more people). Need to have the ability to choose more than one option. We cannot just accomodate all growth in the central city. That is irresponsnible and blatantly ignores the need for higher density in existing suburbs around the city centre (i.e. remove pre-1930s demolition controls). Look at the District Plan - it needs changing.
- Upper Taranaki st
- Waterfront between Queens wharf and Westpac stadium nshould be redeveloped as high density residential
- Wherever it can be accomodated
- wherever possible
- Willis street zone

QUESTION 4 HOW TO MANAGE POPULATION GROWTH

Survey question: *To manage population growth, our city tomorrow is a place where we?*

- Responses to this question were almost evenly split across three options.
 - **32%** selected to welcome new neighbours with higher density housing in existing suburbs.
 - **31%** selected to enjoy apartment living in the central city.
 - **30%** selected to live in new suburbs in modern, resilient housing.
 - **7%** suggested other ways to manage population growth in our city tomorrow. Comments are listed below.



Verbatim comments:

- A bit of everything above! Mainly increasing density.
- A combination of all 3
- A combination of options 1 & 2
- A lot of larger offices in Wellington could be else where, which means the workers could live in areas such as Masterton, Whanganui, Dannevirke, why do we have to hae the majority of business done in 3 cities that have outgrown their limits and are at risk from rising sea levels
- A mix of the above, designed intelligently, aesthetically, and thoughtfully
- A mixture of the three
- All of the above
- All of the above (why am I forced to choose just one?)
- All of the above.
- All of the above? Why on earth is this multi choice?
- all of the options apply
- All of thr above
- Both apartment living and higher density in existing suburbs

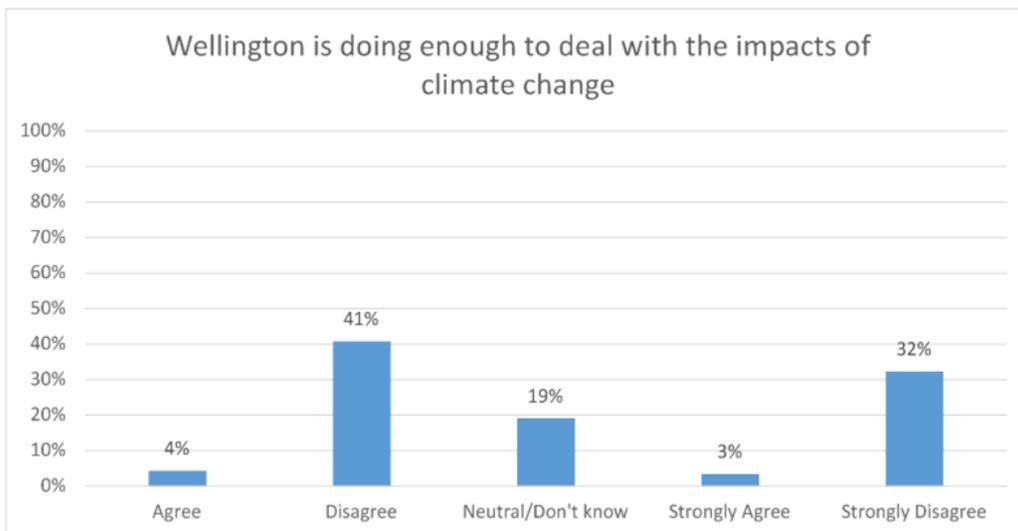
- both enjoy apartment living in the central city and welcome new neighbours with higher density housing in our existing suburbs, particularly around the shopping centres. Accommodation above shops and malls is a very sensible way to grow the city "up" and I would love to see urban design include this in our suburban centres. Suburban development with more mixed use, residential and commercial development, could also reduce the need for people to travel so far for work, therefore reduce congestion, and make our city more resilient in the face of disruptions to the transport network, through natural disaster.
- both increased apts and higher density
- Build hubs for our new communities, as people will gravitate toward community focal points. When many of the newer suburbs were developed, they did not have adequate services or gathering points (parks, markets, cafes). These need to be worked in from the outset.
- Build up, build outwards and infill.
- concentrate on higher density in core hubs in outer suburbs that are well connected to the central city
- Enjoy green spaces as part of central city living
- Find a balance of housing options
- focus on providing housing where infrastructure is best placed to ensure sustainable living
- fuck off we 're full
- have a choice of apartment living, densification of suburbs, and the construction of new suburbs
- have a combination of housing that is sensitive to the surrounding area, no shoebox studios or one-bedroom 'homes', and that strictly observes the current District Plan and RMA. Also, NO MORE special housing accord dÄ©bacles PLEASE!!
- have a Greater Wellington regional approach that combines (1) apartment living in the central city with (2) higher density housing in our existing suburbs and (3) the development of new suburbs with modern resilient housing. All three should be linked by fast, reliable and affordable public transport including light rail and new rapid ferry services.
- Have a large variety of small cottages, apartments, houses, and others.
- Have both: some high density suburban and apartments in town without losing our green spaces
- improve public travel in/out suburbs
- Improve rapid transport links to the wider Wellington region to spread employment and development and make the whole region more resilient.
- Intensify underused parts of the city, like Adelaide Road.
- let 's move to the moon
- live in warm, dry, safe homes that are earthquake resilient and inland from tsunamis
- Need taller buildings in the central city + higher density housing in existing suburbs
- New Innovative structures and technologies, systems and controls
- Population growth is actively discouraged.
- Probably a mixture of all of the above
- provide for all types of resilient accommodation and strengthen current housing
- Pursue a mix of all of the above strategies.
- There is a conflict in this question. You have not described the "central city" but some answers include "existing suburbs" and others "New suburbs". Are these all part of "central city"?
- there needs to be a mix of low and high density housing to suit all needs. presently apartment buildings are being developed with NO thought to sustainable living.

- Why can I only pick one choice? More apartments in city and higher density in the suburbs aren 't mutually exclusive?
- With limited space for expanding industry development Wellington will not grow. Future growth will concentrate in the wairarapa and horowhenua
- Word the question as a question rather than a statement of intent.

QUESTION 5 CLIMATE CHANGE ACTION

Survey question: ***We are already doing enough to deal with the impacts of climate change and living with more water*** [select agreement/disagreement option].

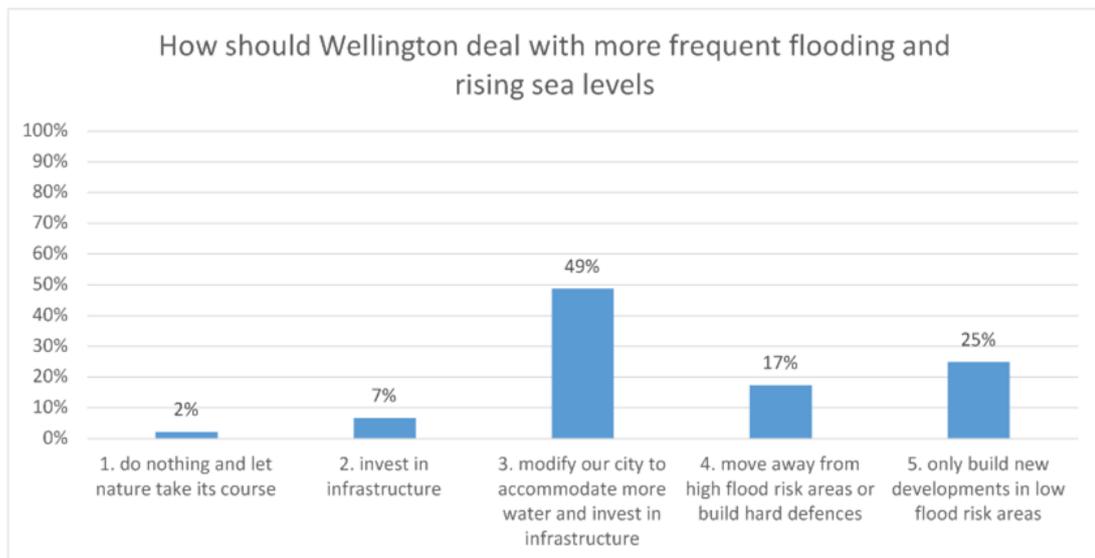
- The majority of respondents either disagreed or strongly disagreed with this statement. Some remained neutral or did not know, while a minority agreed or strongly agreed with the statement.
 - o 73% disagreed
 - 32% strongly disagreed
 - 41% disagreed
 - o 7% agreed
 - 3% strongly agreed
 - 4% agreed
 - o 19% of respondents were neutral or did not know



QUESTION 6 DEALING WITH FLOODING AND SEA LEVEL RISE

Survey question: *How should we deal with more frequent flooding and rising sea levels?*

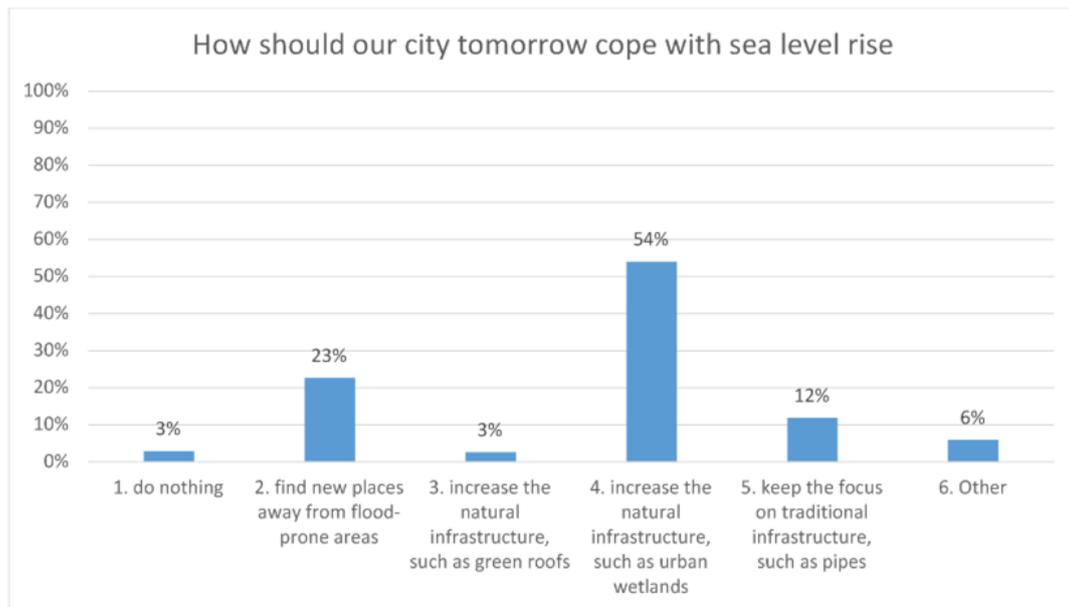
- The most popular scenario was option 3, to modify the city to accommodate more water, while investing in infrastructure. The least popular option was option 1, to ‘do nothing and let nature take its course’.
 - o **49% selected option 3:** modify our city to accommodate more water and invest in infrastructure that works nearly all the time, but will not cope with extreme weather events.
 - o **25% selected option 5:** only build new developments in low flood risk areas.
 - o **17% selected option 4:** move away from high flood risk areas or build hard defences
 - o **7% selected option 2:** invest in infrastructure that works most of the time, but will not cope with extreme weather events.
 - o **2% selected option 1:** do nothing and let nature take its course, accepting this will include more flooding.



QUESTION 7 SEA LEVEL RISE MITIGATION

Survey question: *To cope with sea level rise, our city tomorrow is a place where we?*

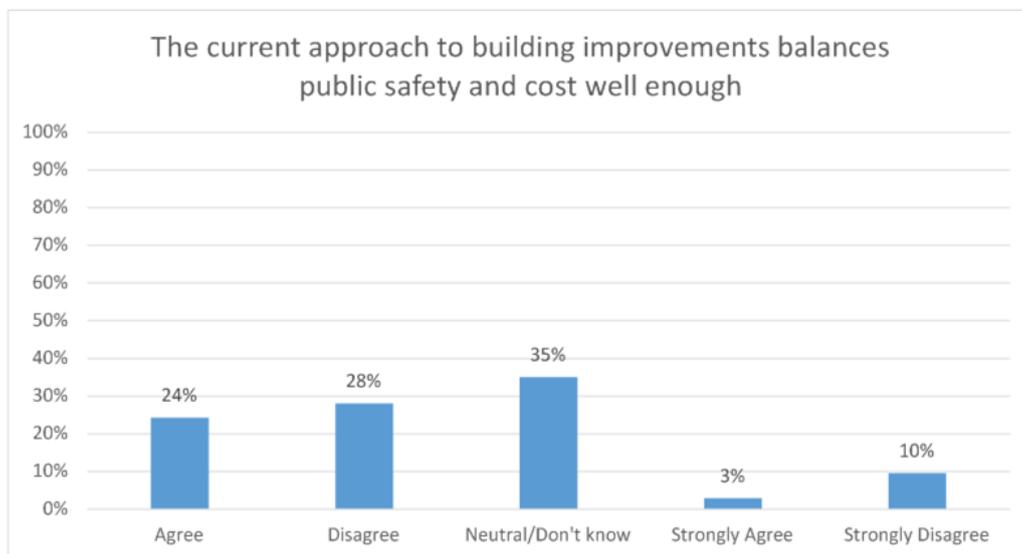
- The most popular scenario was Option 4, increase natural infrastructure such as urban wetlands. The least popular options were Option 1 and 3, to do nothing and increase natural infrastructure, such as green roofs
 - **54% selected Option 4:** increase natural infrastructure, such as urban wetlands, accepting it could mean using up valuable land in the central city.
 - **23% selected Option 2:** find new places to live, work and play away from flood-prone areas.
 - **12% selected Option 5:** keep the focus on traditional infrastructure, such as pipes, to cope with the extra water.
 - **3% selected Option 1:** do nothing and keep things as they are.
 - **3% selected Option 3:** increase natural infrastructure, such as green roofs, accepting it could mean using up valuable land in the central city.
 - **6% selected Option 6:** other.



QUESTION 8 BUILDING IMPROVEMENT SAFETY/COST BALANCE

Survey question: *The current approach to building improvements balances public safety and cost well enough* [select agreement/disagreement option].

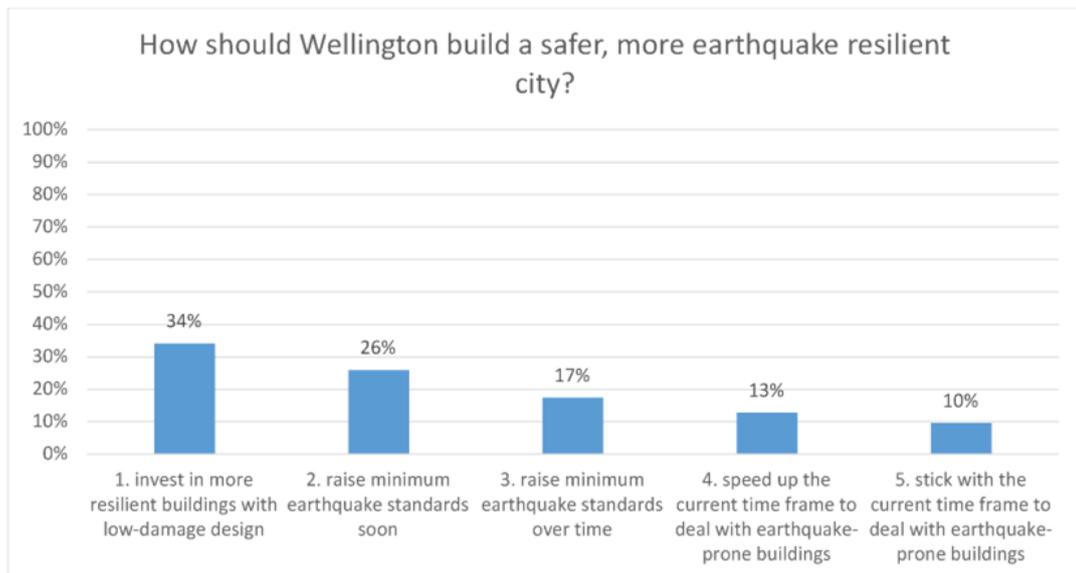
- Responses to this question were divided. Slightly more respondents either disagreed or strongly disagreed than those that agreed or strongly agreed.
 - o 38% disagreed
 - 10% strongly disagreed
 - 28% disagreed
 - o 27% agreed
 - 3% strongly agreed
 - 24% agreed
 - o 35% of respondents were neutral or did not know



QUESTION 9 EARTHQUAKE RESILIENCE

Survey question: *How do we build a safer, more earthquake resilient city?*

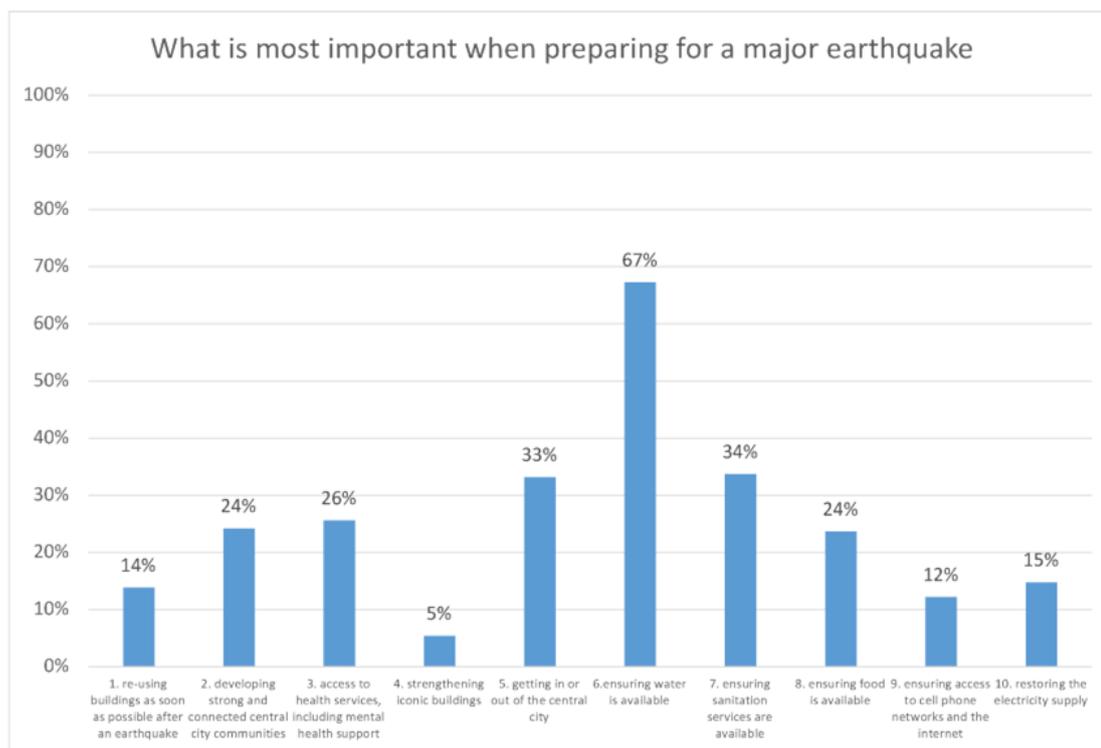
- The most popular scenario was Option 1, invest in more resilient buildings with low-damage design. Options became progressively less favourable, with the least popular being Option 5, ‘stick with the current time frame to deal with earthquake-prone buildings’.
 - **34% selected Option 1:** invest in more resilient buildings with low-damage design, accepting this comes at a cost.
 - **26% selected Option 2:** raise the minimum standards for existing buildings and do it sooner, accepting this comes at a cost.
 - **17% selected Option 3:** raise the minimum earthquake standards for existing buildings over time, accepting this comes at a cost.
 - **13% selected Option 4:** speed up the current time frame to deal with earthquake-prone buildings.
 - **10% selected Option 5:** stick with the current time frame to deal with earthquake-prone buildings.



QUESTION 10 EARTHQUAKE PREPARATION

Survey question: *What is most important when preparing the central city for a major earthquake?*
[Participants could select more than one option]

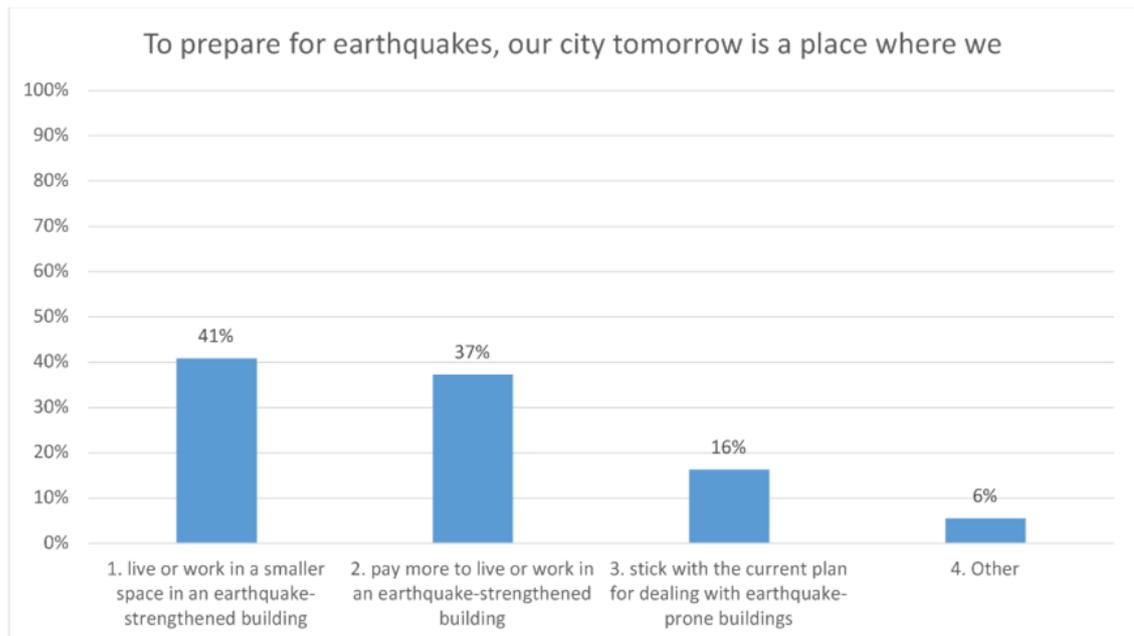
- Option 6, ensuring water is available stood out as most favourable. Least favourable was Option 4, ‘strengthening iconic buildings’.
 - **67% selected Option 6:** making sure water is available.
 - **34% selected Option 7:** making sure sanitation services are available.
 - **33% selected Option 5:** being able to get in or out of the central city.
 - **26% selected Option 3:** making sure people can access health services, including mental health support.
 - **24% selected Option 2:** developing strong and connected central city communities.
 - **24% selected Option 8:** making sure food is available.
 - **15% selected Option 10:** restoring the electricity supply.
 - **14% selected Option 1:** making sure we can re-use buildings as soon as possible after an earthquake.
 - **12% selected Option 9:** making sure people can access cell phone networks and the internet.
 - **5% selected Option 4:** strengthening iconic buildings.



QUESTION 11 EARTHQUAKE PREPARATION RE BUILDINGS

Survey question: *To prepare for earthquakes, our city tomorrow is a place where we?*

- Results show a near even split between Option 1, live or work in a smaller space in an earthquake strengthened building and Option 2, pay more to live or work in an earthquake-strengthened building. Least favourable was Option 3, stick with the current plan for dealing with earthquake-prone buildings.
 - **41% selected Option 1:** are prepared to live or work in a smaller space in an earthquake-strengthened building.
 - **37% selected Option 2:** are prepared to pay more to live or work in an earthquake-strengthened building.
 - **16% selected Option 3:** stick with the current plan for dealing with earthquake-prone buildings and accept any risk to public safety in the meantime.
 - **6% selected Option 4:** other. Respondent’s comments are listed below.



Verbatim comments

- ... don 't let property developers ride slipshod over the Council and build using any one of: poor design, poor construction, poor materials. The arrogance of and neglect by property developers has been shown up by the damage sustained by many buildings in Wellington, eg Stats House and BNZ on the waterfront, and by the abandonment of others by many of their tenants, eg Alcatel-Lucent House in Manners Street.
- Accelerate existing plan for dealing with earthquake-prone buildings and incorporate a manageable plan to lift the standard of remaining buildings
- Again, surely there are other options. The safety of people is paramount. We need to work together to ensure this

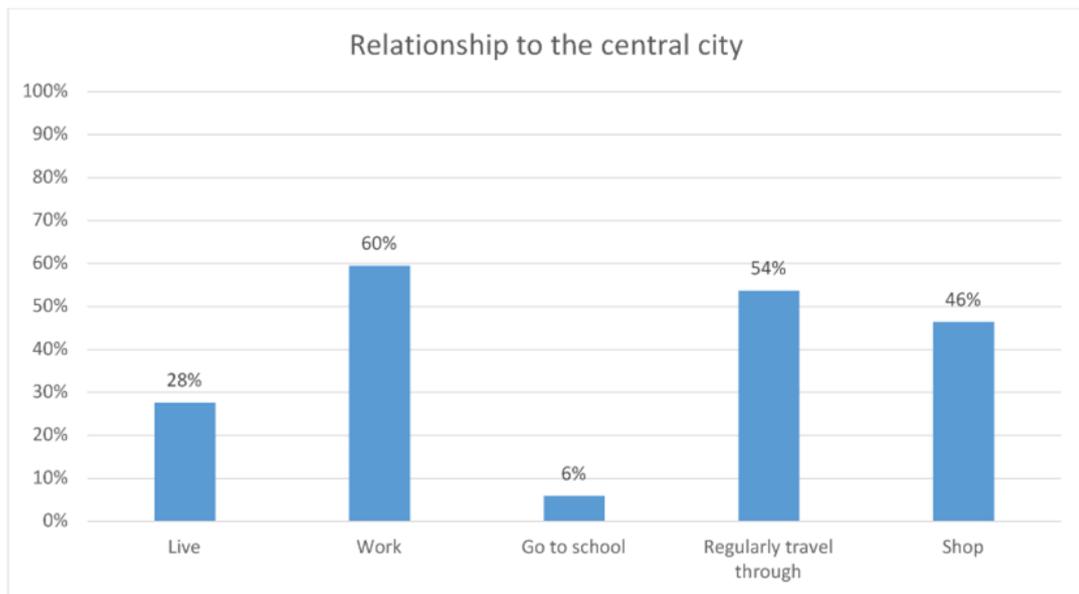
- All work together to form a network of competent teams of people who specialise in different areas of disaster recovery.
- Are safe and happy in resilient buildings that people should be able to enjoy regardless of their socioeconomic positions
- build buildings that can withstand strong earthquakes and also don 't cost more than any other building style
- Demand EQ prone buildings and awnings to be reinforced immediately. Red sticker more buildings currently only yellow stickered. Hold building owners and construction companies liable for any loss of life. Prosecuting accordingly to set a precedent that deters future negligent building owner/developers. Ban the leasing of unrefined masonry buildings to tenants (private & commercial). Eg. 41 dixon st is a death trap, huge cracks opened in the floor after the kaikora quake, the owner told tenants it was fine to re-enter within 12hrs and refused to have engineers check the building. These people care about profit over life and feel protected by their shell companies. THIS NEEDS TO STOP.
- Do not have to pay more to live and work in an earthquake strengthened building.
- Don 't agree with wording of any of these options.
- Don 't put people 's lives at risk.
- Dont know
- Dont understand the implications of these options
- Embrace the 21st century: work remotely, construct productivity hubs in the suburbs. Encourage business to move away from the CBD.
- Encourage employers to move some hubs oit of the main centre
- I don 't agree with any of these options.
- I 'm more concerned about the roading netowrk which seems particularly vulnerable (all the slips we 've been having just from heavy rain)
- Its ironic the wcc focus on the old buildings like Cuba Street, but it is Stats, Defence, BNZ, Customs that actually posed risk in the quake. None of the mentioned buildings were yellow stickered. And no yellow stickered buildings failed.
- Like fire drills - ensure people are aware of risks, have plans in place. No one size fits all.
- live in a sense of wonder fulfilling the dreams and aspirations of its people
- look into other availavle i formation to become aware of earthquakes, like this scientific channel: look up Suspicious Observer on youtube etc.
- making sure there are public supplies of food and water throughout the city
- Need to keep messaging residents to be prepared, Concentrate on emergency services and Civil Defence. New builds - new code. Existing buildings to have a 10year plan for strengthening.
- Old buildings re stronger than most new buildings in wgtm.
- Remove all current idiots involved in building department and planning as clearly need massive replacement with people who actually want to achieve results rather to talk about it and do surveys
- See above similar statements.
- shift more work places out of the CBD
- Spread money more evenly such that every resident of the city is able to live in safe buldings and access the help they need when an earthquake does happen - this means a redistribution of wages, such that rich home owners and investors are taxed more heavily.
- Stop letting devlopers of all sorts shy away from their responsibilities. Cost should never compromise public safety, if cost becomes a factor then the buildings need to come down. And ignore that pathetic heritage waffle.

- stop trying to wrap us up in cotton wool. the buildings which mainly suffered damage in Nov 2016 were modern high rise buildings.
- Take down old buildings and build safer ones
- The current earthquake prone building assessment programme is flawed. In 2016 the buildings most damaged were brand new office blocks built up to code. The earthquake probe buildings in Newtown escaped unscathed. Is WCC imposing huge costs on private property owners for little effect? While office workers are being put at risk by fitouts that will drop in their heads and kill them and buildings built on reclaimed land that will sway and sink - and kill them?
- the last two options bother apply
- The question and responses don 't make sense
- These are too general and over all useless - much more required effort by all homes and buildings individually and required under building requirements.

QUESTION 12 CENTRAL CITY RELATIONSHIP

Survey question: *How would you describe your relationship to the central city?* [Participants could select more than one option]

- The majority of participants work in the central city, while a significant portion also regularly travel through and shop. The smallest group go to school in the central city.
 - o 60% of participants work in the central city
 - o 54% of participants regularly travel through
 - o 46% of participants shop in the central city
 - o 28% of participants live in the central city
 - o 6% of participants go to school in the central city



Our City Tomorrow

Workshops overview report

Global Research *for* Wellington City Council
15-12-2017



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EXECUTIVE SUMMARY

This executive summary discusses the overall themes across the six *Our City Tomorrow* workshops. The workshops were independent of each other and different questions and activities were deployed in each. However, some themes arose in multiple workshops.

Frequently, participants described what they currently observe and consider the challenges for Wellington, including what they believe Wellington City Council should focus on, such as transport issues, natural hazard risks, population growth and green space provision.

Potential future outcomes were identified within workshops, reflecting Wellington as a place where people are put first, connections are easily made personally and geographically, and people are included and considered in planning.

While few participants suggested specific ways the city and Council could reach the desired outcome or ideal vision, some mechanisms were identified. These included some specific policies and physical changes/improvements.

Key ideas

Wellington City Council identified several areas of focus for the 2018-2028 long-term plan, including: transport, resilience, arts and culture, sustainable growth, and housing. Many of these areas were also common themes discussed in workshops.

Transport was mentioned by many participants. Several challenging transport areas, or areas that could be focussed on and improved in the future, were identified.

- Participants mentioned cycling, walking, public transport, light rail, and vehicle traffic.
- Congestion and space used by vehicles was identified as a challenge. Participants felt space for people was compromised by space for vehicles. This therefore limited public and active transport modes, and made the overall transport system less efficient.
- Connections to outer suburbs was mentioned frequently by participants. People acknowledged that it was challenging to travel from the suburbs into the central city, and to get to key sites such as the airport and hospital.
- Ensuring pedestrian friendly streets and cycle safety were other transport issues identified by participants.

Natural hazards were acknowledged by participants across some of the workshops.

- People identified earthquakes, flooding, sea level rise, and climate change as hazards Wellington is particularly vulnerable to.
- Participants identified that they were aware of the challenges that these hazards present, and the ways they affect transport, housing, economic, and other decisions in Wellington.

Population growth of Wellington and prospect of where new residents will go was recognised as a key challenge.

- Many participants were aware that the population of Wellington is increasing, and that this growth will put pressure on the transport system, housing, parks and green spaces, community facilities, and amenities.
- Several participants expressed concerns towards development that takes priority over green spaces, parks, gardens, and community areas, and therefore reducing the amount of public space available in Wellington.

Green space was commonly mentioned across the workshops.

- While one workshop was partially focussed and directed towards green space discussions, the topic also surfaced in other discussions. Participants mostly stated the importance of providing green spaces and allocating city space to green and natural purposes.

Outcomes

Many participants suggested outcome based ideas, which stated their vision for Wellington. Most of these ideas came without the mechanisms to reach their vision, but highlighted their idea of successful future development.

A “**people-centred city**” was one of the most frequently recurring ideas throughout the six workshops.

- Many participants stated their support for any elements that would promote a city that works for people.
- Elements that challenged this notion, such as car-focussed streets, large buildings and development without public space, and non-diverse design were among suggested elements that participants do not see included in the best outcome for Wellington city.

A more **connected city**, in regard to transport, was a common theme across some workshops.

- Many people stated better transport options, systems and connections.
- A city where travelling from the suburbs to central city, the airport, and hospital is efficient and timely, was suggested by many participants as a key outcome.

A **community focussed city** and planning was identified by many as a key outcome.

- A city that both involves the community, and provides for the community was strongly suggested by many participants.
- It was clearly stated that people want a city where the decisions involve community members more. Participants showed great appreciation for future communication and consultation with the Wellington City Council.

Mechanisms (How Wellington gets there)

Some participants discussed how they think the Council should achieve desired city outcomes.

Policies and regulations were the main mechanism that participants suggested.

- Some participants mentioned specific policies or rules that they thought would be helpful in resolving some of Wellington’s challenges and issues. Policies regarding building heights, development standards and sustainable buildings were among the most popular suggestions.
- Participants frequently mentioned different aspects of the building height rules. Some comments referred to the issues of seismic stability. Development standards, and comments suggesting similar policies, stated that standards could be developed to ensure development in Wellington meets the goals of the overall vision and outcomes desired.
- Policies that incentivise sustainable buildings, green spaces and public spaces to be incorporated into development were suggested across some workshops. Participants felt that with the strong conflict between green space and buildings, an incentive scheme could lead to a better city for people.

Higher density housing and mixed-use buildings were frequently mentioned as mechanisms to resolve some of Wellington’s urban issues.

- Participants suggested intensified residential dwellings would lead to several positive outcomes including: greater social connections, more vibrant spaces, and better transport systems.
- Mixed use buildings were suggested as ways of keeping spaces lively during different times of the day and encouraging more vibrant areas for residents, businesses and communities.

Facilitation and leadership from the Council was expressed as an expectation from some participants.

- Comments suggested that it is the Council's responsibility to ensure their vision and ideal outcomes are met. While the desire for more community engagement was expressed, the perception remains that the Council should facilitate and run the majority of the processes required within the city.

INTRODUCTION

This report summarises the six workshops analysed for Wellington City Council's *Our City Tomorrow* engagement project. The workshops focussed on a range of different topics, as well as suburbs/areas of Wellington. Key themes arose within each report, as well as some resurfacing topics across many workshops (discussed in the executive summary).

Our City Tomorrow was an engagement process run by the Wellington City Council to help inform the long-term plan. The *Our City Tomorrow* project was a forum for Wellingtonians to discuss the challenges and opportunities facing the city. A particular focus was placed on the issues regarding population growth, climate change, and earthquakes. Wellington City Council outlined this context for the initiative.

- The population of Wellington is set to increase between 50,000 and 80,000 residents by 2043. Currently most of this growth is located in the central city. The challenge for the future is managing this growth sustainably and effectively.
- Climate change and the coastal environment of Wellington makes it vulnerable to severe weather events and sea level rise.
- The recent experience of the 7.8 magnitude Kaikoura earthquake highlights a need to further improve the city's resilience.

Wellington City Council asked the public how the Council should spend their time, energy and resources in the future, combating the challenges presented. The six workshops focussed on varying topics and areas.

Workshop structure

Workshop One involved eighty central city stakeholders. Stakeholders included; residents, investors, retail operators, property owners, Housing, NZTA, Wellington Water, urban planning, engineers, ecologists, community social experts, economists, and Council staff with responsibilities for community, ecology, transport, water, park management, city planning, and the district plan. This workshop involved participants identifying elements of the urban landscape they would keep or start in Wellington, and those they would stop or prevent. It also involved identifying challenges, preferred experiences and principles of Wellington city.

Workshop Two asked participants to come up with ideas for different areas of Wellington. The areas were predefined by the workshop facilitators, and included; City Gateway, Citywide, Creative Heart, Pipitea, Pukeahau, and Waitangi. Participants used posters and post-it notes to represent their ideas and suggestions for Wellington based on the activities they participated in.

Workshop Three involved two case study activities. The case studies were based in different areas of Wellington (Pipitea and Waitangi) and proposed a number of deliveries relating to housing and urban design of the area. Participants were asked to provide feedback on these proposed scenarios. The second activity asked participants to reflect on the workshop and discuss the tools, barriers and key people to be involved, from their ideas for future development.

The Design and Development workshop focussed on planning principles. Participants identified the challenges and tensions that face their sector, the priority areas of the city, in terms of both location and focus, and evaluation of the current planning and policy approach which encourages 40% of growth into the central city.

The Designing for an Inclusive Wellington workshop aimed to identify the challenges and improvements that could be made to be a city that is more inclusive for all. Participants identified

challenges of the ageing population, elements of urban design that may promote inclusivity or exclusivity, and principles that would improve accessibility and inclusivity in Wellington.

The Integrating Sustainable Food and Green Space workshop explored many aspects of the two topics of urban food systems, and green space. Participants engaged with six different activities covering how the wider city challenges access to urban food systems and green spaces, the frequency they engage with elements of either the urban food system or green spaces, food production systems and green spaces that suit Wellington, and the role of Council, community, and the private sector.

The six workshops covered a wide range of topics and included participants from various backgrounds. While there were a lot of unique findings, themes and topics discussed by participants across all workshops were, on the whole, similar. Key themes have been discussed in the executive summary.

WORKSHOP SUMMARIES

Each workshop asked participants various questions, through a range of group and individual tasks. Specific findings for each workshop are discussed below.

Workshop One

The key themes of Workshop One showed a strong desire for better transport options and infrastructure, public spaces with strong visual amenity, and resilience and sustainability.

Elements that participants suggested they dislike were congestion, poor infrastructure, poor economic prospects, degradation of the natural environment, and lack of vibrancy and unique elements within the urban landscape.

The common challenges identified across a number of sectors were:

- The effects of population growth and subsequent impacts
- Preparedness for seismic events and other natural hazards
- The impacts of climate change
- Balancing built environment growth, while retaining the natural environment
- Reduction in car use/dependence
- Retaining quality of life
- Transport and other infrastructure provision.

Workshop One also asked participants to identify preferred experiences and principles. Key themes included: city life (including the social, community, and creative elements of the city), active transport, compactness of the city, attachment to the coast and harbour, proximity to nature, and the encouragement of diversity, as part of people-focussed policy and planning.

Workshop Two

Several common themes were identified from the activities of Workshop Two.

Transport modes, particularly active transport (cycling and walking) and public transport were frequently mentioned. Better connections to other areas via the transport system was expressed as desired by many participants.

Mixed use and higher density buildings were stated by multiple participants to improve vibrancy, social connectedness and increase public space.

Affordability was an important aspect, particularly in regards to housing. Many implied apartment style, high density living may not be affordable for all.

Green space was also desired by many participants. Several participants suggested the CBD as the place to locate more of these spaces. Participants also recognised the threat of natural hazards and suggesting working with nature, rather than against, to mitigate impacts.

Workshop Three

From the two case studies, a couple of key themes stood out. Firstly, participants were concerned with the cost of implementing the theoretical project. Some people expressed uncertainty regarding how a project, like the one proposed would be paid for.

Policies and rules were discussed by many participants. People identified the importance of effective policies, guidelines and restrictions.

Other comments suggested the recognition of both community and business values in future development, provision of green space and public space, and increased feedback and consultation between the Council and public.

Design and Development Workshop

Participants mentioned many aspects of planning and Council restrictions that they thought were challenges to future progress, had the opportunity to do better, or could be incorporated within new policy and planning.

Transport options, systems, and connections were frequently mentioned by participants. Comments indicated support for active transport modes, and reducing vehicles and car parking in the central city. Participants suggested efficient and reliable public transport connections as a key aspect of future development and living. Many of these comments were associated with suggestions for new development and living styles, such as mixed use and higher density residential.

Medium or high density residential development was suggested in response to all questions. Most participants discussing intensification, referred to the central city, while some suggested intensification on the fringes or outer suburbs.

Community values were important to participants. A range of topics were mentioned including: community services, facilities, support, connectedness, and diversity.

Designing for an Inclusive Wellington Workshop

Participants identified the challenges of future development with an ageing population. A number of elements that promote inclusivity in Wellington were suggested. These elements included:

- Sense of community, social connectedness and inclusivity (both in physical infrastructure and social capital).
- Accessible mixed demographic housing.
- Transport and mobility within the city.

One of the key findings from the Designing for an Inclusive Wellington workshop was the suggestion that a better connected and engaged community would lead to more inclusivity.

Integrating Sustainable Food and Green Spaces Workshop

Urban food systems and green space were stated as important by the participants.

A key challenge to integrating urban food systems and green space is the use of space within the city. Competition between public/green space and private development was identified as a significant barrier to shifting to more sustainable food systems. Ensuring more space is dedicated to green space, or incorporating green elements into existing structures, were the two key solutions suggested by participants. Locally sourced food, community connections through gardening and green space, and alternative water management systems were identified as improving Wellington's resilience to threats such as earthquakes, flooding and rapid population growth.

Participants indicated they most commonly interact with the most convenient and accessible elements of the urban food system. They stated some of the wellbeing benefits of an urban food system, including: community connectedness, education about food, personal pride from growing own produce, and physical health benefits of fresh local food.

The elements of green space that participants interact with most frequently were those that they would encounter during their normal routine, or could access without travelling a great distance.

Participants suggested three key wellbeing benefits of green space, including: physical fitness and health, mental wellbeing and relaxation, and sense of place.

Participants suggested people think the Council should be the facilitator, leading the implementation and development of urban food systems and green space. Some policies from the Council to incentivise and encourage the private sector to be more involved were also suggested. Participants also discussed co-operation between all of the groups involved, stating the high importance of communication, support, and information sharing between key stakeholders.

3. Policy

KIWI POINT QUARRY ENGAGEMENT UPDATE

Purpose

1. To provide Councillors with an update on the results of the Kiwi Point Quarry engagement process.

Summary

2. The results of the Kiwi Point Quarry engagement process were reported to the Committee on 22 February 2018. Since that time, officers have become aware that five submissions were not accounted for in those results. This paper reports on those submissions.
3. The five additional submissions, summarised in Attachment 1 and provided in full in Attachment 2, expressed a preference for a range of options, thereby not significantly altering the overall results of the engagement process.
4. Officers have delayed notification of District Plan Change 83 in order to provide this update. Notification is now scheduled for mid-April.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.

Background

5. Officers reported back to Councillors in February on the results of engagement with the community on options for the future of the Kiwi Point Quarry (<https://wellington.govt.nz/your-council/meetings/committees/city-strategy-committee/2018/02/22>).
6. As noted above, officers became aware that five submissions weren't accounted for in the original report to the Committee.
7. This omission resulted from submissions being received in three ways (postal, email and via the Council website). The submissions that were overlooked all appear to have been received via email. Officers are continuing to look into how these submissions were overlooked to ensure that such a situation does not arise again in future.

Discussion

8. With the addition of these five submissions, 72 submissions have now been received. Of the five additional submissions:
 - One submitter was unsure which option they supported
 - One submitter supported Option 4 – maximum expansion
 - One submitter conditionally supported Option 3 – medium expansion

- Two submitters opposed Options 3 or 4 but didn't specify whether Option 1 (closure) or Option 2 (limit quarrying to the already permitted area) were preferred.
9. Therefore of the overall 72 submissions received:
- 22% (16 submitters) supported closing the quarry (previously 24%)
 - 51% (37 submitters) supported the maximum expansion option (previously 54%)
 - 13% (9 submitters) supported the medium expansion option (previously 12%)
 - 10% (7 submitters) were unsure (previously 7%) and 3% (2 submitters) selected 'other' (unchanged).
10. Two submitters expressed preferences for possible mitigation measures, with one favouring planting, another a mixture of planting, lighting and artwork.
11. Some submitters made additional comments on quarry operations. The use of blasting was a common theme, with submitters noting the effects of blasting on them/their properties. One submitter commented on the good communication received from the quarry in this regard as a mitigation measure.
12. Comments otherwise focused on dust and noise effects, mitigation measures, wind effects, ecological impacts and the management of quarry operations and responding to resident concerns.
13. Overall these comments are consistent with comments received from those submitters originally reported to the Committee.

Next Actions

14. Officers will continue with the notification process of District Plan Change 83 which has been delayed in order to provide this paper to the Committee. Notification is now planned for mid-April.

Attachments

- Attachment 1. Summary of Additional Submissions [↓](#) Page 58
Attachment 2. Full Submissions [↓](#) Page 60

Author	Mitch Lewandowski, Principal Advisor Planning
Authoriser	John McSweeney, Place Planning Manager Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The report provides a further update on the results of completed engagement.

Treaty of Waitangi considerations

N/A

Financial implications

N/A

Policy and legislative implications

None as a result of this paper.

Risks / legal

This report has been provided to brief the Committee on submissions originally overlooked.

Climate Change impact and considerations

No further considerations arise beyond the previous paper.

Communications Plan

The five submitters subject to this paper have been notified of the original omission and updated on the process undertaken to report their submissions to the Committee.

Health and Safety Impact considered

N/A

Name	Address	Chosen Option	Chosen Mitigation	Relationship	Summary of comments
Dean Soldera	87 Burma Rd dean.soldera@xtra.co.nz	Unsure	Planting	N/A	<ul style="list-style-type: none"> Distance between quarry and residential development isn't necessarily relevant when it comes to effects. The type, strength and depth of blasting can produce significant shaking on houses, which is very disturbing and stressful for residents Currently these are mitigated by good communication from the quarry operators, striking a balance between operation and commercial efficiency. Needs to be kept under consideration for future expansion
Julie Logan	11 Johnsims Drive jlogan@xtra.co.nz	Option 3 Conditional	Planting, lighting, artwork	Resident on the boundary + resident with a view	<ul style="list-style-type: none"> Support of Option three is conditional on restriction being placed on major explosive devices to the effect that they may not affect residents and their properties. If this cannot be done someone must be held liable for unwelcome and unwanted damage to properties or the distress of such events. Concerned about the strength of vibrations and artificially induced seismic activity and the immediate and potential damage to persons and infrastructure that will be caused by explosive devices. (health and safety) Changes to the 'point of extraction for explosive devices' in the last two years. Change has resulted in a server negative impact. Submission list four specific occasions where blasting occurred without notification causing distress and property damage Methods of extraction result in measurable physical effects on surrounding residents. Restriction must therefore be placed on major explosive devices so they don't affect residents. Or someone must be held liable for unwanted damage and distress.

Stewart Hasseldon	160 Fraser Ave lads@xtra.co.nz	Option 4	N/A	Doesn't expressly say but the is a resident near the quarry (possibly with a view)	<ul style="list-style-type: none"> Option 4 creates more land and gets best use from resource Need to manage dust within the site etc. Would be good to get northern areas that are finished being quarried back in native bush.
Tony and Brenda Norton	14 Plumer St tony.norton@stuff.co.nz	Do not support Option 3 and Option 4	Not explicitly stated	Not explicitly stated - but is a resident near the quarry	<ul style="list-style-type: none"> Stated benefits are vague and nebulous, do not advance the welfare of current residents. Questions who benefits financially from continued quarrying, due to user pays system. Unclear how quarry contributes to reduced truck movements. Comment about extended harbour views for residents is disingenuous Dust and noise - raises hydro seeding cuts 'on the fly' as work is done to mitigate visual effects rather than at the conclusion of quarry activity Screening from SH1 will not be effective Question regarding any engineering assessment of wind flows More information is required on ecological impacts, Notes previous experiences with Council are less than satisfactory due to "one arm not talking to another" Questions ability for promised work to occur at the promised time No CBA provided on extending quarry timeframe against overall impacts on ratepayers of increasing rates
T Tan	Not stated. nznztan@gmail.com	'Not option 3 or 4'	N/A	N/A	N/A

From: [Dean Soldera](#)
To: [Kiwi Point Quarry](#)
Subject: Kiwi Point Quarry Consultation
Date: Monday, 30 October 2017 9:21:07 a.m.

Section 1:

Mr Dean J Soldera

e-mail address: dean.soldera@xtra.co.nz

Submission as Individual

Section 2:

No.1: Unsure

No. 3: Planting

No. 4: Resident (one of a number in the area) significantly impacted by the blasting at the quarry.

No.5: Distance of residential housing from quarry operations (we live in the Burma Road area which is quite a distance from the quarry) is not necessarily relevant when it comes to the actual effect that blasting has on residential properties. In particular, the type, strength and depth of the blasting process can produce a significant shaking effect on houses (comparable to an earthquake) as it has done in our area. These effects can be very disturbing and stressful for residents. At present these impacts have been mitigated by good communications and dialogue between ourselves and the quarry operators in order to achieve a blasting outcome which strikes a balance between commercial efficiency and an acceptable impact on householders.

This issue needs to be kept under consideration in any future planned quarry expansion.\

Regards

Dean Soldera

Wellington City Council Kiwi Point Quarry expansion options

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We want to hear your views on the proposed expansion options for Kiwi Point Quarry. You can answer these questions online at wellington.govt.nz/kiwipointquarry, email your thoughts to kppq@wcc.govt.nz or post this form to us (no stamp needed). Tell us what you think by 5pm, 30 October 2017. When the proposal is considered by the City Strategy Committee, you can apply to speak during public participation time.

Tell us what you think by 5pm, 30 October 2017.

Privacy statement - what we do with your personal information

All submissions (including name and contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Section 1 – your details * Submitters must include their name and contact details

<input type="checkbox"/> Mr	<input checked="" type="checkbox"/> Mrs	<input type="checkbox"/> Ms	<input type="checkbox"/> Miss	<input type="checkbox"/> Dr
Your name*: <u>JULIE LOGAN</u>				
Your email or postal address*: <u>11 JOHNSONS DRIVE BROAD MEADOWS WTCN 6035</u> <u>jlogan@xtra.co.nz</u>				
You are making this submission:				
<input checked="" type="checkbox"/> as an individual				
<input type="checkbox"/> on behalf of an organisation – organisation's name:				

Section 2 - questions about Kiwi Point Quarry options

Please select only ONE option - 3 or 4

<p>1. Do you support option 3: Medium Development Quarry the south face and extend quarrying into the Open Space B area up to 190m contour, with a 100m buffer between the quarrying activity and closest residential site and provide for expected rock demand and extend the life of the quarry by 15 years. This would need to go through a District Plan Change process under the Resource Management Act 1991 to rezone the Open Space B to Business 2.</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why/other comments <u>But only with it be written into agreement that restriction must be placed on major explosive devices to the effect that they may no affect immediate or distant residences and their properties. if however if such a restriction cannot be met then someone must be held liable for the unwelcome and unwanted damage incurred to properties or the distress of such events as referred to in my attached letter.</u></p>	<p>OR</p>	<p>2. Do you support option 4: Maximum Development Quarry the south face and extend quarrying into the Open Space B area to the use the maximum land available with a 70m buffer between the quarrying activity and closest residential site and provide for expected rock demand and extend the life of the quarry by 20 years. This would need to go through a District Plan Change process under the Resource Management Act 1991 to rezone the Open Space B to Business 2. Visual impact will be similar to Option 3.</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Why/other comments</p>
<p>3. How would you like the south face quarry site to be screened during quarrying? (Necessary approval to be obtained from NZTA)</p> <p><input checked="" type="checkbox"/> Planting <input checked="" type="checkbox"/> Lighting feature <input type="checkbox"/> Light projection</p> <p><input type="checkbox"/> Urban design feature ie. decorative panels <input checked="" type="checkbox"/> Artwork</p> <p><input type="checkbox"/> I do not think screening is important</p> <p><input type="checkbox"/> Other, please comment</p>		

4. Which of the following applies to you? (Tick all which apply).

- Resident on the boundary of Kiwi Point Quarry
- Resident with view over Kiwi Point Quarry
- Business near Kiwi Point Quarry
- Organisation near Kiwi Point Quarry (including schools)
- A business using products from Kiwi Point Quarry
- A ratepayer who does not live in the immediate vicinity of Kiwi Point Quarry
- Other, please state

----- 1st fold here - fasten here once folded -----

5. Are there any other comments you wish to make?

----- 2nd fold here -----

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FREEPOST 2199
 Kiwi Point Quarry Expansion Consultation
 Wellington City Council
 PO Box 2199
 Wellington 6140

CSWCC 100413

25th October 2017

To: Wellington City Council
Wellington City

From: Mrs Julie Logan
+64 27 306 1230
<jlogan@xtra.co.nz>
11 John Sims Drive
Broadmeadows
Wellington 6035

Re: Expansion of Kiwi Point Quarry

To whom it may concern,

I wish to submit a conditional protest on the expansion of Kiwi Point's quarry as property owner within direct distance of the quarry's activities. The concern about which I have in mind is of Health and Safety. More specifically, my concern is that about the strength of the vibrations, and other artificially-induced seismic activity, produced annually by Kiwi Point Quarry, and the immediate and potential damage to persons and infrastructure that will be caused by those explosive devices.

Kiwi Point Quarry changed their point of extraction for devices capable of substantial explosive force within the last two years. The change has had a severe and negative impact on infrastructure and the mental health of individuals surrounding their activities. Should you speak to Jason Glendworth of Kiwi Point, you will see correspondence between them and me. I wish to display my protest on the basis of the following four incidents.

- (1) Without our knowledge, an explosive device was detonated by Kiwi Point Quarry that had such seismic force that it shook my property's windows to very near shattering point and created a deafening bellow. I called the council, but I received no information about the event. I then called Malvina Major (a retirement settlement along Burma Road) through which I was informed it was in fact not an earthquake but an explosion. I then called our neighbour who, like me, expressed their fear and anxiety about the sudden, loud, and very powerful nature of the event.
- (2) In another detonation of an explosive device, about which I was also not informed, our property's infrastructure was exposed to the same stressful conditions that had been had by the previous explosion. I called Kiwi Point Quarry to enquire about the event with which I was met with assurance that the future detonations of explosive devices would be preceded by notice (and, to the best of my knowledge, they have kept their promise on that).
- (3) A more powerful explosion than ever before was had. My house was shaken in a strong forward and back manner with the sound of glass and plastic simultaneously grinding in their emplacements on the verge of popping. I called the quarry straight away, and Kiwi Point agreed to send someone to inspect any damage that occurred; unfortunately, no one ever arrived for such an inspection. My husband then called Work Safe and spoke to Charlotte Baines about the concerns we had about the

damage to our property. It is an understatement to say they were about as enthused as a cat receiving a bath. Closely following this, someone from Kiwi Point Quarry finally arrived to measure the seismic force produced the quarry's explosive device.

- (4) Yet another explosion occurred. This one, while not as powerful as the third, nonetheless resembled an earthquake.

Since those four explosions, I have noticed hair-line fractures in the paint work of my house. I have not contacted the quarry on my partner's advice as, first, no one seemed to care or know anything about the prior incidents, and, second, the explosions are so spontaneous that I cannot reasonably produce evidence beyond testimony to the damage caused by such explosive devices. Fortunately, the quarry has not detonated any explosive devices that have had a magnitude of anywhere near what they did.

Having explained my experiences with Kiwi Point, I hope you can see that Kiwi Point's methods of extraction do result in measurable physical effects on surrounding domestic residencies. If major explosive devices are allowed freely, they are extremely likely to cause infrastructural damage and distress to residential individuals. But, as I have said, my protest is conditional, for I am well aware that explosive devices are necessary in extracting resources from the earth. I thus wish to submit that some restriction must be placed on major explosive devices to the effect that they may not affect immediate or distant residencies, and their properties. If, however, such a restriction cannot be met, then someone must be held liable for the unwelcome and unwanted damage incurred to properties or the distress of such events.

In the event that verbal or personal submissions are requested, I should be willing to proffer testimony to whomever it concerns. I am also willing to provide photographic evidence of suspected infrastructural damage caused by Kiwi Point's explosive activity. In addition, I have enclosed my correspondence with Glendworth on the 16-02-2017, which details my concerns about property damage.

I look forward to hearing back from you.

Kind regards,

Julie Logan.



c. blasting

Subject: Re: Blasting
From: Jason Glentworth <jason.glentworth@lafargeholcim.com>
Date: 16/02/2017 3:01 PM
To: James <jlogan@xtra.co.nz>

Hi James/Julie

Sorry to hear that you are upset.
Have tried ringing on both numbers to talk to you about the blasting.
Please give me a call when you are able.

Thanks Jase

On 16 February 2017 at 14:36, James <jlogan@xtra.co.nz> wrote:

I am Julie Logan from number 11 John Sims Drive. Your explosion around 12.30 has caused damage to our property. The house shook in two directions forward and back. I heard a crack in our covered outdoor section, on inspection it has indeed damaged the plastic. My special needs carer was here and can verify the force of the explosion and movement. We may also have other damage. Please let me know whom I can contact regarding this. I phoned and complained to Wellington City Council regarding this matter and they were sending email for me. I have lived here for 27 years and it is only in the last two years we have had problems. This is the third time the windows have felt like they were going to blow in with the force. My husband has contacted health and safety regarding today's explosion. I talked to a neighbour who was home also and she was terrified also. This is not good enough. I look forward to hearing from someone promptly. Home phone is 04 4771555 or txt me on 0273061230. 13/02/2017 2:53 p.m., Jason Glentworth wrote:

Hello

We are planning to do blasting on Thursday between 10am and 2pm.
Standard blasting procedures will be in place.
Please feel free to call if any queries.

Thanks Jase

From: [S. Haselden](#)
To: [Kiwi Point Quarry](#)
Subject: Kiwipoint
Date: Saturday, 7 October 2017 4:57:48 p.m.

Hi

Seems like the best long term option is to go with the full option 4. Creates more land and gets best use from resource.

As long as dust kept within site etc seems good.

Would be good to get all the northern areas that are finished quarrying back in native bush as well :)

Thanks

Stuart Haselden
160 Fraser Ave

From: [Susan Rawles](#)
To: [Susan Rawles](#)
Subject: FW: Public-engagement document re the Kiwi point Quarry
Date: Thursday, 15 March 2018 9:04:16 a.m.
Attachments: [Quarry submission 2017.docx](#)

Tony and Brenda Norton <<<mailto:acnorton@xtra.co.nz>> acnorton@xtra.co.nz>

<<https://mail.google.com/mail/ca/u/0/images/cleardot.gif>> 23/10/2017

<<https://mail.google.com/mail/ca/u/0/images/cleardot.gif>>

<<https://mail.google.com/mail/ca/u/0/images/cleardot.gif>>

<<https://mail.google.com/mail/ca/u/0/images/cleardot.gif>>

to kpq, me

<<https://mail.google.com/mail/ca/u/0/images/cleardot.gif>>

To whom it may concern

We are residents with a boundary to the Kiwi Point Quarry and with a view over it.

We recently attended the Council's drop-in session at St. John's Anglican Church in Johnsonville, on Saturday 30th September, and have read the supporting documentation provided.

There were four options presented to us:

1. Cease quarrying at the end of the north face lifespan
2. Cease quarrying after the currently-permitted area on the south face is expired (but the anticipated cost of removing the over-burden is greater than the value of the high-quality rock available)
3. Expand to a medium development of the south face
4. Expand to a maximum development of the south face

We do not support either Option 3 or Option 4 from this proposal.

Our submission to the proposed extension is attached.

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Proposal to quarry south face of Kiwi Point Quarry

Quarry lifespan

The draft proposal presents the new quarrying plan as having a 15 year (Option 3) to 20-year (Option 4) lifespan; however Council officers at the Roadshow presented this in two different ways:

1. 15-20 years as the time taken to remove all the rock (likely to take 20+ years to complete, depending on demand; total of ?? years more operation before closure)
2. 15-20 years as the time taken to remove all the rock in a continuous run (total of 20 years more operation before closure)

Which explanation is correct?

Are there any guarantees that a further consent might be not be granted in future?

The plan needs to be much clearer on these points as local residents are going to be impacted for longer than may be apparent - visually, noise, dust, blasting being among the inconveniences we experience.

Possible benefits to extended quarrying

The potential advantages to extended quarrying are vague and nebulous, and do not advance the welfare of current residents.

Stability of construction costs – who does this advantage? If we operate in a user-pays environment, the surely the private developments requiring the aggregate will meet those costs, rather than the Council?

No additional heavy trucks on the road – it is not clear how extending the quarry will influence this, as with the possible addition of a further 50,000-80,000 residents is going to require new residential developments, requiring large machinery, regardless of where aggregate is sourced from.

The possibility that some residents will eventually get extended harbour views - to say so is disingenuous because the possibility of gaining a little more water view is little recompense for staring at a bare rock face for another 20-30 years.

Provision of flat land for future development – this is an interesting advantage when it would be adjacent to the new rock face created by quarrying, and which has also been suggested as rockfall protection for SH1 and Tyers Road (by increasing the distance between the rock face and these roads). How can this be good for development if the rock face is also deemed to be a risk to roading?

Dust and noise control

The Transmission Gully project provides a good example of effective visual and dust management; the frequent application of hydro seeding helps with both the visual and dust impact of the cuts

being made, and is more pleasant than postponing the work until a large number of cuts have been completed.

Why would it not be possible for the Quarry to hydro seed 'on the fly' for example by quarrying half the length of one batter cut and then hydro seed half of this? If that approach was taken, only 1/4 of the active batter would be exposed at any one time.

The Council proposal to undertake such measures only after the work is finished is an unpleasant proposition for local residents, and contrary to the Council's own 'good neighbour' responsibilities.

Visual impact management

We are puzzled at the proposal to deploy 3-metre high screens on SH1 to minimise the visual impact for people travelling in the Ngauranga Gorge. Motorists travelling from the top of the Gorge towards the city face towards the new quarry operations, with their vision lines easily above this height; whilst for those travelling north the quarry face will be at their backs.

Forward planning should have already taken account of the need to screen future quarry operations, given that part of the south face is already in the 'permitted' zone, and plantings for screening should have been done some time ago to allow them to grow to a useful height.

Wind flow

Has there been any engineering assessment made of the proposed quarrying extension, as regards impact on wind flows? This is a high-wind area, from both the north and south and changing the landscape to the extent proposed can be expected to impact the surrounding environment.

We also found when our previous noise and dust protection trees were removed, it affected both the gardens and buildings with the higher wind strengths.

Ecological impact

Additional discussion on the ecological impacts is required, particularly in regard to the above.

Honouring mitigation agreements

Our previous experience of dealing with the Council has been less than satisfactory. Varying parts of the Council have different ideas about managing the measures put in place, to the detriment of local residents and the originally-agreed plans.

For example, it was agreed between the Council and local residents that a double shelterbelt of trees would be planted to improve the view, control the dust, and help with noise control. Then some time later another Council department decided that a double shelterbelt was unnecessary and removed a large number of the plantings, including a mature tree on our property, which was an important shelter tree for us, growing well away from the area the Council were supposed to be working in.

As discussed above we remain concerned that agreements with one arm of the Council are not always honoured by other arms.

What guarantees do residents have that promised work will happen and at the agreed times?

We as residents should not have to keep reminding the quarry and Council of its responsibility.

Impact on rates

There was no cost-benefit analysis provided on extending the quarry lifespan against overall impacts on ratepayers of increasing rates, although the likely costs to Council of having to source aggregate from outside the city, if the quarry were to close, was mentioned.

From: [T Tan](#)
To: [Kiwi Point Quarry](#)
Subject: Consultation - T Tan
Date: Friday, 17 November 2017 9:03:59 p.m.

I would like to object to proposed option 3 or option 4.
Cheers
T Tan

JACK ILOTT GREEN - PROCESS FOR GAZETTING

Purpose

1. This paper sets out the process for gazetting Jack Ilott Green and sets out the current status and options for the Committee.

Summary

2. The land comprising Jack Ilott Green was vested by the Crown in the Council in 1974 and is held on trust for *public utility* purposes.
3. On 29 June 2016, in the adoption of the 2016/17 Annual Plan; the Council agreed “that Environment Committee be tasked to investigate the statutory process to protect Jack Ilott Green as a reserve”.
4. For any process to proceed a Council decision is required to determine the reserve status and to seek Ministerial approval. However there are a number of projects that interrelate with such a decision and which should be taken into account in any decision to gazette the Green.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note that the land is held in trust for public utility.
3. Note that a Council decision is required to decide on the appropriate reserve status and Ministerial agreement sought before the area can be gazetted as a reserve.
4. Note Council officers are still awaiting final legal advice on appropriate reserve status.
5. Request officers bring a paper to the next available committee meeting outlining final options on the most appropriate process to protect Jack Ilott Green as a reserve.

Background

History

5. The land was vested in the Council by Crown grant in 1874 “to be held on trust for reclamation and for the purpose of public utility”. The area was formed as part of the Te Aro Reclamation pursuant to the Te Aro Reclamation Act 1879 (the Reclamation Act) by the Wellington Corporation around 1889 and was identified as Reserve K.
6. The Reclamation Act was amended in August 2004 by the Wellington City Council (Te Aro Reclamation) Amendment Act 2004. This gave the Council the power to deal with any reclaimed land or any part of it, for example, by selling or leasing it with this power to be exercised under, and in accordance with, section 12 of the Local Government Act 2002 (LGA).
7. The land has a long history of use and has frequently been discussed in the context of Civic Centre planning.
8. In 1994, Circa Theatre moved out of the building on the site and the building at 1 – 7 Harris Street was consented to be demolished in June 1995. At that time the

Committee paper recommended “approve landscaping of the cleared land to the same standard as the adjoining planted land as an interim measure” and “note that investigations are underway into proposed long term use of the site...”

9. A number of proposals have been made since that time. The School of Music proposal for the site was initially discussed in 2003.
10. On 26 May 2015, the Governance, Finance and Planning Committee agreed while discussing the Civic Precinct revitalisation programme, and the proposed leasing of Jack Ilott Green, that;
 - *Where possible that green and open space is provided in the Civic Square development project in compensation for the loss of the Jack Ilott Green.*
11. Subsequently on 29 June 2016, in the adoption of the 2016/17 Annual Plan; the Council agreed “*that Environment Committee be tasked to investigate the statutory process to protect Jack Ilott Green as a reserve*”.

Discussion

The process to protect Jack Ilott Green as a Reserve.

12. The following steps would need to be taken to make Jack Ilott Green a reserve.

Council Decision	Seek a Council resolution to address the following matters: 1) The most suitable classification of Reserve (e.g. recreation, scenic, historic or local purpose (with a stated purpose))
	2) Request Ministerial approval for different use for the property (and income derived from it) under section 140(4)(a) of the LGA; (Minister of Local Government)
	3) Request Ministerial approval to set the land apart for a different public work (reserve) under section 52 of Public Works Act 1981 (PWA) (Minister of Land Information).
Obtain Ministerial Approval	
Publicly notify the decision	Subject to the above approvals being received, instruct officers to commence the process to declare the land as reserve under s 14 of Reserves Act 1977 by publicly notifying the Council’s intention and calling for objections following the procedure in s 119 of the Reserves Act 1977
Obtain a Survey Office Plan	Survey Office Plan to separately define reserve area from the remaining land in CFR 724107
Conduct any Hearings for submissions & objections	
Notify the Minister	1. Send a copy of the Council’s resolution to the Minister of Conservation with a copy of all objections and the comments of the Council in relation to the objections for the Minister to decide (at his or her discretion) to gazette the Council’s resolution or refuse to do so.
	2. Publish the gazette notice

13. Officers are seeking legal advice on the appropriate reserve status and how this aligns with the “public utility” requirement under The Reclamation Act.

Current Protections

14. The land has a number of existing protections. It comprises land which falls under the Reclamation Act. The Reclamation Act records that the land was granted to the Council’s predecessors in title “upon trust for reclamation and for purposes of public utility”.

- This means that the Council must comply with sections 140-141 of the LGA, which apply to trusts and endowments.
 - S 140 LGA creates a general restriction on disposal of endowment property by requiring that the property be retained by the Council for the purpose for which the property was vested (i.e. for public utility).
15. The Reclamation Act does allow for the Council to deal with the reclaimed land including its sale or lease subject to s 12 LGA which sets out Council's power of general competence. This however does not override Council's obligation to comply with s 140 & 141 LGA unless there is a change of purpose for the area requiring ministerial approval under s 140(4) (a) LGA, or if the proceeds of sale of area were used for a purpose consistent with the endowment purpose (i.e. for public utility), and notifying the Minister in Charge of Treaty of Waitangi Negotiations and the Minister for Land Information under s141 (1) LGA.
16. If the Council wanted to change the purpose for which the property may be used or for which the income from the property may be used, ministerial approval would need to be sought.
17. Jack Ilott Green is also a "park" for the purposes of s138 of the LGA. S138 of the LGA requires public consultation before land can be disposed of (by sale or by lease of a period of more than 6 months).

Public Utility

18. There is a question of what is "public utility". The term "public utility" is general, and that was particularly likely to have been the case in 1879 when it would have covered most Council activities. It is not limited to "utility infrastructure" type purposes and activities and could encompass a broad range of activities.
19. The Council might wish to substitute a purpose that more directly corresponds to the uses and purposes that the Council wishes to protect, particularly if there is an intention to vest the land as reserve.
20. If the Council decides not to classify the land as reserve but still keep the current use for the time being, then it might be reasonable for it to retain "public utility" and not apply for a change of use under section 140 or 52. However, given the potential uncertainty regarding what a public utility is today, and whether that is considered to be different to what a public utility was in 1879, a more precise use that centres on the values of the site that the Council wants to protect is worth considering as it would clearly demonstrate the purpose the land is held for.
21. This could be updated to a more fitting purpose which provides better protection through:
- Requesting Ministerial approval for different use for the property (and income derived from it) under section 140(4)(a) of the LGA; (Minister of Local Government);
 - Requesting Ministerial approval to set Jack Ilott Green apart for a different public work under section 52 of PWA (Minister of Land Information).

Other Related Projects

22. While there is absolute agreement around the need for gazetted green space in Civic Square any decision around the timing of that gazetting should be considered in the context of a number of related projects, some significant, which are currently underway or anticipated in this part of the City.

Civic Precinct upgrade and Town Hall transformation:

23. The 2015-2025 Long Term Plan gave the go ahead to the Town Hall transformation and Civic Precinct upgrade projects. This included the strengthening of the Town Hall and progression of its potential role as a national music hub, upgrading of the public areas of the Civic Square precinct, earthquake-strengthening of the 1990s Central Library and Civic Administration Buildings, and proposals to investigate the sale or long-term lease of the Municipal Office Building, Jack Ilott Green and part of the Michael Fowler Centre car park. As noted above there was a subsequent decision made during the 2016/17 Annual Plan that the Environment Committee investigate the process for protecting Jack Ilott Green as a reserve.

24. The November 2016 Kaikoura earthquake highlighted numerous resilience issues in Civic Square beyond those originally flagged in the 2015 LTP discussion which have altered the context and timeline for the Civic Precinct upgrade project. This is also being linked to the work being done around determining the future of our own staff accommodation. A workshop has been scheduled on 17 May to update councillors on the Civic Precinct upgrade project.

Green Network Plan:

25. To support the Our City Tomorrow and Lets Get Wellington Moving projects, the Urban Design and PSR teams have begun scoping development of a Green Network Plan.

26. The Green Network Plan looks to create a bold vision for interconnected green spaces across Wellington. The plan would provide a blueprint of existing parks, green and open spaces to be integrated with future opportunities or development sites to benefit residents, promote economic development, and make Wellington communities more connected, ecologically diverse and sustainable. The Green Network vision will set a framework to focus City and private-sector investments in the future.

27. This plan would initially focus on the central city and how we connect to the natural environment that the city is built within (including the surrounding hills and the harbour). It will look at the open space and green networks that currently exist in the city, how these are used, potential future demographic scenarios and related pressures. Also what we are missing and how we can provide this through both public and private sector mechanisms. The plan will directly affect the locations of new open space and how we manage our existing open space.

28. It will also review the current mix of land status pertaining to existing sites in order to get consistency and ensure that new sites are being designated appropriately in order to ensure the best City outcomes and that appropriate management plans are in place where these are required under the Reserves Act 1977.

Let's Get Wellington Moving

29. Depending on whether the preferred scenario recommended to the Council in June impacts the amount and modes of traffic on the Quays there could be opportunities and implications for the North East Quadrant of Civic Square as a result.

Options

30. Given that the Civic Precinct redevelopment is not as yet finalised, that the land has existing protections, and there is an existing commitment to retain green and open space in any redevelopment, an option is to wait till this situation is clarified before proceeding with gazetting the land.

31. If the Committee agrees to proceed with gazetting the land, then officers should be directed to bring a paper to the committee seeking agreement on the classification of

the reserve (e.g. recreation, scenic, historic or local purpose (with a stated purpose) and requesting approval to seek Ministerial approval.

Attachments

Nil

Authors	Geoff Lawson, Principal Advisor Moana Mackey, Chief Advisor to the Chief City Planner
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Not at this point – any decision will need to be publicly notified and allow for hearings if required.

Treaty of Waitangi considerations

NA at this point.

Financial implications

NA at this point.

Policy and legislative implications

This decision interacts with a number of Acts; including

- Wellington City Council (Te Aro Reclamation) Act 1879
- Local Government Act 2002
- Public Works Act 1981
- Reserves Act 1977

Risks / legal

Legal Advice is being sought on clarifying the purpose of the land and alignment with Reserve status.

Climate Change impact and considerations

NA

Communications Plan

NA at this point.

Health and Safety Impact considered

NA

EARTHQUAKE-PRONE BUILDINGS: PRIORITY BUILDINGS

Purpose

1. This paper seeks Councillor approval to publicly consult to identify priority earthquake buildings as required by new legislation.

Summary

2. Since 2009 the Council has been identifying earthquake prone buildings and requiring them to be strengthened.
3. In May 2016, Parliament passed the Buildings (Earthquake-prone Buildings) Amendment Act. The aim of this legislation is to introduce a nationally consistent approach to the assessment and management of earthquake-prone buildings, along with a standardised notice and national public register of earthquake-prone buildings.
4. The new legislation overwrites the Council's existing earthquake-prone buildings policy, and came into force on 1 July 2017.
5. The Council must identify potentially earthquake-prone priority buildings by 31 December 2019 and all other earthquake-prone buildings by 30 June 2021.

New Framework – Priority Buildings

6. Under the new framework there will be different timeframes for buildings to be assessed and upgraded. In high-risk earthquake areas like Wellington, strengthening or demolition must be done within 15 years.
7. The law introduces a new classification of building called priority buildings such as hospitals, emergency and education buildings. Also included are buildings with unreinforced masonry that may fall on busy pedestrian and vehicle traffic thoroughfares, and buildings that could collapse and block transport routes of strategic importance. Priority buildings will have to be strengthened in half the standard time – 7.5 years. It is proposed to use the areas and thoroughfares that were originally sent to MBIE as part of the Order in Council Programme (See Attachment 2) as the basis for this planning component.
8. Another new requirement is for building owners who are doing a substantial upgrade of an earthquake-prone building to strengthen it to this minimum standard at the same time.

Transport Routes of Strategic Importance

9. A strategic transport route provides access to, and for, emergency services in emergencies. The Council has previously identified the highest priority transport routes with the Wellington Regional Emergency Management Office (WREMO). It is proposed to use the WREMO routes (see Attachment 3) as the basis for this planning component.

Live Unreinforced Masonry Programme (via Order in Council)

10. The new legislation does not change the existing unreinforced masonry (URM) programme. The URM programme is running parallel to the changes to the earthquake-prone legislation. It is on track to be completed on 30 September 2018.

Consultation

11. The new legislation requires the Council to consult the public on the identification of high-traffic/ high-pedestrian priority routes. The Council may also consult on transport routes of strategic importance. Officers propose a single consultation process under Section 83 of the Local Government Act 2002, covering both priority thoroughfares and strategic transport routes.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Agrees to undertake consultation using the Special Consultative Procedure to
 - a) Identify any part of a public road, footpath, or other thoroughfare in an area of high risk onto which parts of an earthquake prone unreinforced masonry building could fall in a moderate earthquake; and has sufficient vehicle or pedestrian traffic to warrant prioritising the identification and remediation of those parts of the earthquake prone unreinforced masonry buildings.
 - b) Identify earthquake prone buildings that may impede transport routes of strategic importance.
3. Agrees that for the purposes of recommendation 2(a) that the Council use as a starting point the thoroughfares that were originally sent to MBIE as part of the URM programme as shown in Attachment 2.
4. Agrees that for the purposes of recommendation 2(b), the strategic transport route is the routes (including alternatives) as defined by WREMO in Attachment 3.
5. Agrees to the attached Statement of Proposal.(Attachment 1)
6. Agrees to delegate to the Chief Executive and the Portfolio Leader Infrastructure and Sustainability, the authority to amend the draft consultation documents, to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

The reasoning behind the Act

12. The Christchurch earthquake of 22 February 2011 resulted in the deaths of 185 people. Following the Royal Commission of Inquiry into the Christchurch earthquakes, the Act was passed, taking effect from 1 July 2017.
13. The Christchurch earthquakes highlighted the risk that earthquake prone buildings pose to Wellington. The passing of the amendments to the Building Act provide a mechanism for the Council to continue to act decisively and swiftly to ensure public safety in the event of a moderate earthquake.

The Act – Council’s legal obligations

14. The Act requires the Council to identify priority buildings, which are defined in Section 133AE of Act as:
 - a) *A hospital building that is likely to be needed in an emergency (within the meaning of the Civil Defence Emergency Act 2002) to provide-*

- i. Emergency medical services; or*
 - ii. Ancillary services that are essential for the provision of emergency medical services*
 - b) A building that is likely to be needed in an emergency for uses as an emergency shelter or emergency centre*
 - c) A building that is used to provide emergency response services (for example policing, fire, ambulance, or rescue services)*
 - d) A building that is regularly occupied by at least 20 people and that is used as any of the following*
 - i. An early childhood education and care centre ...*
 - ii. A registered school or an integrated school ...*
 - iii. A private training establishment ...*
 - iv. A tertiary institution ...*
 - e) Any part of an unreinforced masonry building that could –*
 - i. Fall from a building in an earthquake (for example, a parapet, an external wall, or a veranda); and*
 - ii. Fall into any part of a public road, footpath, or other thoroughfare that a territorial authority has identified under Section 133AF(2)(a)*
- 15. Under Section 133AF (2) (a) the Council must use the Special Consultative Procedure under Section 83 of the Local Government Act 2002 to identify any part of a public road, footpath, or other thoroughfare in an area of high risk:
 - I. Onto which parts of an unreinforced masonry building could fall in an earthquake; and*
 - II. That has sufficient vehicle or pedestrian traffic to warrant prioritising the identification and remediation of those parts of unreinforced masonry buildings.*
- 16. Under Section 133AF (2) (b) the Council may use the special consultative procedure to identify earthquake prone buildings that could impede a strategic transport route (but cannot identify buildings for that purpose unless it uses the Special Consultative Procedure in Section 93 of the Local Government Act 2002).
- 17. Officers recommend that the Council undertake consultation on both Section 133AF (2) (a) and (b) in order to streamline the consultation process for building owners.

Discussion

Identifying thoroughfares and routes

Identifying the thoroughfares with significant traffic volumes under Section 133AF (2) (a) of the Act

- 18. To indicate the number of potential priority buildings that may be affected, the URM buildings identified for the Order in Council have been mapped against these routes, noting that more may be captured with the broader definition in the Act.
- 19. The Act does not fully define the term 'sufficient' in terms of traffic and pedestrian flow on priority thoroughfares, however, the MBIE guidance suggests that "sufficient traffic indicates use, and where the use of an area or building is greater, the exposure to the risk posed by that particular building also increases."
- 20. The MBIE guidance is described in the table below.

High Pedestrian Areas – where people are concentrated or routes with high foot traffic.
--

Description of use	Description of area	Wellington example
Areas relating to social or utility activities	Areas where shops or other services are located	City or suburban areas with shops, cafes, restaurants, bars, theatres, and malls
Areas relating to work	Areas where concentrations of people work and move around	Areas around office buildings or other places of work where there is a concentration of workers
Areas relating to transport	Areas where concentration of people access transport	Areas around transport hubs, train stations, bus stops, car parks
Key walking routes	Key walking routes that link areas where people are concentrated	Routes from transport hubs or other areas relating to transport to areas where shops, other services or areas people work are located.
Areas with high vehicular traffic – (people in motor vehicles/on bikes)		
Description of use	Description of area	Wellington example
Key traffic Routes	Key traffic routes regularly used by vehicles including public transport	Central business district streets, well trafficked suburban streets, arterial routes, heavy use bus routes
Areas with concentrations of vehicles	Areas where high concentrations of vehicles build up	Busy intersections where traffic builds up at peak hours

Thoroughfares already identified in the Order In Council Process

21. Officers propose undertaking the consultation on the streets identified in the original list provided to MBIE during the development of the Order in Council. This is a wider list than the final list published within the Order in Council, as MBIE made some decisions to limit the final list during that process.
22. Previously the Council has identified thoroughfares under the Order in Council, identifying individual thoroughfares inside the city as well as outer suburbs. Due to the nature of the CBD and the complexities surrounding the description of 'sufficient' traffic, Officers propose including the entire area (all thoroughfares identified within the area identified as) Central Wellington, rather than identifying individual thoroughfares. The remaining thoroughfares have been identified in the outer suburbs. These streets have been separated into suburbs for the sake of clarity.
23. The thoroughfares identified for the purpose of consultation are listed below, and are included on the attached maps. The underlined thoroughfares are listed within the Order in Council process.

Central Wellington—This is the commercial heart of Wellington and the greater Wellington region as a whole. The area contains the majority of Wellington's URM and earthquake prone buildings. It also contains a high number of heritage buildings as well as a vast majority of pedestrian and vehicular traffic. This also allows for the capture of all thoroughfares, parks, squares, and public spaces within Central Wellington. (17 of these thoroughfares are already included in the OIC process).

Thorndon– Tinakori Road, Hutt Road

Aro Valley- Aro Street

Oriental Bay – Oriental Parade

Ngaio – Ngaio Gorge Road, Kaiwharawhara Road

Khandallah – Ganges Road

Brooklyn – Cleveland Street, Mills Road, Ohiro Road

Karori – Karori Road

Kelburn – Upland Road

Island Bay- The Parade

Newtown/Berhampore/Mount Cook – Adelaide Road, Rintoul Street, Constable Street, John Street, Wallace Street, Riddiford Street

Hataitai – Waitoa Road, Moxham Ave

Kilbirnie – Kilbirnie Crescent, Bay Road, Coutts Street, Onepu Road, Wellington Road, Rongotai Road

Miramar – Broadway, Park Road, Miramar Ave, Hobart Street

Seatoun – Falkirk Ave, Dundas Street

24. This approach captures the main areas of already identified URM buildings and high volumes of pedestrian and vehicular traffic. However there may be other areas identified as priorities during consultation.
25. Having identified and agreed the areas following this consultation, the Council is then required to identify (and assess) which URM buildings are to be designated as Priority Buildings and if necessary issue new notices to building owners under the Act. This needs to be completed by 31 December 2019.

Identifying the Strategic Routes

26. WREMO has identified the Emergency Road Priority Routes in consultation with the Council. These routes are thoroughfares that will be prioritised for reopening following an earthquake.
27. Officers recommend that the Stage 1 Routes (including alternatives) be put forward as the strategic transport routes under Section 133AF(2)(b) of the Act. This would provide a north-south route connecting Porirua to Wellington Airport via the Wellington CBD, CentrePort and Newtown Hospitals.
28. The purpose of the routes is to provide regional access to the “spine” of Wellington, ensuring that clear and prominent access is given to strategic services such as the airport, hospital and sea port. These are also the routes that emergency services are expected to use, and provides priority access for food and water supply in a disaster.
29. The routes are predominantly located in the CBD; however, there are sections of the located in Rongotai, Kilbirnie and Newtown, as well as Thorndon, Wadestown, Chartwell, Crofton Downs, Ngaio, Khandallah, Broadmeadows, and Johnsonville.
30. The Strategic Route consists of the following;
 - Rongotai** – Tirangi Road, Coutts Street (Salek – Airport), Salek Street, Rongotai Rd.
 - Kilbirnie** – Kilbirnie Crescent, Wellington Road.
 - Newtown** – Crawford Road, Constable Street, Riddiford Street (Adelaide Road – Constable Street), Rintoul Street (Adelaide Road- Waripori Street), Adelaide Road (Rugby Street – John Street).
 - State Highway 1** – Ellice Street, Dufferin Street, Rugby Street, Sussex Street, Buckle Street, Arthur Street, Wellington Inner City Bypass, Wellington Urban Motorway, Vivian Street, Kent Terrace (Pirie Street – Ellice Street).
 - Wellington Central/Te Aro** - Victoria Street (Wellington Inner City Bypass – Webb Street), Webb Street (Victoria Street – Willis Street), Brooklyn Road (Willis Street – Nairn Street), Willis Street (Vivian Street – Brooklyn Road), Abel Smith Street (Willis

Street – The Terrace), The Terrace, Kent Terrace (Pirie Street– Oriental Parade), Cambridge Terrace, Oriental Parade (Wakefield Street– Cable Street), Wakefield Street, Jervois Quay, Customhouse Quay (Jervois Quay- Waterloo Quay), Featherston Street (Mulgrave Street – Whitmore Street), Whitmore Street, Lambton Quay (Molesworth Street – Bowen Street).

Thorndon/ Pipitea - Molesworth Street (Lambton Quay – Little Pipitea Street), Little Pipitea Street, Murphy Street (Little Pipitea Street – Park Terrace), Tinakori Road (Thorndon Quay – Park Street), Thorndon Quay, Hutt Road, (Thorndon Quay – Aotea Quay), Park Street, Grant Road (Park Street- Grosvenor Terrace), Grosvenor Terrace (Grant Road – Barnard Street), Barnard Street (Grosvenor Terrace – Lennel Road).

Wadestown/Chartwell – Lennel Road (Barnard Street – Wadestown Road), Wadestown Road, Blackridge Road.

Crofton Downs / Ngaio- Churchill Road (Blackridge Road – Waikowhai Street), Waikowhai Street, Ottawa Road, Khandallah Road.

Khandallah/Broadmeadows Cockayne Road, Box Hill, Burma Road.

Johnsonville - Moorefield Road, Helston Road.

31. If this is agreed, the Council would need to assess buildings on these routes to determine their risk of impeding routes if they fail in an earthquake. Those considered at risk would be issued notices under the Act for remediation within 7.5 years.
32. The Committee may choose not to consult on the Strategic Route as this is not compulsory under the Act. The Council could take this option considering the work the council has already done with building owners, and that there is a risk of the roading infrastructure failing which may have as great an impact as any building failure.
33. Officers recommend that the identification of strategic transport routes is included in the consultation because this enables the Council to work with building owners on these routes to ensure the risk is lessened in a moderate earthquake. It provides an opportunity to raise this issue with the community and to enable the community to provide feedback on this decision.

Communications

Subject to multiple pieces of legislation

34. The requirements under the Act are an additional obligation for building owners, who have been subject to the requirements under the Order in Council. However, this consultation must be undertaken to meet obligations under the Building Act 2004.
35. Because of this risk of confusion and to assist building owners understand their obligations clear, effective and ongoing communication with building owners in particular and with the public generally will be essential. Material will be developed to clearly set out the differences between these programmes and why the Council is undertaking this consultation.
36. The biggest consideration for a building owner is that if their building is identified as a priority building whether they will have a shorter revised timeframe in which to take remedial action. Once a building has been identified as a priority earthquake prone building, building owners will have seven and half years to remediate the buildings (or to remediate the URM features).
37. The Council must identify earthquake prone priority buildings within 2.5 years, beginning 1 July 2017, and before 31 December 2019. Following this, if a building has

- been identified as a priority building, owners have 7.5 years to remediate the building from the time of the new notice taking the timeframe to a maximum of 30 June 2027.
38. If a building owner has previously been issued an earthquake prone building notice their new notice will have the following impact on their time frame.
 - If the previous notice deadline is earlier than the deadline calculated under the Act, the original notice will remain as the deadline.
 - If the previous notice deadline is on or after the deadline calculated under the Act, the deadline will be calculated as that under the Act.
 39. In the second instance if building owners address the URM features, the building will no longer be considered a priority building and any original timeframes would apply.
 40. Attachment four sets out the impact on the 325 earthquake prone URM buildings.
 - 116 buildings are not expected to meet the criteria of a priority building or are not on one of the proposed thoroughfares.
 - 85 buildings, primarily in Central Wellington and the heritage listed buildings are not expected to have any changes to their existing notice periods.
 - 58 buildings have existing notice periods within 12 months of 30/06/2027. There is a lower impact on these buildings should they be identified as priority buildings. If the URM features are strengthened the original notice period would reapply.
 - There are 66 buildings, including five heritage listed buildings, which have existing notices beyond 30/06/2028. The majority, 51 are outside of Central Wellington. Should they be identified as priority buildings and if the URM features are strengthened the original notice period would reapply.

Challenges with implementation

41. The programme will place further pressure onto building owners to strengthen their buildings. To ensure the successful completion of the programme assistance mechanisms will need to be considered for owners who are struggling to meet their obligations to strengthen their buildings.
42. Drawing from the experience of the current URM programme there are likely to be common issues that owners sight as being a barriers to compliance. These are:
 - Owners having difficulty in sourcing finance from banks to fund the work; and
 - A lack of available engineering and building capacity across the city.
43. To meet the above challenges a range of operational models to support the projects by offering owners a series of practical funding and management initiatives will need to be considered. These measures include the continuation of a programme management, funded by the Council, to co-ordinate engineers and contractors on behalf of the owners on an open book basis.
44. The Council's Built Heritage Incentive Fund remains in place to assist owners of Earthquake Prone heritage buildings to strengthen their buildings. However, this fund will reduce from \$1m to 400k at the conclusion of the 17/18 financial year. This may have the effect of making funding rounds even further oversubscribed than they currently are now and will likely reduce the overall percentage of strengthening costs that Council can provide for each building.
45. It should be noted that heritage building owners will be able to continue to apply.

Next Actions

46. The Council will seek input and feedback from the public on the proposed thoroughfares and strategic transport routes using the Special Consultative Procedure under Section 83 of the Local Government Act 2002. Officers propose that the consultation process take place in July 2018. We will develop a communications plan to ensure that the messages to building owners are clear and easily understood.

Attachments

Attachment 1.	Draft Statement of Proposal ↓	Page 89
Attachment 2.	Proposed Priority Thoroughfares ↓	Page 96
Attachment 3.	Proposed Strategic Transport Routes ↓	Page 111
Attachment 4.	Potential Impact on Timelines ↓	Page 116

Author	Jim Lewis, Policy Advisor
Authoriser	Baz Kaufman, Manager Strategy David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

This is not of high significance; however, the Council must consult under the Special Consultative Procedure under Section 83 of the Local Government Act 2002. The Council will engage with the following groups:

Earthquake prone URM building owners	CentrePort	Ministry of Health
Building owners likely to be affected	WIAL	Heritage New Zealand
Residents Associations – including Inner City Wellington	MBIE	Wellington Electricity
Wellington Chamber of Commerce	Ministry of Education	Local MPs
Suburban Business groups	EQC	Treasury
Tawa, Makara/Ōhāriu Community Boards	CCDHB	WREMO
Local Iwi	Emergency Services	WREDA
Universities, Schools, Polytechs, ECEs	Wellington Water Limited	NZTA

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

There may be additional costs associated with the assessments required to assess additional buildings

Policy Implications

Existing Council Policies	Implications
Earthquake Prone Buildings Policy	This policy will replace the existing EQPB Policy
Heritage Policy	There are wider implications for heritage buildings which maybe earthquake prone.
Financial assistance	There is a broader issue of investigating ways in which building owners may be supported.

Legislative Implications

Legislation	Implications
Building (Earthquake-Prone Buildings) Amendment Act 2016	The policy paper is made pursuant to the Building (Earthquake-Prone Buildings) Amendment Act 2016
Local Government Act 2002	The Council is required to consult using the Special Consultative Procedure in Section 83 of the Local Government Act 2002

Risks / legal

This paper has been reviewed by the Council's legal advisors.

Climate Change impact and considerations

There are no climate change considerations for this project.

Communications Plan

Public submissions will be open for at least one month. We will communicate with key stakeholders to ensure that they have the opportunity to submit on the proposal.

Due to the risk of confusion with the Order in Council processes and our existing earthquake prone building programme, we will ensure that there is additional information explaining the difference in process to the affected building owners.

Key messages for public consultation

Why is the Council proposing changes? What does Wellington need long-term?

- It is a legal requirement to consult on this issue.
- We want the city to be safe in the event of a moderate earthquake.
- We want the city to be up and running as quickly as possible in the event of a moderate earthquake. Identifying these buildings early assists in this.
- Most building owners will not be impacted by this as they are already well advanced in strengthening buildings and have existing earthquake prone notice periods that will not change.
- You may only have to strengthen the URM features to address the issue rather than the entire building.

Health and Safety Impact considered

Owners of buildings that are earthquake prone have health and safety obligations to occupiers and people outside their buildings. This initiative supports owners to discharge those obligations, and the Council's own legal and ethical duty to mitigate safety hazards in the City and ensure speedy earthquake response and recovery.

Attachment 1: Statement of Proposal

1. Summary of information

There are some new earthquake prone building provisions in the Building Act that require the Council to seek your feedback. These relate to two areas; buildings with URM features on high volume thoroughfares; and strategic transport routes within the city.

Buildings with URM features that might fall on a high volume thoroughfare or buildings which might fall and impede a strategic transport route are classified as priority buildings and need to be strengthened more quickly (if they are deemed to be earthquake prone).

We need to hear your views.

The legislative detail

The Council is seeking feedback on the proposed thoroughfares and the strategic route identified under Section 133 AF (a) and 133AF (b) of the Building (Earthquake Prone Buildings) Amendment Act 2016 (the Act).

The Act changes the way in which the Council identifies and manages earthquake-prone buildings, this will ensure that the way in which buildings are managed is consistent with other parts of New Zealand. The Act also contains new requirements, powers and timeframes to address earthquake-prone buildings. It requires the Council to identify and for building owners to remediate earthquake-prone buildings that are deemed to pose a high risk to public safety, or are critical to recovery in an emergency. Critical buildings such as hospitals, emergency, and education facilities have been identified as priority buildings.

In addition, under Section 133AF 2 (a) of the Act the Council must identify any part of a public road, footpath or other thoroughfare:

- I. Onto which parts of an Unreinforced Masonry (URM)¹ building could fall in an earthquake
- II. That has sufficient vehicle or pedestrian traffic to warrant prioritisation.

Under Section 133AF 2 (b) of the Act, the Council may also consult to identify a strategic transport route that would be used in an emergency.

These routes and thoroughfares must be identified with community input. Priority buildings must be identified and remediated with 7.5 years to reduce the risk to public safety.

The proposed changes reflect the reality facing regions such as Wellington in light of the Christchurch earthquakes of 2011, and the increased risk following the Hurunui- Kaikōura earthquake of 2016.

Wellington is identified in the Act as a high risk region and must identify and remediate its buildings in a tighter timeframe than regions identified as medium or low risk areas.

2. Background

The Christchurch earthquake of 22 February 2011 resulted in the deaths of 185 people. Following the Royal Commission of Inquiry into the Christchurch earthquakes, the Act was passed, taking effect from 1 July 2017. The Christchurch quakes have highlighted the risk that earthquake-prone buildings pose a risk to the public safety and the built environment

¹ An unreinforced masonry (URM) building has masonry walls and features that do not contain steel, timber or fibre reinforcement. URM buildings are older buildings that often have masonry parapets, as well as verandas, balconies, decorative ornaments, chimneys and signs attached to their facades (front walls that face onto a street or open space).

such as Wellington. A number of actions have been taken as a result of the Christchurch quakes including the passing of the amendments to the Building Act. These mean that the Council must continue to act decisively and swiftly to ensure public safety in the event of a moderate earthquake.

The Christchurch earthquake occurred during the day at a depth and proximity close to the city centre. An earthquake similar to that of the Christchurch quake, at a similar depth and magnitude, as well as at a similar time of the day could have an enormous impact on public safety as well as the Wellington building stock.

3. How does this work with other legislation?

The Council has been proactive in identifying earthquake prone buildings under earlier earthquake prone building policies and the majority of those buildings are already notified.

Following the 14 November 2016 earthquake, the government passed the Hurunui/Kaikōura Earthquakes Recovery (Unreinforced Masonry Buildings) Order 2017 (The Order in Council). This was put in place to reduce the risk to public safety and to assist building owners in completing the required work. These buildings were to be secured by 31 March 2018.

However, despite the early identification of earthquake prone buildings and the Order in Council process with URM buildings, the Council must still consult with the public. The Order in Council only focused on securing specific parts of the public facing parapets and facades, meaning the remainder of the street facing façade may still be earthquake prone.

4. What is the impact if my building is identified as a priority building?

If your building is identified as a priority building, and also as an earthquake prone building, the timeframes for addressing the earthquake prone status is 7.5 years rather than 15 years for other buildings.

If you have already been issued with a notice by the Council, the timeframe on that notice will still hold if it is shorter than any building identified as a priority building following this consultation process. If the timeframe on your existing notice is longer than what it would be if your building was identified as a priority building (and also earthquake prone) following this consultation process, then the new time frame of 7.5 years from the time of issuing a new notice will hold for those earthquake prone URM features facing onto the priority route.

If the URM features are strengthened and the remainder of the building still has an earthquake prone notice, then the timeframe will revert to the original notice period as it will no longer be a priority building. In line with the Act, this original notice period will be a maximum of 15 years from the date of the issuing of the original notice.

5. Why we're consulting

Your input is required to identify some priority buildings

To determine which other buildings may be priority buildings, the Council must identify:

1. Which thoroughfares have sufficient vehicular or pedestrian traffic to warrant prioritisation, if part of a URM building were to fall onto them in an earthquake
2. Which transport routes of strategic importance would be impeded if buildings collapsed onto them in an earthquake.

Your views will inform the Council's decision on which thoroughfares and routes to prioritise.

6. Have your say

The Council is keen to know what residents, ratepayers and stakeholders think about the proposed thoroughfares and strategic routes.

Please make a submission online at <https://wellington.govt.nz/have-your-say/consultations>, email your submission to policy.submission@wcc.govt.nz or complete the attached submission form and send it to Earthquake Prone Buildings Policy, Freepost, Wellington City Council, PO Box 2199, Wellington.

You can get more copies of the consultation document online at <https://wellington.govt.nz/have-your-say/consultations>, the Service Centre at 101 Wakefield Street, libraries, by emailing policy.submission@wcc.govt.nz or phoning 04 499 4444.

If you'd like to make an oral submission to Councillors, please indicate this on the submission form and make sure that you have included your contact details. We will contact you to arrange a time for you to speak. Submissions are planned to be heard by the City Strategy Committee in XXXX 2018.

The Council's City Strategy Committee will consider the submissions and make recommendations to the full council; the Council will then decide whether to adopt the policy.

Written submissions open on date TBC and close at 5pm TBC.

Timeline for considering the proposed policy

When	Proposed Actions
July TBC	Consultation Period
August TBC	Oral Submissions
August TBC	Strategy Committee Considers Submissions
September TBC	The Council decides whether to adopt the proposed changes
Following adoption	The Policy will come into force.

7. Proposals

The Council must identify thoroughfares that contain priority buildings containing URM features that may fall in the event of a moderate earthquake.

7.1 Vehicular and pedestrian thoroughfares with sufficient traffic to warrant thoroughfares to be prioritised

The Ministry of Business Innovation and Employment (MBIE) has provided guidance on high pedestrian and high vehicular usage and how this would apply to Wellington thoroughfares.

High Pedestrian Areas – high pedestrian areas are those areas where people are concentrated or routes with high foot traffic.		
Description of use	Description of area	Wellington example
Areas relating to social or utility activities	Areas where shops or other services are located	City or suburban areas with shops, cafes, restaurants, bars, theatres, and malls
Areas relating to work	Areas where concentrations of people work and move around	Areas around office buildings or other places of work where there is a concentration of workers
Areas relating to transport	Areas where concentration of people access transport	Areas around transport hubs, train stations, bus stops, car parks
Key walking routes	Key walking routes that link areas where people are concentrated	Routes from transport hubs or other areas relating to transport to areas where shops, other services or areas people work are located.
Areas with high vehicular traffic – (people in motor vehicles/on bikes)		
Description of use	Description of area	Wellington example
Key traffic Routes	Key traffic routes regularly used by vehicles including public transport	Central business district streets, well trafficked suburban streets, arterial routes, heavy use bus routes
Areas with concentrations of vehicles	Areas where high concentrations of vehicles build up	Busy intersections where traffic builds up at peak hours

The Council has identified a number of thoroughfares which it believes have high pedestrian and or vehicle traffic. These are listed by suburb. The Council seeks your views on whether the following roads, footpaths, and other thoroughfares have sufficient traffic to warrant prioritisation. It also seeks your views on whether there are any other thoroughfares that should be included.

Based on there being sufficient traffic and the potential for part of an unreinforced reinforced masonry building to fall, the Council proposes that the following thoroughfares be prioritised (these are also shown on the attached maps):

Central Wellington– (defined in the attached map). This is the commercial heart of Wellington and the greater Wellington region as a whole. The area contains the majority of Wellington’s URM and earthquake prone buildings. It also contains a high number of heritage buildings as well as a vast majority of pedestrian and vehicular traffic. This also allows for the capture of all thoroughfares, parks, squares, and public spaces within Central Wellington.

Thorndon– Tinakori Road, Hutt Road

Aro Valley- Aro Street

Oriental Bay – Oriental Parade

Ngaio – Ngaio Gorge Road, Kaiwharawhara Road

Khandallah – Ganges Road

Brooklyn – Cleveland Street, Mills Road, Ohiro Road

Karori – Karori Road

Kelburn – Upland Road

Island Bay- The Parade

Newtown/Berhampore – Adelaide Road, Riddiford Street, Rintoul Street, Constable Street, John Street,

Hataitai – Waitoa Road, Moxham Ave

Kilbirnie – Kilbirnie Crescent, Bay Road, Coutts Street, Onepu Road, Wellington Road, Rongotai Road

Miramar – Broadway, Park Road, Miramar Ave, Hobart Street

Seatoun – Falkirk Ave, Dundas Street

Questions

1. Do you agree with the thoroughfares identified for prioritisation?
2. If not, which thoroughfares do you disagree with and why?
3. Are there any other thoroughfares that meet the criteria but are not listed?
4. Do you think there are thoroughfares with the Central Wellington area which should not be prioritised?

7.2 Buildings on a transport route of strategic importance

Access to emergency services in an earthquake is essential for a number of reasons, including saving lives. Buildings impeding a strategic transport route in an earthquake could inhibit an emergency response to the detriment of the community, ie loss of life, if access to emergency care is not possible.

The Council has applied the following criteria to identify buildings on transport routes of strategic importance in an emergency for prioritisation:

1. Emergency routes

- a. routes likely to be used by emergency services in:
 - i. transiting from their bases to areas of need in a major emergency, or
 - ii. transiting to central services such as hospitals, where there are no alternative routes available.

with

2. at least one building located on them that, if it collapsed, would **impede the route**.

The Council seeks your views on whether the following emergency routes should be included and whether there are any other routes that should also be included.

The following route has been identified. It has been identified by Wellington Regional Emergency Management Office (WREMO) as the Stage 1 and Stage 1 Alternate route (in the event of the Ngauranga to Aotea Quay section is closed) for opening in the event of an emergency.

This is the complete route from State Highway 1 at Porirua through the city, access to the port, through to the Wellington Regional Hospital and on to the Wellington International Airport. In the event of a major emergency, the Council considers that this route is required to remain open. It includes the following sections of roading and is shown on the attached map.

Rongotai – Tirangi Road, Coutts Street (Salek – Airport), Salek Street, Rongotai Road.

Kilbirnie – Kilbirnie Crescent, Wellington Road.

Newtown – Crawford Road, Constable Street, Riddiford Street (Adelaide Road – Constable Street), Rintoul Street (Adelaide Road- Waripori Street), Adelaide Road (Rugby Street – John Street).

State Highway 1 – Ellice Street, Dufferin Street, Rugby Street, Sussex Street, Buckle Street, Arthur Street, Wellington Inner City Bypass, Wellington Urban Motorway, Vivian Street, Kent Terrace (Pirie Street – Ellice Street).

Wellington Central/Te Aro - Victoria Street (Wellington Inner City Bypass – Webb Street), Webb Street (Victoria Street – Willis Street), Brooklyn Road (Willis Street – Nairn Street), Willis Street (Vivian Street – Brooklyn Road), Abel Smith Street (Willis Street – The Terrace), The Terrace, Kent Terrace (Pirie Street– Oriental Parade), Cambridge Terrace, Oriental Parade (Wakefield Street– Cable Street), Wakefield Street, Jervois Quay, Customhouse Quay (Jervois Quay- Waterloo Quay), Featherston Street (Mulgrave Street – Whitmore Street), Whitmore Street, Lambton Quay (Molesworth Street – Bowen Street).

Thorndon/ Pipitea - Molesworth Street (Lambton Quay – Little Pipitea Street), Little Pipitea Street, Murphy Street (Little Pipitea Street – Park Terrace), Tinakori Road (Thorndon Quay – Park Street), Thorndon Quay, Hutt Road, (Thorndon Quay – Aotea Quay), Park Street,

Grant Road (Park Street- Grosvenor Terrace), Grosvenor Terrace (Grant Road – Barnard Street), Barnard Street (Grosvenor Terrace – Lennel Road).

1. **Wadestown/Chartwell** – Lennel Road (Barnard Street – Wadestown Road), Wadestown Road, Blackridge Road.
2. **Crofton Downs / Ngaio**- Churchill Road (Blackridge Road – Waikowhai Street), Waikowhai Street, Ottawa Road, Khandallah Road.
3. **Khandallah/Broadmeadows** Cockayne Road, Box Hill, Burma Road.
4. **Johnsonville** - Moorefield Road, Helston Road.

Questions

5. Do you agree with the route identified for prioritisation?
6. If not, which routes do you disagree with and why?
7. Are there any other routes that meet the criteria but are not listed?

Attachment 2 Maps of Priority Thoroughfares



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EQP - Priority Thoroughfares
Central Wellington

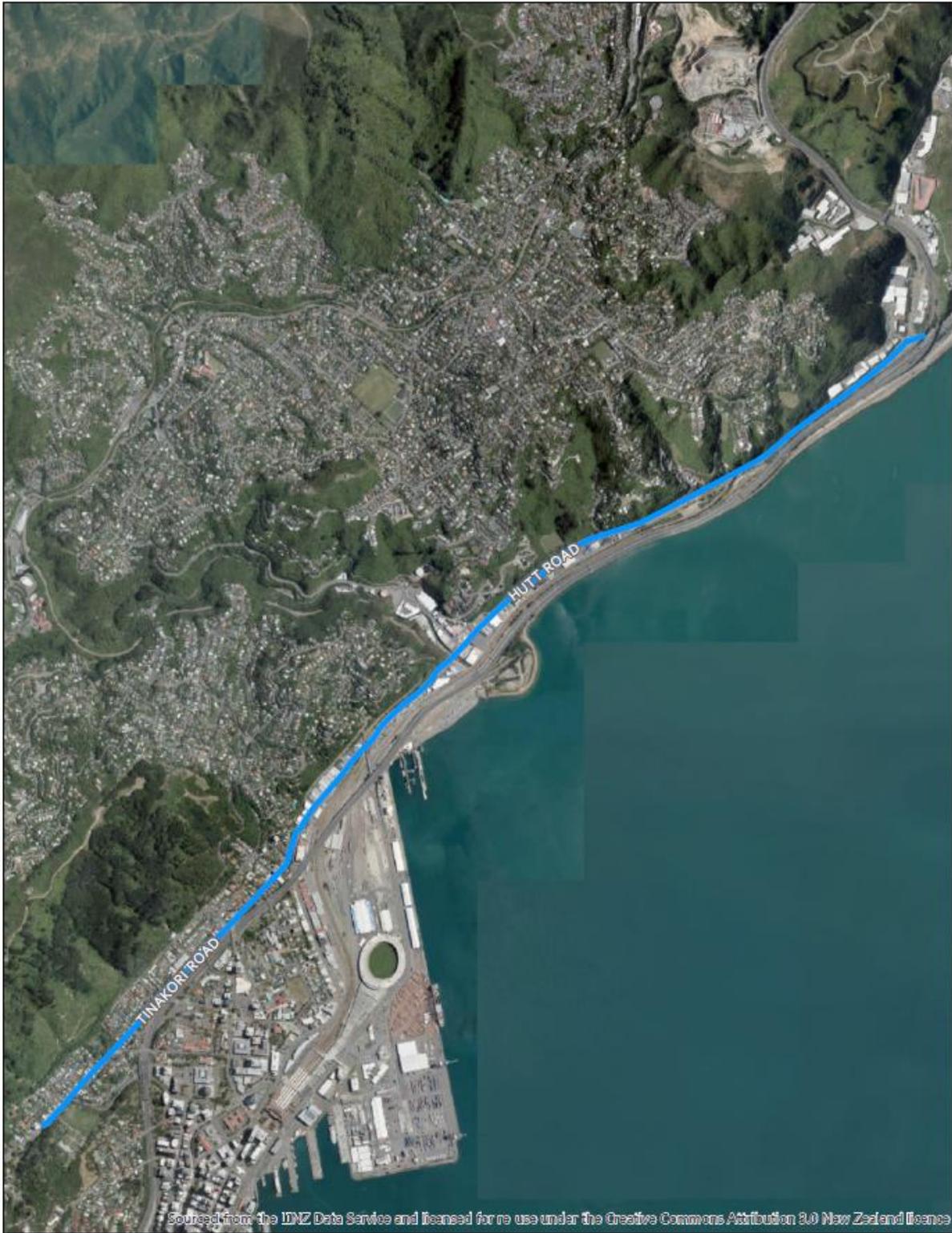
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Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

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Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: robert2a
DATE: 28/03/2018
REFERENCE:

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EQP - Priority Thoroughfares
Thomdon

Scale 1:22,500

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EQP - Priority Thoroughfares
Aro Valley

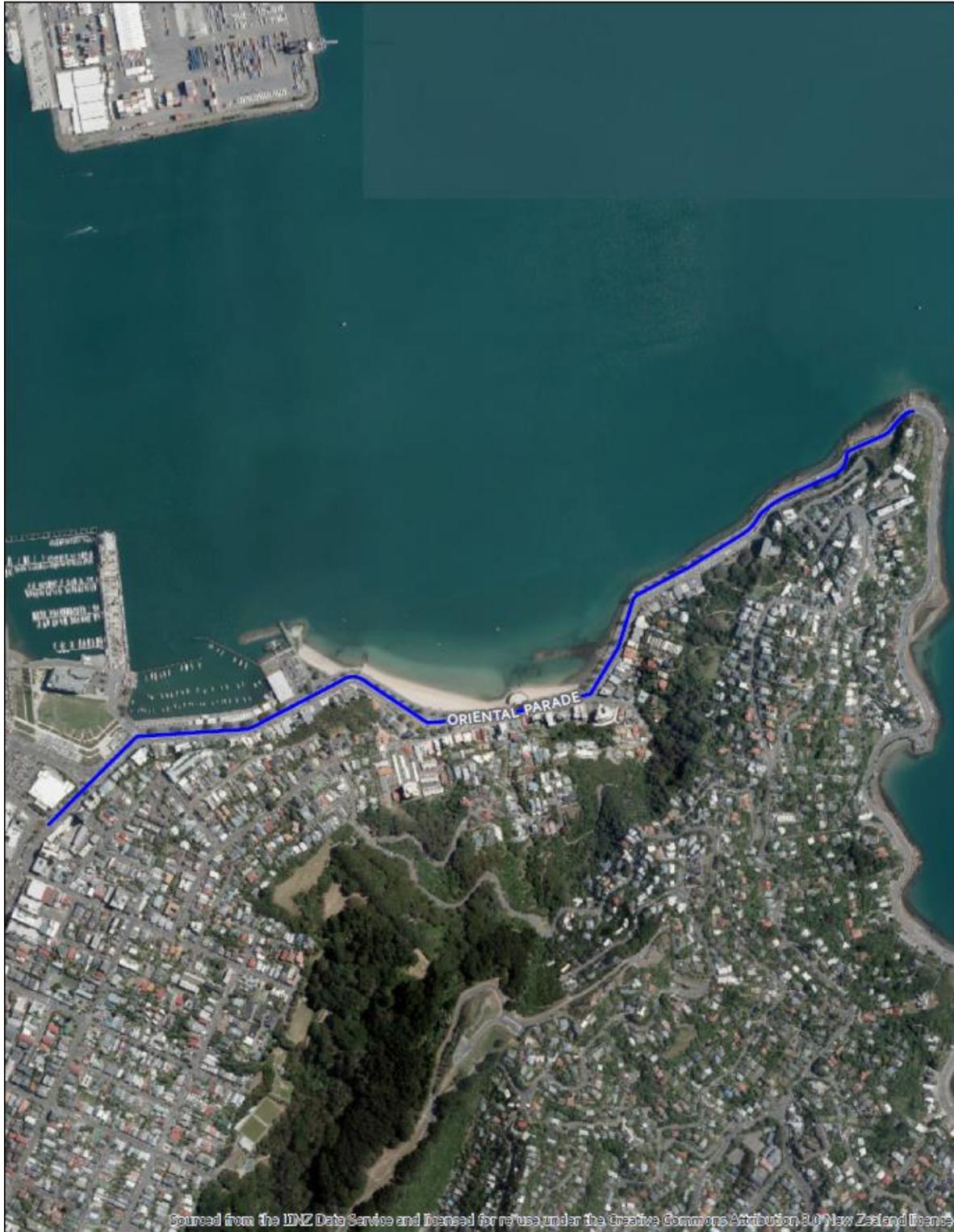
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EQP - Priority Thoroughfares
Oriental Bay

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EQP - Priority Thoroughfares
Ngaio

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EQP - Priority Thoroughfares
Khandallah

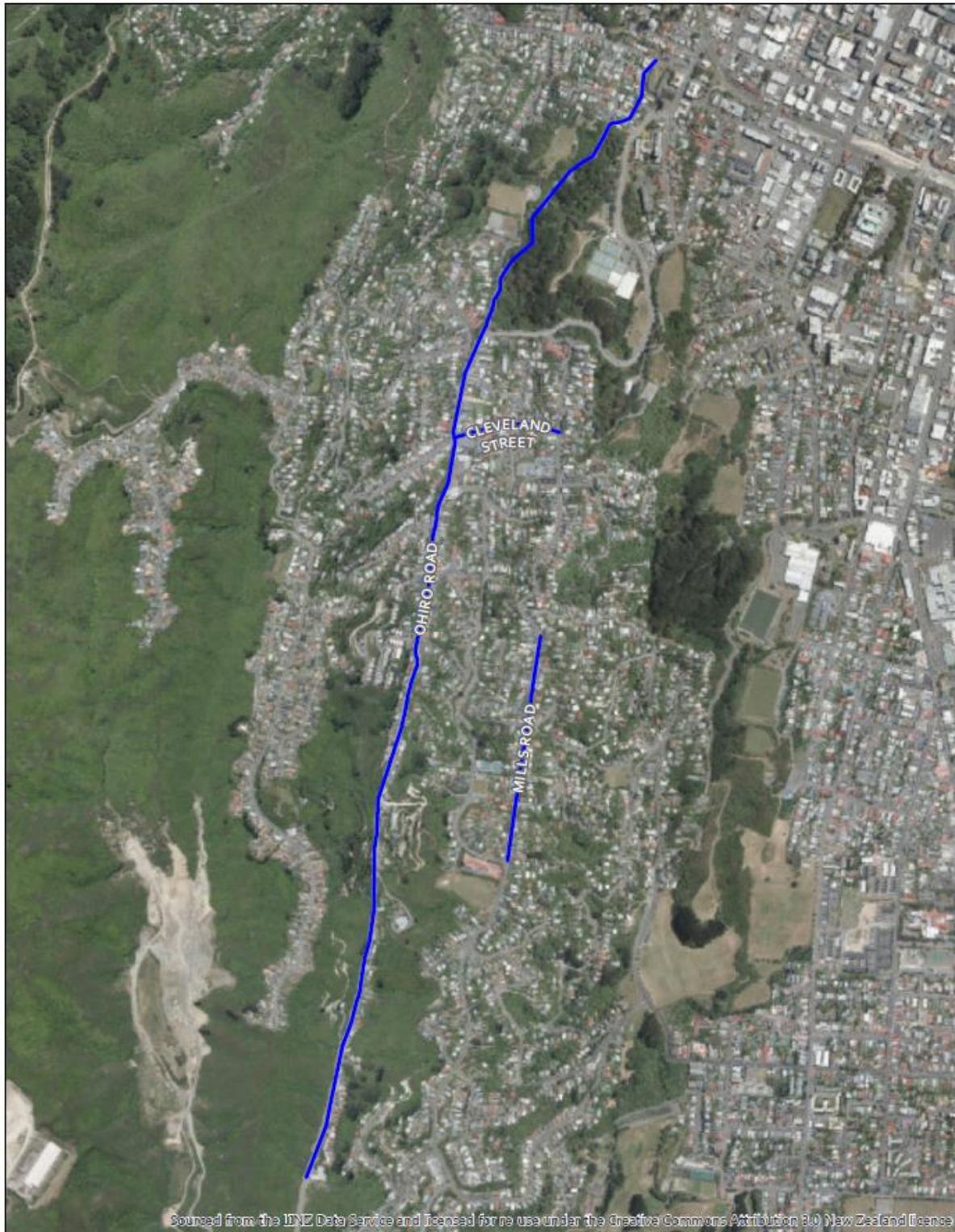
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EQP - Priority Thoroughfares
Brooklyn

Scale 1:13,636

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EQP - Priority Thoroughfares
Karori

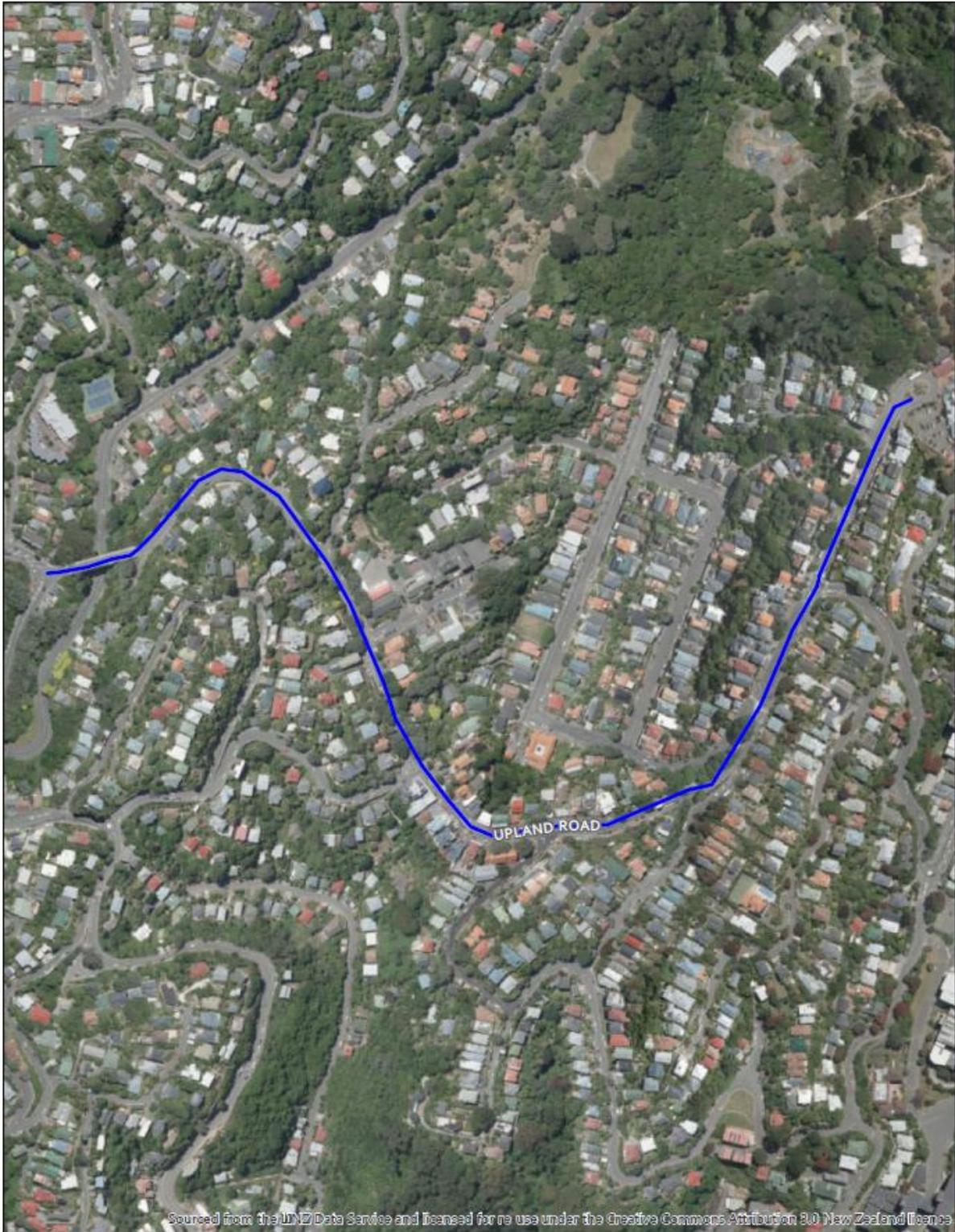
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EQP - Priority Thoroughfares
Kelburn

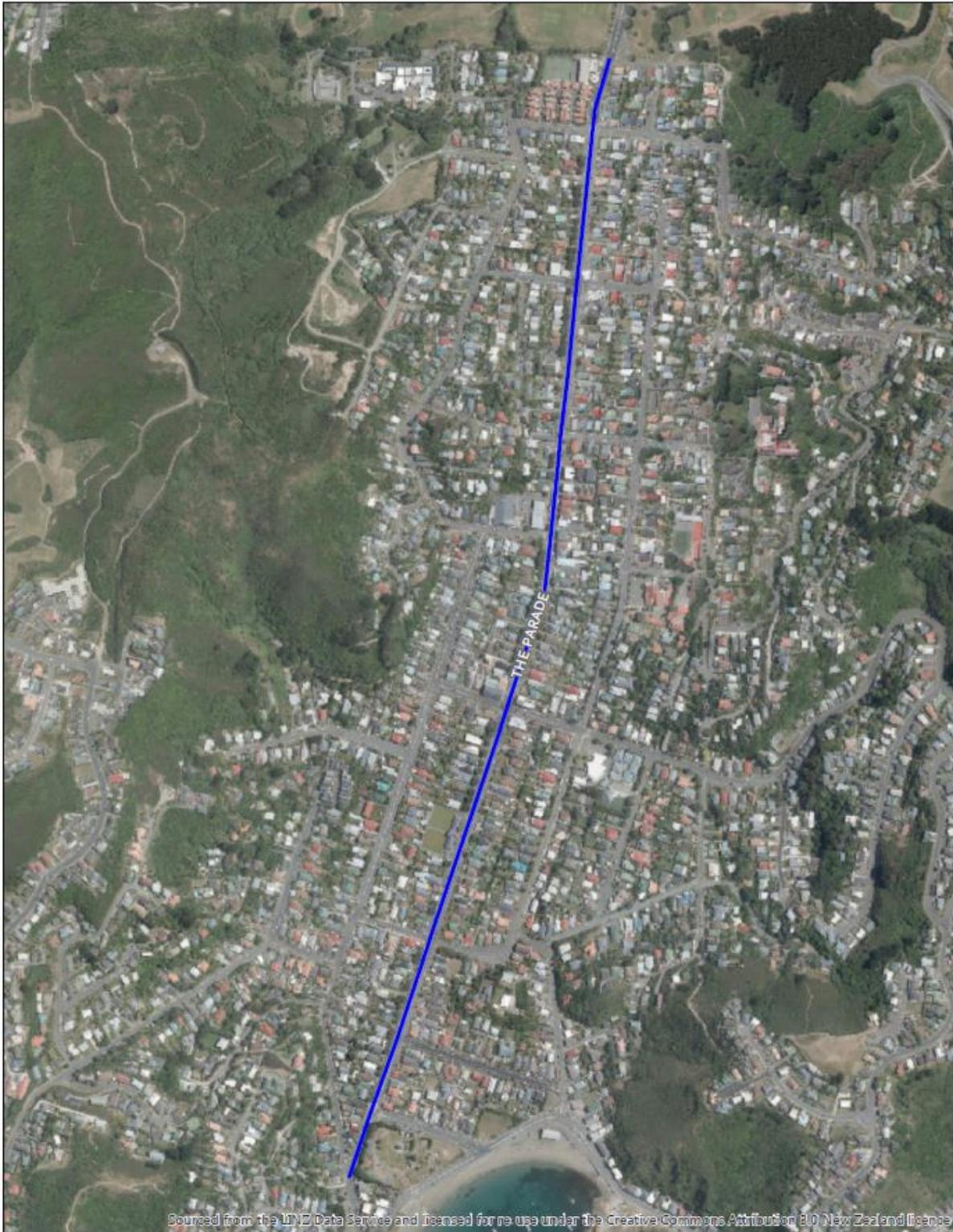
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EQP - Priority Thoroughfares
Island Bay

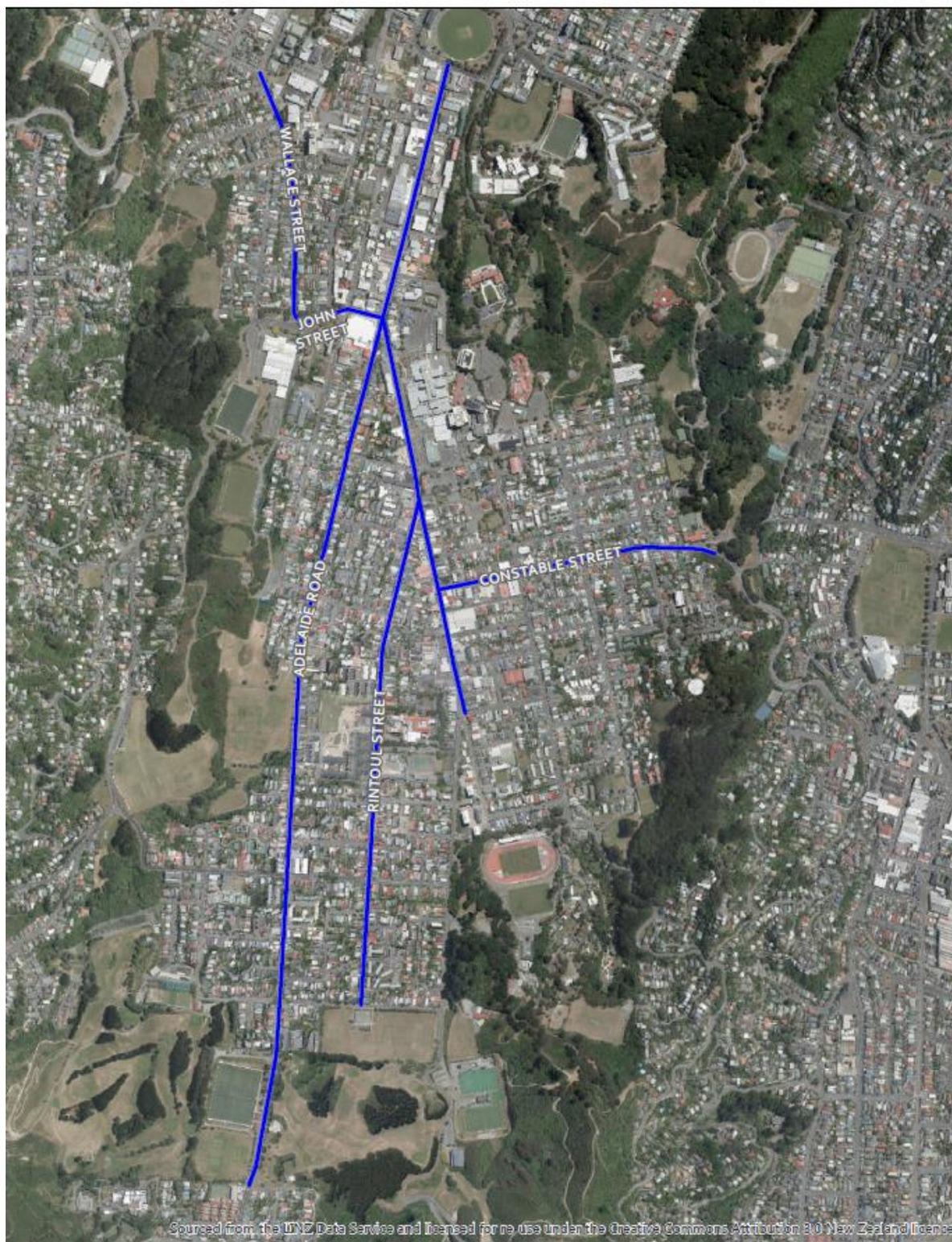
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EQP - Priority Thoroughfares
Newtown

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DATE: 28/03/2018
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EQP - Priority Thoroughfares
Hataitai

Scale 1:4,765

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DATE: 28/03/2018
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EQP - Priority Thoroughfares
Kilbirnie

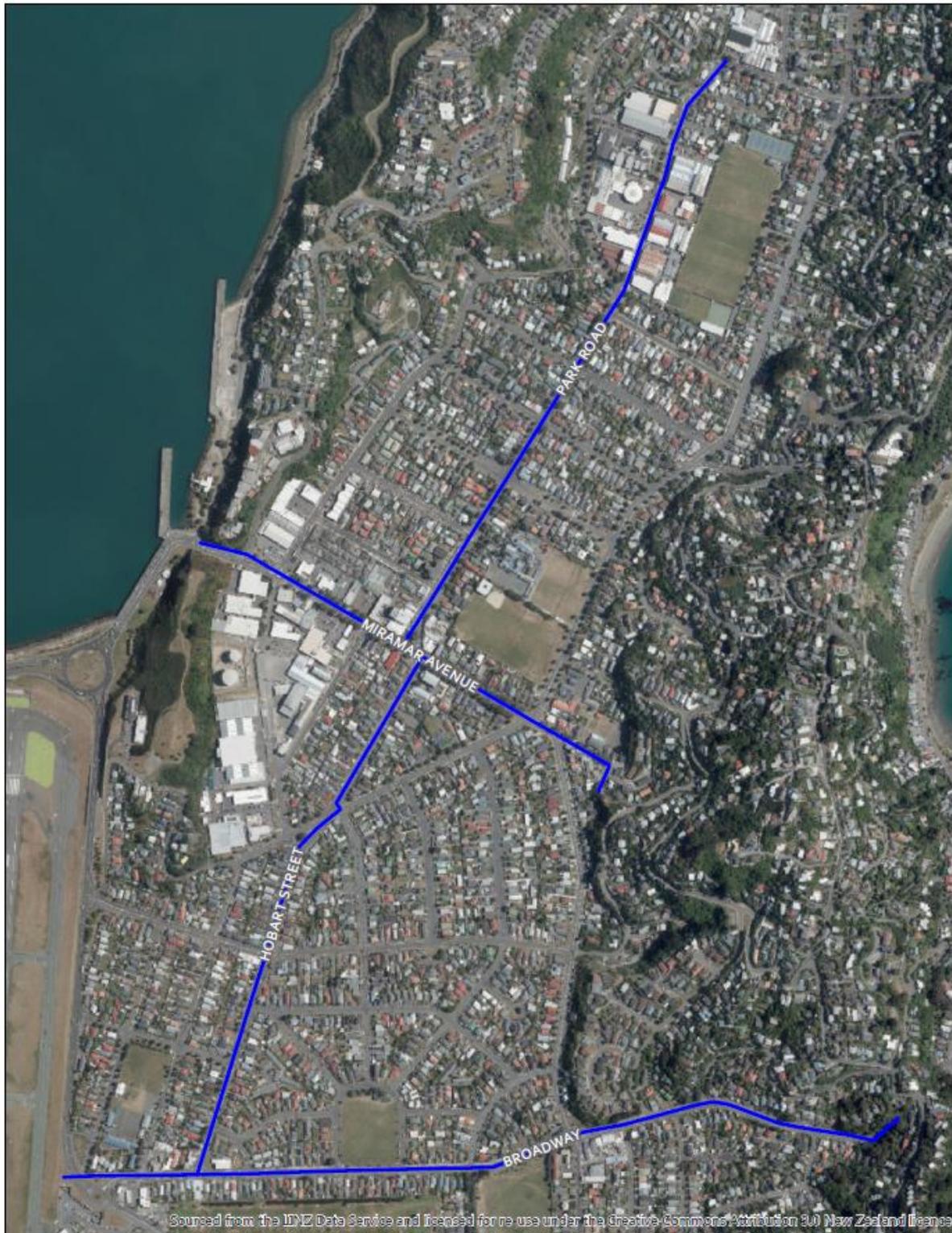
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AUTHOR: robert2a
DATE: 28/03/2018
REFERENCE:

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EQP - Priority Thoroughfares
Miramar

Scale 1:9,391

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EQP - Priority Thoroughfares
Seatoun

Scale 1:3,102

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DATE: 25/03/2018
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Attachment 3 Strategic Route



Strategic Route
Wellington

Scale 1:86,599

Property boundaries, 20m Contours, road names, rail line, address & site points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: robert2a
DATE: 13/03/2018
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Strategic Route
Wellington: Airport to Basin Reserve

Scale 1:18,161

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: robert2a
DATE: 23/03/2018
REFERENCE:

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Wellington City Council
Me Heke Ki Pōneke



Strategic Route
Wellington: Central City

Scale 1:16,000

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: robert2a
DATE: 23/03/2018
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Strategic Route
Wellington: Central City to Johnsonville

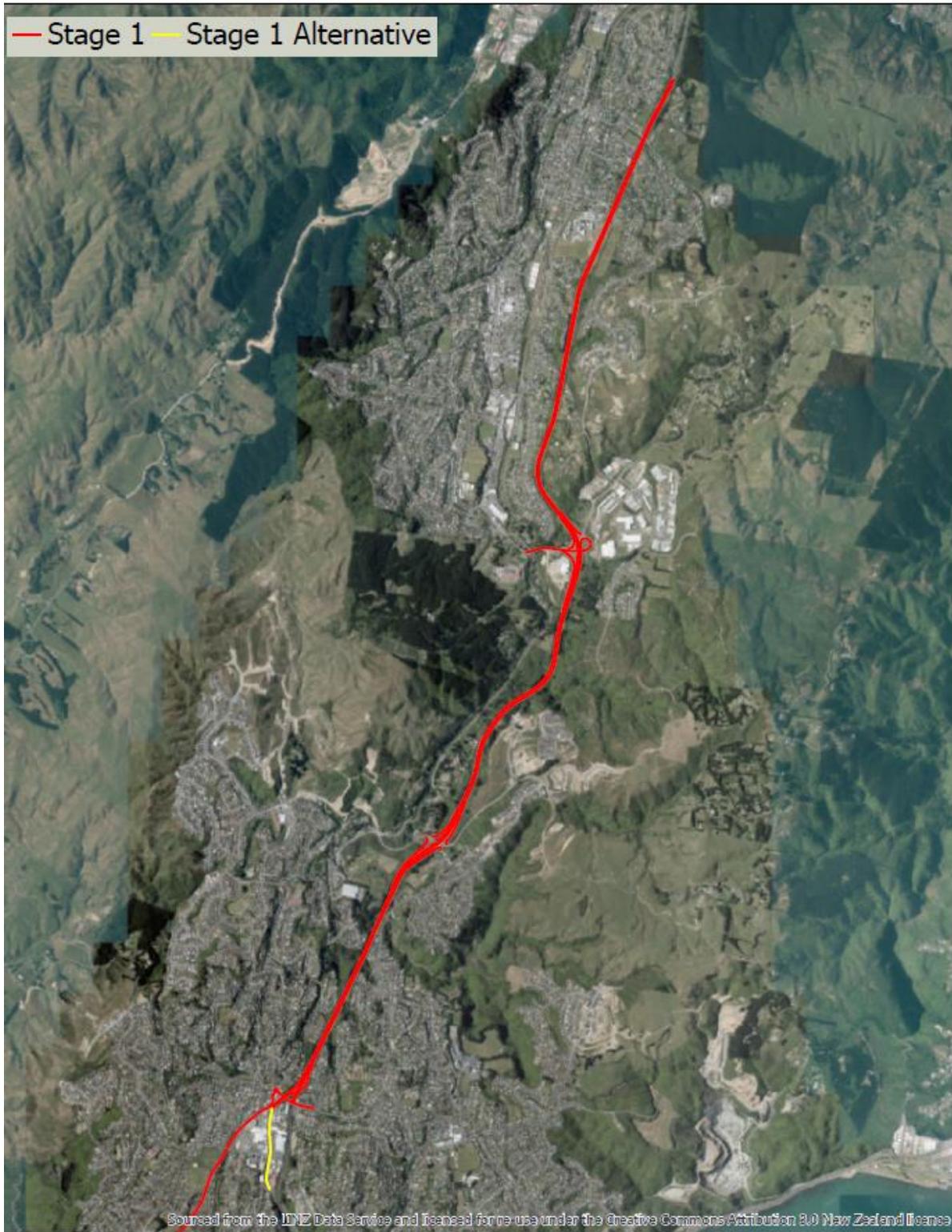
Scale 1:28,377

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: robert2a
DATE: 23/03/2018
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Strategic Route
Wellington: Johnsonville to Tawa

Scale 1:35,471

Property boundaries, 20m Contours, road names, rail line, address & 90° points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/-1m.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

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AUTHOR: robert2a
DATE: 23/03/2018
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 4 Impact of the proposal on URM buildings in Wellington at 22 March 2018

Note: If a priority building the impact is limited to the parts of building facing the thoroughfare. Once these are strengthened then original timeframes reapply. These buildings need to be assessed and not all will meet the criteria of being a priority building.

EQP URM							
Non Heritage							
	Current EQP deadline prior to 30/6/2027	Within 12 months of 30/06/2027	Beyond 30/06/2028	Subtotal	Not on proposed routes	Not expected to meet the criteria	Total
	Existing Notice Period Remains	If a Priority Building New notice period but lower impact	If a Priority Building (See footnote below)				
Central Wellington	35	19	9	63	0	0	63
Inner Suburbs	10	11	15	36	38	9	83
Outer Suburbs	5	13	33	51	30	25	106
Total Non-Heritage	50	43	57	150	68	34	252
Heritage Buildings							
Central Wellington	33	15	3	51	0	2	53
Inner Suburbs	5	1	2	8	1	1	9
Outer Suburbs	0	0	0	0	5	5	10
Total Heritage	38	16	5	59	6	8	73
Total	85	58	66	209	74	42	325

Note – a small number of education and emergency services buildings will be URM but are also identified as priority buildings separately.

Inner Suburbs include Roseneath, Oriental bay, Mt Victoria, Newtown, Mt Cook Berhampore, Thorndon, Kelburn and Aro Valley.

Central Wellington is as proposed in the attached paper.