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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9.30am  
**Date:** Thursday, 22 November 2018  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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<b>Business</b>	<b>Page No.</b>
<b>1.6 Margaret Harrop</b>	
1. Canine Obedience Club - handout	2
<b>1.6 Naomi Steenkamp</b>	
1. Naomi Steenkamp - written statement	3
<b>1.6 Tabled public participation</b>	
1. Eleonora Sparagna - written statement	4
2. Wil McDonald et al - written statement	8
3. Joel de Boer - clarification of written statements	9
<b>3.1 Updated Forward Programme for City Strategy Committee Meeting for 2018/19</b>	
1. Updated forward programme for December 2018	10

Para 50(b)

- (i) The lessee will only operate within the following hours: Mon- Fri 8am – 9pm and Sat – Sun 9am – 5pm. Setting up for classes and events may occur up to 45 minutes prior to commencing.
- (ii) Class sizes are restricted to ten dogs per instructor. An additional dog maybe present at each class but only under the direct control of an instructor and for demonstration purposes.
- (iii) Puppy and Grade 1 classes will only be provided within the following hours: Sat – Sun 10am – 12 pm, and two evenings per week between 5pm – 8.30pm
- (iv) The Lessee will ensure that no more that 40 dogs will be onsite at any one time, except when there is an annual event such as a competition or the dog is present under the direct control of an instructor for class demonstration purposes.

*Yesterday afternoon I had trespassers access Southernthread Road. This has not been the first time we have had unauthorised people accessing due to the fact anyone can ignore the "authorised access only" sign and drive through the open top gate.*

*But yesterday left me fearful and cautious as the two men were abusive to me when I called out asking what they were doing on my property. They told me to F off and mind my own business. They proceeded to take watercress from our stream on our property and my neighbours across the road and then did fingers and pointed at items on my property (I think our animals which has made me very scared they will return). I have the number plate of the vehicle and am very close to making a police complaint.*

*My insurance is very keen to have this gate recommissioned given the value of our animals and I will need you to include my plea in your report to the Councillors please. This gate is not only required to minimise the use of the road to authorise users but it is also there to protect the rural amenity and residents properties beyond. Our safety and the safety of our animals is a rural amenity value we hold dear. And as I have said before, the gate was a highlighted feature of the resource consent application for subdivision that created our Lot. Please advise when this gate will be operational again.*

***Naomi Steenkamp***

*Wellington, 14 November 2018*

To the City Strategy Committee, Wellington City Council

I am making this submission in relation to the Hawkins Hill Right of Way service and maintenance the City Strategy Committee will discuss on 22 November 2018.

Please accept my apologies, I cannot present my submission in person due to a previous commitment to participate in a two days training workshop at work.

As a resident of Southernthread Road I am very happy to see the City Strategy Committee's interest in servicing and maintaining the Hawkins Hill Right of Way. There are many new residents using the road regularly to commute to the city for work and with our families, and we welcome a plan that considers our on-going discussion with Parks and Recreation on the urgent safety issues of the road.

I understand that the options in the Tonkin & Taylor report at this stage are conceptual and derived from 'brief visual site examination and reference to WCC documents' (page 41).

The report clearly states that 'in order to provide a fully informed Asset Management Plan and Case for future investment' it is necessary, amongst other things, to (see 8.3 page 46):

- Confirm consent conditions with respect to access and use;
- Confirm changes to access conditions (if any);
- Consultation with residents and stakeholders.

We look forward to the above to take place and inform any decisions on maintenance and service to the Hawkins Hill Right of Way.

At this early stage of the process my submission is in regards to two key matters that stand out in the Tonkin & Taylor report and would like you to consider: traffic level assessment, and consideration of future needs.

I am mostly concerned with the part of Hawkins Hill road up to Southernthread Road (section A and B in the report).

#### **Traffic level assessment**

The report refers to the current level of traffic based on a survey in May 2018 and WCC documents.

Based on the current number of resident families, approx. 25, with 2 cars each commuting to the city (approx. 100 trips counting only a return trip to the city x car x day) and having a few farm vehicles coming for regular routine work, plus Seal Safari and the motocross track, and staff and customers going to Woofington; the current traffic volume on section B of 152/154 vehicle movements per day is not a result of 'unauthorised vehicle access' (page 25), but indeed a very low average indication of the regular traffic on this part of the road.

I say 'very low average' as the traffic count was run in May during winter when the traffic volume is at the lowest. In summer months the traffic volume is more than doubled if not tripled, as we (the residents) have more visitors, go out to the city more than once as days are longer, plus there are more trips and more cars per day operating from Seal Safari; and more people come to use the motocross track.

The same traffic volume considerations apply to the foot traffic on this part of the road. Council's promotional material and even the Enjoy the Outdoors links on its website have been referring for years to Hawkins Hill Road as: *Accessibility: Easy walk on sealed road from wind turbine*<sup>1</sup>. And this is indeed how pedestrians use the road, as an easy walk for those with a lower fitness level, for families teaching kids how to ride a bike, going on a walk with their little ones, and more mature people to walk their dogs in comfort.

The sealed road is used as a pedestrian path by the most vulnerable population groups. And this is why the available unsealed options have not proven as popular as the sealed road.

The expectations of pedestrians is to have a safe sealed path for Hawkins Hill Road, which with up to 400 vehicles movements per day and increased foot traffic in the summer, should be a crucial concern for Council.

### **Consideration of future needs**

All of the above, and the proposals in the plan, only relate to the *current use* of the road. But the proposed service and maintenance plan spans 20 years.

20 years is a long time.

In 5 years' time the vast majority of the residents' kids will grow up and, given the distance to the city, will have their own vehicles. Just this small change will increase by at least 50% the current vehicle movements per day.

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<sup>1</sup> Enjoy the Outdoors. <https://wellington.govt.nz/recreation/enjoy-the-outdoors/parks-and-reserves/outer-green-belt-reserves/hawkins-hill>

In approximately the next 20 years, Council has been consulting on how to accommodate up to 280,000<sup>2</sup> people in Wellington city alone, an increase of almost 70,000 people compared to today<sup>3</sup>.

Apart from housing pressures, many new Wellingtonians will want to come visit the land past the wind turbine, use the bike tracks, use the proposed Zipline, take their dogs to Woffington, stay on the vast expanses of land of the former Long Gully Station accessing the coast, participate in any of the permitted activities that residents operate on their land, or all of the above.

The suggested options in the Tonkin & Taylor report are entirely based on current traffic volumes. But I strongly advise when looking at options for the service and maintenance of Hawkins Hill Road you must consider some significant traffic growth in the next 20 years.

The report repeatedly states that the section of the road going up to the wind turbine given the *current traffic volume* (in winter and with the limitations mentioned already) *should be upgraded to meet current WCC standards for a public road* (page 27).

This option is not then progressed based on concerns for the impact of a public road on the night time skyline of the reserve and green belt, or the risk of inappropriate activities at the top car park.

Even accepting these potential issues are more important to Council than the actual safety of the people using the road every day; over the course of the 20 years of the plan things are bound to change.

It seems that allowing for traffic volume growth and committing to at least a review of traffic volume and access conditions regularly, every 3 or 5 years, should be part of any service and maintenance plan going forward.

### **Cost considerations**

As a ratepayer and a taxpayer I agree costs considerations should be a very important part of the Council's decisions.

It is therefore very important as you look at the costs considerations in the report to note that the cost comparison is 'conceptual and derived from brief visual site examination and reference to WCC document (...) not based on any design or

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<sup>2</sup>As stated in the Council 10 year plan <https://wellington.govt.nz/~media/have-your-say/public-input/files/consultations/2018/04/10-year-plan/final-master-consultation-document.pdf?la=en>

<sup>3</sup> Current population estimate. The official population of the Wellington City as of the 30th June 2018, is 216,300. <https://profile.idnz.co.nz/wellington/population-estimate>

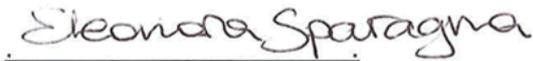
measurement and are indicative only' and include 'a high level of contingency' (page 41).

This could mean options may be *more* or *less* costly than indicated, with each option varying independently of the others, so that the cost difference between options may vary, changing the proposed ranking.

Also before a commitment to any option is progressed, together with the next steps indicated on page 46 of the report, Council should run a full cost benefit analysis, which would also include benefits – which currently in the Tonkin & Taylor report are just opinions and are not costed in any of the options.

Thank you again for the opportunity to submit my views to this Committee, and for your work to ensure Hawkins Hill Road is upgraded, serviced and maintained to a safe standard for us residents, our families, and all users enjoying this beautiful part of our city now and in the future.

I trust that you will take into consideration this submission as you discuss next steps and a way forward, and will keep me and other residents informed and involved.



Eleonora Sparagna

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[esparagna@yahoo.it](mailto:esparagna@yahoo.it)

021 02508108 (please text if calling during work hours and I will call you back)

Wellington, 19 November 2018  
To the City Strategy Committee, Wellington City Council

We are making this submission in relation to the Hawkins Hill Right of Way service and maintenance the City Strategy Committee which will meet on 22 November 2018. Thank you for this opportunity to comment on the strategy.

Firstly we'd like to highlight our concerns that the Tonkin and Taylor report has not adequately estimated the traffic volumes on the road, either now or in future. Our property is at 331 Southern Thread Road (Lot 14) and as current road users we rarely see non-resident or non-commercial based traffic. The Tonkin and Taylor report states that unauthorised traffic movement is affecting the road usage volumes. We do not agree with that assessment, and firmly believe unauthorised traffic is a very minor influence on traffic volumes.

Secondly the Tonks report does not acknowledge that the road usage is going to steadily increase due to an increase in business interests including the Zip Line operation, Woofingtons, Seal Safari, motor cross track and other current and future public attractions in the area. In addition vehicle volumes will increase in tandem with new and future sub divisions and the growth of the Long Gully community.

We would like the Hawkins Hill road to be open to the public and therefore become a public road. We would like it to be maintained by the WCC Roading division to the state of other Wellington public roads.

We do not support a locked gate at the Turbine car park, the Tonkin and Taylor report does not explain why a locked gate would be beneficial to either the residents or the wider community. From a residents perspective we do not want to live in a 'gated community'.

As rate payers we accept that part of the WCC rates levy is allocated to maintenance of roading. We consider it is the Councils responsibility to maintain the roadways (that are on publicly owned land) to an appropriate and safe standard. We are opposed to providing additional co-payments for the upkeep of the roading infrastructure that is within the council's ambit of responsibility.

Thank you for this opportunity to express our views.

Wil McDonald, Karen Fletcher and Matt Rutledge.

## Dominic Tay

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**From:** Joel De Boer  
**Sent:** Wednesday, 21 November 2018 1:11 p.m.  
**To:** Dominic Tay; Esther Hoskin  
**Cc:** Paul Andrews; Myfanwy Emeny; Barbara Mckerrow  
**Subject:** FW: Hawkins Hill 'written submissions'  
**Attachments:** Submission for the upcoming City Strategy meeting about Hawkins Hill Road; Re: 22 November - City Strategy Committee about Hawkins Hill Road

Hi Dominic

Further to the proposed tabling of the above 'submissions' at public participation I have provided some clarification to where I consider the information to be factually misleading.

### Wil McDonald - Submission for the upcoming City Strategy meeting about Hawkins Hill Road.

The Tonkin and Taylor report considered additional traffic anticipated by the proposed Zipline - approximately 24 movements a day.

The closure of the gate at the wind turbine was assessed by Tonkin and Taylor to assist traffic management: *"Considering the level of daily traffic is excessively high when compared to the number of dwellings and legitimate businesses on and beyond Section B, traffic management would be the first and most appropriate option towards the longevity and ongoing safety of the route. Removing casual visiting vehicles would reduce demand by something in the region of 80%, based on the comparison between daytime and night time traffic (when the lower gate is shut)."*

### Eleonara Sparangna - City Strategy Committee about Hawkins Hill Road

A review of current consents and conditions was completed by Council officers, and engagement and consultation has been ongoing with residents for about 2 years.

It suggests in this letter there are 25 resident families accessing off the RoW. There are in fact 16 households (22 Lots – some owners with multiple, undeveloped lots).

A multi-criteria assessment completed as part of the Tonkin and Taylor report ensures the recommended improvements reflects a number of objectives, including: land owners expectations; addressing safety; and value for money.

Regards

Joel

### Joel De Boer

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FORWARD PROGRAMME 2018/19: THIS IS A WORKING DRAFT, THE CONTENTS ARE SUBJECT TO CHANGE

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
6 Dec	City Strategy Committee	Priority Buildings oral hearing	Submissions open 19 Oct to 23 Nov.	Mike Mendonca / Baz Kaufmann	D Chick	Cr Parnell	Triennium Plan, Priority 1
6 Dec	City Strategy Committee	City Housing Operational Policy	Social housing policy settings review	Mitchelle Rival	B Mckerrow	Cr Dawson	Triennium Plan, Priority 1
6 Dec	City Strategy Committee	Housing Development Update		John McDonald / Moana Mackey	D Chick	Cr Dawson	Triennium Plan, Priority 1
6 Dec	City Strategy Committee	Alex Moore Park	Progress on the development project	Sarah Murray / Bec Ramsey	B Mckerrow	Cr Fitzsimons/ Mayor Lester	Triennium Plan, Priority 1
6 Dec	City Strategy Committee	Report of the CCO subcommittee meeting of 27 November 2018	Letters of Expectations for CCOs	Warwick Hayes / Darryl McComb	Kevin Lavery	Cr Woolf	BAU, Priority 2
6 Dec	City Strategy Committee	Liquor Control Bylaw final report following consultation	The current bylaw requires review by December 2018	Jim Lewis	K Palena	Cr Dawson	Statutory Requirement, Priority 3
6 Dec	City Strategy Committee	Apartment Conversion Projects	Managing future projects	John McDonald / Moana Mackey	D Chick	Cr Dawson	Triennium Plan, Priority 1
6 Dec	City Strategy Committee	Traffic Resolutions	Round 4	Lindsey Hill	D Chick	Cr Cain-Freeman	BAU, Priority 2
6 Dec	City Strategy Committee	Report back on Mayoral travel to Canberra	Report back on Mayor Lester's trip to Canberra	Kaine Thompson	K Palena	Deputy Mayor	
13 Dec	City Strategy Committee	Ohan Street Track	A decision is required on whether a new track should be constructed in Teilsick Park	Maryn Emery	B Mckerrow	Cr Gilberd	BAU, Priority 2
13 Dec	City Strategy Committee	Draft Outer Green Belt Management Plan	Committee to approve draft plan for consultation	Bec Ramsey	B Mckerrow	Cr Gilberd	BAU, Priority 2
13 Dec	City Strategy Committee	Quarter 1 Report	Reporting on the first quarter of the FY 2018/19	Bronwen Green	Andy Mathews / K	Deputy Mayor	Statutory Requirement,
13 Dec	City Strategy Committee	Licence to Occupy	Licence to Occupy 9 Mount Albert Road	Julia Farnill	B Mckerrow	Cr Gilberd	
13 Dec	City Strategy Committee	Wastewater Easement and Storm Water Easement	Wastewater easement and storm water easement through reserve adjacent to 22 Glenaside Road.	Julia Farnill	B Mckerrow	Cr Gilberd	
13 Dec	City Strategy Committee	Convention Centre		Danny McComb	K Lavery	Mayor	Triennium Plan, Priority 1
13 Dec	City Strategy Committee	Amending the Development Contributions Policy	The purpose of this report is to present the changes to the Council's Developments Contributions Policy to the Committee. This report outlines the minor editorial changes to the Policy. A more thorough review of the Policy is to take place during 2018-19 financial year.	Derride Reidy	Andy Mathews	Cr Foster	BAU, Priority 2
13 Dec	City Strategy Committee	Resident Electric Vehicles Charging Stations	Proposal that a total of 27 parking spaces for electric vehicle car sharing, with associated charging facilities, and 1 standard car sharing space (Dixon Street), allocated in accordance with the Car Sharing Policy.	Lindsey Hill	D Chick	Cr Cain-Freeman	BAU, Priority 1
13 Dec	City Strategy Committee	Report of the Finance, Audit and Risk Subcommittee meeting of 4 December 2018	Finance, Audit and Risk Subcommittee meeting	Duncan Stuart	K Palena	Cr Foster	Committee recommend
13 Dec	City Strategy Committee	Report of the Finance, Audit and Risk Subcommittee meeting of 4 December 2018	Finance, Audit and Risk Subcommittee meeting	Deb Hammond	N Brown	Cr Foster	Committee recommend
13 Dec	City Strategy Committee	Report of the Grants Subcommittee meeting of 5 December 2018	Housing First Multi-year contract funding Social and Recreation Fund	Dominic Tay / Mark Farrah	B Mckerrow	Cr Free	Committee recommend