
PROPOSED WATERFRONT DEVELOPMENT PLAN 2015-2018

Purpose

1. The purpose of this report is to provide Council with context around the formal consultation process and submissions received on the Proposed Waterfront Development Plan 2015-2018 (WDP.)

Recommendation

That the Governance, Finance and Planning Committee:

1. Receive the information.

Discussion

2. The Council adopted the draft WDP for consultation at its meeting of 25 February 2015. When agreeing the draft for consultation the Council noted that the consultation process would specifically seek feedback on the current proposal for the redevelopment of Frank Kitts Park.
3. The Council undertook public consultation between 20 March and 24 April 2015.
4. During the consultation process, Council installed a temporary information kiosk at Frank Kitts Park. The kiosk comprised a shipping container with colour posters and information panels relating to the WDP generally, and to the more specific development proposals for the helicopter base on the Outer T and the upgrade of Frank Kitts Park. Further detail was provided around the proposed Chinese Garden and expanded playground facilities within the park.
5. Submission forms were made available in the kiosk, which were identical in nature to the electronic forms made available on the Council website. The hard copy forms collected at the kiosk accounted for the majority of the submissions received.
6. The WDP engagement process generated a total of 239 formal submissions during the consultation period. A wide range of issues were raised in the submissions, and Officers are in the process of collating and analysing that information for the LTP deliberations commencing 26 May 2015.
7. The submission forms sought quantitative, qualitative and demographic responses, including the following (for example):
 - How often do you visit Frank Kitts Park?
 - How satisfied are you with Frank Kitts Park currently?
 - What do you like/dislike about:
 - The WDP overall
 - The existing park design and the proposed park design
 - The helicopter base
8. Notwithstanding the more detailed analysis being undertaken at present, some notable results of the submissions received include:

-
- There is a mix of support and opposition to the WDP on the whole;
 - The majority of submitters visit Frank Kitts Park at least once per month and are supportive of the park redesign;
 - A number of strong opinions are stated (both support and opposition) for the inclusion of a Chinese Garden at the park; and
9. In addition to the formal consultation process on the WDP, Council has also sought feedback on Frank Kitts Park as part of the consultation on the Draft Long Term Plan 2015/25 (LTP).
10. Oral hearings will be held from 5 May to 8 May as well as 12 May 2015, for both the LTP 2015/25 and the Draft Wellington Waterfront Development Plan.

Attachments

Nil

Author	Michael Faherty, Project Director, Waterfront,
Authoriser	Sally Dossor, Director Governance

SUPPORTING INFORMATION

Consultation and Engagement

Council will engage all communities, special interest groups, including Māori stakeholders as part of the consultation process.

Treaty of Waitangi considerations

All issues involving any related matter of the Treaty of Waitangi will be considered as part of the consultation process.

Financial implications

All financial implications will be assessed and given due consideration.

Policy and legislative implications

All policy and legislative considerations will be considered.

Risks / legal

All risks and legal requirements will be considered.

Climate Change impact and considerations

All Climate Change impacts will be considered.

Communications Plan

The Draft Waterfront Development Plan will enable wide public participation, engagement and consultation around all key WDP issues.

Proposed Waterfront Development Plan – 2015-18 and
2015-25 Draft Long-term Plan (LTP) Hearings
Tuesday 12 May 2015, 10.30am

Time		Name	Organisation	Sub #	Page
10:30 am	5 mins	Catharine Underwood		5	1314
10:35 am	5 mins	Maria Francesca Te Huki		27	1321
10:40 am	5 mins	Nathan Wallace		14	1318
10:45 am	5 mins	Craig Palmer		192	1348
10:50 am	5 mins	Grant Coreleison		114	1324
10:55 am	10 mins	Assoc Prof George Thomson (University of Otago) and Dr Prudence Stone (Smokefree Coalition)	Public Health Association, Wellington Branch	119	1327
11:05 am	Buffer				
11:15 am	10 mins	Andy Gow	Cycle Aware Wellington	189	1342
11:25 am	10 mins	Kevin Carter	Rongotai College	1046 LTP	1298
11:35 am	10 mins	Marilyn Head	Newtown Branch New Zealand Labour Party	1035 LTP	1290
11:45 am	10 mins	Jason Fox	Port Nicholson	1047 LTP	1302
11:55 am	10 mins	Sam Huggard	New Zealand Council of Trade Unions	694 LTP	1275
12:05 pm	10 mins	Thomas Pippas and Linda Meade	Deloitte	869 LTP	1277
12:15 pm	Buffer				
12:25 pm	5 mins	Alexia Pickering		175	1331
12:30 pm	5 mins	Geoff Simmons		472 LTP	1274

Time		Name	Organisation	Sub #	Page
12:35 pm	5 mins	Timon Maxey		20 LTP	1254
12:40 pm	Lunch				
1:25 pm	10 mins	Oliver Vetter / Alastair Smith	Great Harbour Way	188	1337
1:35 pm	10 mins	Mary Munro	Waterfront Watch	250	1361
1:45 pm	5 mins	Frances Lee		249	1358
1:50 pm	5 mins	Doug Miller		217	1354
1:55 pm	10 mins	Ken Chan	Chinese Garden Society	251	1370
2:05 pm	5 mins	Pauline and Athol Swann		196	1352
2:10 pm					

Submitter Details

First Name: **Timon**
 Last Name: **Maxey**
 Street: **22 Punjab Street**
 Suburb: **Khandallah**
 City: **Wellington**
 Country: **NZ**
 PostCode: **6035**
 Daytime Phone: **0211375614**
 Mobile: **0211375614**
 eMail: **timon@maxey.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I think it should be a priority to provide new interesting attractions instead. For example I find it odd that Frank Kitts is to be redeveloped after a relatively short time and also that the Buckle St development was undertaken so soon after the development of the bypass.

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer

- Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
Artificial River option 1
Artificial River option 2
endorsements
Presentation to WCC
Mick-Hopkinson-endorsement-opt
2015-25 Draft Long-term Plan

LEGEND

- 1. WHITEWATER PARK ENTRANCE
- 2. ENTRANCE PLAZA
- 3. MAIN PLAZA
- 4. MAIN BUILDING
- 5. RESTAURANT AND PATIO AREA
- 6. BOATHOUSE
- 7. TOP POOL
- 8. RECREATIONAL WHITEWATER CHANNEL
- 9. JET CIRCULATED BOTTOM CHANNEL
- 10. PUMP STATION
- 11. RETURN STAIRS
- 12. BRIDGE
- 13. RESTORED NATIVE VEGETATION
- 14. GRASS LAWN
- 15. PARKING



S2O Design and Engineering
 Scott Shipley, P.E.
 318 McConnell Drive
 Lyons CO, 80540,
 USA
 (303) 819-3985

Client:
 TIMON MAXEY

Project Name:
 TIMON MAXEY'S PUMPED PARK DESIGN

Status:
 CONCEPT DESIGN

Drawing Name:
 WHITEWATER PARK DESIGN

Revisions:
 -

Drawing Description:

Drawn By:
 CHRISTINE CLARK

Checked By:
 Scott Shipley

Date:
 5/30/2014

Status:

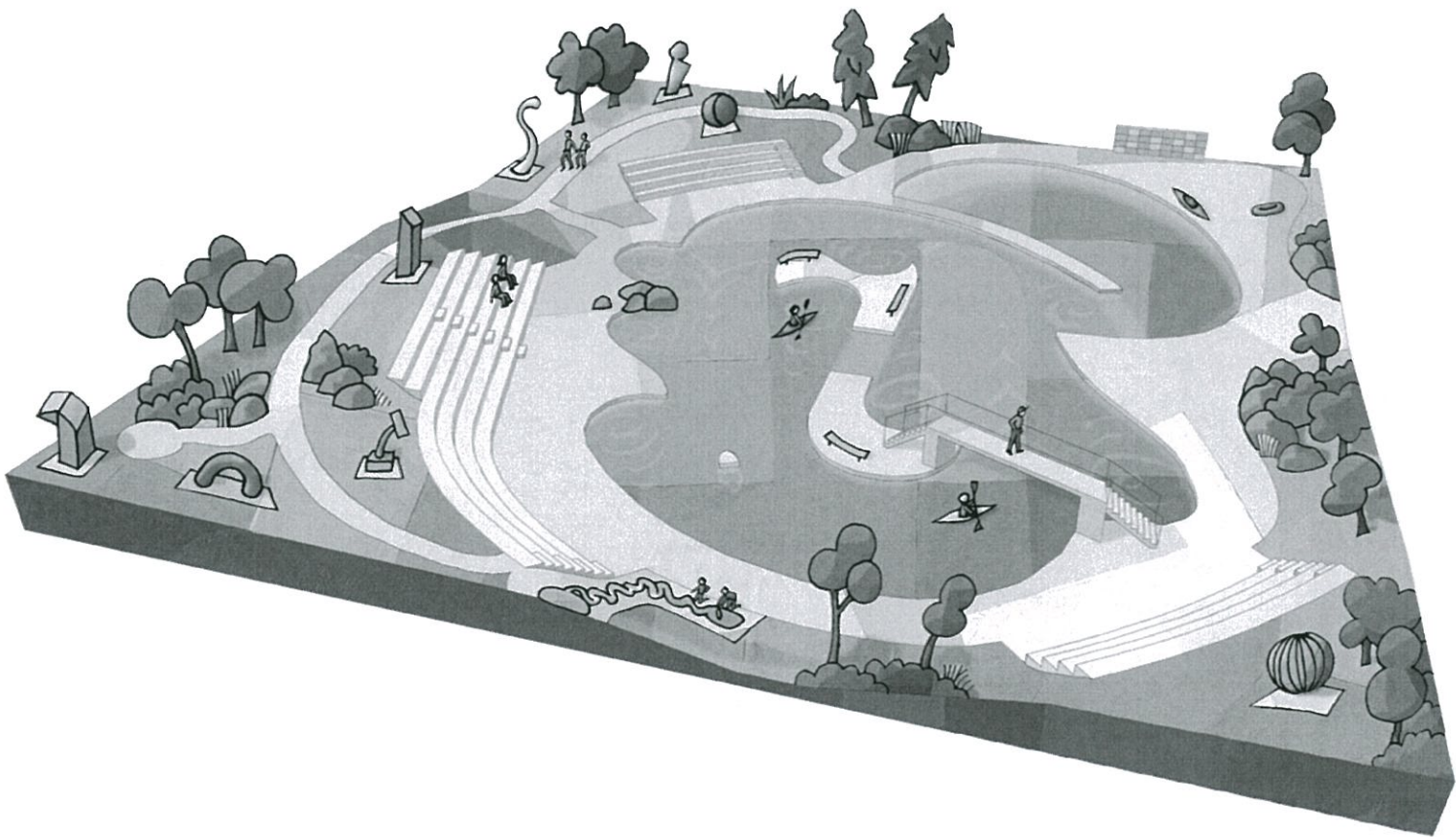
Stamps:

Scale:

Sheet:

01







12000 Highway 17 North
 Suite 100
 Charlotte, NC 28217
 704.366.1200
 www.s2o1.com

Client
 TIMON MALEY

Project Name
 TIMON MALEY'S SUMMER PARK REZONING

Studio
 CONCEPT DESIGN

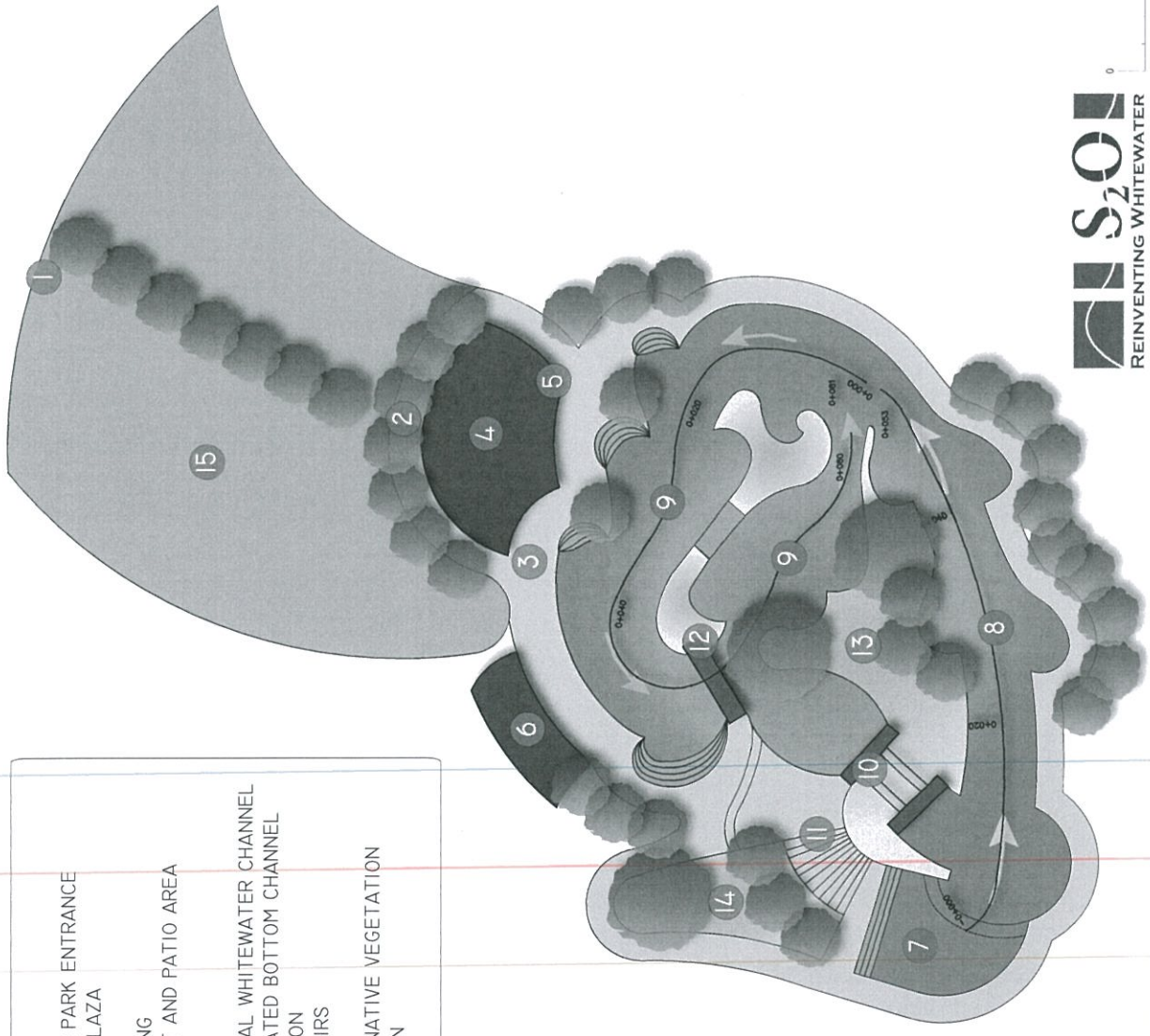
Drawing Name
 WHITEWATER PARK DESIGN

Revisions

Drawing Description

Drawn By
 CHRISTINE CLARK
 Checked By
 Scott Scribby
 Date
 3/27/14
 Status
 Stamps

Sheet
 01



LEGEND

- 1. WHITEWATER PARK ENTRANCE
- 2. ENTRANCE PLAZA
- 3. MAIN PLAZA
- 4. MAIN BUILDING
- 5. RESTAURANT AND PATIO AREA
- 6. BOATHOUSE
- 7. TOP POOL
- 8. RECREATIONAL WHITEWATER CHANNEL
- 9. JET CIRCULATED BOTTOM CHANNEL
- 10. PUMP STATION
- 11. RETURN STAIRS
- 12. BRIDGE
- 13. RESTORED NATIVE VEGETATION
- 14. GRASS LAWN
- 15. PARKING



Endorsements

“This would be a great attraction for Wellington and exciting for NZ sport. It would make a great venue for exhibiting public art and would provide a wonderful range of activities for the general populace. I would love to see this proposal realised!”

Conrad Smith
All Black

“It is an intriguing idea to create a recreational centre incorporating sport and art and I’m certain both Wellington City and New Zealand sport would benefit!”

Lloyd Jones
Author

I have seen the benefits of artificial white water courses in cities around the world as I travel and compete on them regularly as a full time Canoe Slalom athlete. These courses not only provide a training and recreation site for paddlers, but a community facility that can be utilised for a number of different purposes. Having a facility like this close to one of our main cities allows people the opportunity to take up a sport they would not otherwise have the opportunity to. They are used as a facility to educate the public on river safety and for local rescue services to practice drills. A course like this would be a valuable addition to this community and I fully endorse this proposal.

Luuka Jones
2 x Canoe Slalom Olympian
New Zealand Canoe Slalom Team

To have a world class slalom course in NZ will be a massive resource for the future. It has the potential to breed the next generation of Olympic Champions in a sport that’s in line with the image and culture of New Zealand.

Mike Dawson
Canoe Slalom Olympian
New Zealand Canoe Slalom Team

I am writing in support of Timon Maxey’s ‘water-park’ concept for Wellington.

As the designer and builder of New Zealand’s only International Canoe Federation (ICF) approved white water park, I can see the need to have another, modern and safe facility close to a big urban population. A new international quality white-water park in Wellington will increase the profile of a number of water sports in New Zealand, including the Olympic

sport of white-water slalom. If the facility is at a high enough standard, Northern Hemisphere Olympic kayak teams will be attracted to Southern Hemisphere training camps over our summer months.

If done correctly it should also provide a unique tourism attraction with multiple recreational uses for the majority of the population ie. water park activities, rafting and other forms of around water recreation. It should also provide a special environment for aspects of education including water safety, for schools, University and Polytechnic students of the greater Wellington Region and beyond.

The design will reflect the character of New Zealand with native plantings/rocks and will be a superb venue for exhibiting NZ outdoor art, music concerts and a corporate conventions that include team building experiences on-site.

I congratulate Timon on his innovative designs and I look forward to seeing the concept progressed. Please let me know if you wish me to speak to this submission.

Kind regards

John Snook - Director/Consultant
176 Okere Road, RD 4, Rotorua 3074
 T +64 21 933 137 | E john@actiongroup.net.nz
www.actiongroup.net.nz | [Like our Facebook Page](#)
Mgr of Olympic kayakers Mike Dawson and Luuka Jones

A Whitewater facility in Wellington would be remarkably transformational, both for The City, and the Olympic discipline of Canoe Slalom. It would turn Wellington into an epicenter of Canoe Slalom, attracting athletes from all around the country - especially important for the many athletes making the difficult transition to third level, as there is a dearth of suitable training locations close to quality third level institutions. It would also be an attractive location for athletes from the northern hemisphere for winter training.

It would be an enormous boon to kayaking in general, with considerable potential as a competition forum (Extreme Races/Rafting/Canoe Slalom/Sprint), a training site, and an excellent general recreational facility. Making such a technical sport accessible via this white water facility would attract people from a diverse range of socioeconomic, ethnic, and sporting backgrounds.

This is a fantastic opportunity for the country, and it should be in Wellington. It is the finest city in the country, and this facility would be a major attraction. Choosing a Scott Shipley designed feature (option 2, as creatively embellished by Timon) is the best option; it will give the whitewater park its broadest, and strongest appeal, and without doubt, would transform the sport within Oceania.

Shane Quinlivan
Upper Hutt/Te-Marua Canoe Slalom Coach

Member of the Irish Junior and Senior Canoe Slalom squad/team 1979-1985

Irish Junior Slalom Champion

3x National masters Champion NZ

Multiple medalist in the World Masters Canoe Slalom

Outdoor enthusiast and occasional expedition Kayaker

The Kupe Canoe Club is Wellington based and has a membership, including white water enthusiasts, of about 130 kayakers. The committee recently reviewed your proposal, design and Youtube clip describing your idea and prototype for two variations on an artificial river. We thought this was a great idea and would be very happy to see such a facility in the city. For paddlers in Wellington, there are sea kayaking opportunities for learners and experienced alike, and Mana Kayak Racing Club runs an excellent training academy for flat water racing on Porirua Harbour. To learn white water paddling however currently necessitates a trip out of town which restricts the numbers who are able to participate. Furthermore, it is a sport that is very much dependent on river levels, and many a planned trip is postponed due to too little or too much water.

The Kupe Canoe Club has a fleet of river kayaks for hire and normally runs monthly trips to various local rivers, water levels permitting. We also run training and practice sessions at Freyberg pool to enable paddlers to improve their skills and maintain them over the colder months. This facility would be an excellent adjunct to these existing facilities.

A facility such as the one you propose would add an extra dimension to kayaking and canoeing in the Wellington region. It would be ideal for training beginners and for intermediate paddlers to gain proficiency. It could tempt paddlers from other disciplines to try this type of paddling. It may also fit in with the watersports programme offered by the Wellington Oceansports Centre based at the Royal Port Nicholson Yacht Club which runs 'try out' days each month on all sorts of water activities and also offers more advanced courses. We endorse your idea in principle and would certainly welcome the construction of such a feature Wellington.

Sandy Winterton

President

Kupe Canoe Club

As President of Victoria University Canoe Club I was very interested and excited to read your proposal for the construction of an artificial slalom course in the Wellington region. As a club, we have a large group of kayakers from a variety of skills and backgrounds - not exclusively students - who would all benefit from a facility such as this in the Wellington region, as none currently exist. This is particularly valuable for beginners and novices who want a safe, secure and readily accessible facility to learn to kayak. However, all skill levels would benefit from a convenient resource to improve upon their technique without having to travel long distances and/or wait for correct river flows.

As a representative of this club I feel that this course would be of wider benefit to the community. In particular, it provides a resource to raise and train water safety awareness that is crucial for all New Zealanders regardless of age, occupation or recreational past time. We recognise that it is not designed purely for kayakers and we are delighted to see encouragement of all water sports.

On behalf of Victoria University Canoe Club, I fully endorse this project and wish you all the best for the success of this proposal.

Kind regards,



Athene Laws

E: athene.laws@gmail.com

M: 0221310631

To Whom it may concern,

My name is Roy Bailey, I live in Wanaka, in the Queenstown Lakes District.

I've been an active kayaker for 32 years and have paddled most New Zealand Rivers and many internationally. I have also been actively instructing kayaking for the past 25 years, as well as being assistant coach of the NZ development Slalom team in 2011 & 2012.

I was also involved in the "Hawea River white water enhancement project" which involved construction of a white water play park on the Hawea River. This was an eleven year project from inception to fruition and was completed in November 2012.

Situated 10 minutes from Wanaka, the park has been an unbelievable success. During the planning process we did a lot of community consultation, and said that it would be more than just a kayaker's location, it would be a community asset. We have been blown away by just how true this has turned out.

On a nice day in summer, the park is crowded with Kayakers, body-boarders, surfers, swimmers, as well as spectators and picnickers. On a not so nice day in the middle of winter you will still find a handful of keen kayakers and body-boarders.

The feedback that I have had from members of the public has been awesome. I can honestly say that I haven't had 1 negative comment back from the public. Everyone can see the benefit of having this facility here.

Some of the main benefits that I see are: Getting people active, increasing people's awareness of rivers and water skills, as well as having a great place for teaching, coaching and educating.

Having looked at what Timon has come up with his designs, I'm very impressed and enthusiastic about his ideas and concepts. The idea of having an artificial river, but not relying on pumping water uphill is fantastic. The second option with a short elevated

section of river would I believe be the ideal option. As long as the flat course could still run independently. (Pumping water up-hill is never cheap)

One of the main assets would be as an education facility. It would be a great place to teach our young and not so young on the dangers of our rivers and teach some basic survival skills. As well as having somewhere for teaching people to kayak and enjoy our natural rivers in a safe and controlled environment.

If anyone would like to talk to me directly about the Hawea white water park, or how I see the benefits of Timon's designs, I can be contacted directly on

- 0274 386 838
- bailey.builders@xtra.co.nz
- Yours Faithfully,

Roy Bailey

Slalom Instructor for 25 years

Assistant coach of the NZ development Slalom team in 2011 & 2012

Instrumental in development of "Hawea River white water enhancement project" on the Hawea River

Hello Timon,

I just thought I'd drop you a line and lend my support to the course design you are trying to get built. It looks like a great cost effective design and one which will have multi use/function rather than just some kind of extreme course that only experts can use. The design will be great for all levels to learn and train on. I wish I'd had something like this when I was training. Good luck with the project.

Andy Fuller, Canoe slalom World Masters Games Champion 2009

Day Two Ltd (Kayaking gear and standup paddleboards)

www.daytwo.co.nz

Phone +64 7 345 7647

Mobile +64 21 898942

skype andyfuller2222

To Whom it may Concern

My name is Fergus Bramley and I am a 17 year old kayaker from Wellington. I have been competing in the sport of canoe slalom for the past 4 years. For the past two seasons I have been part of the NZ under 18 Development Squad.

Living in Wellington makes training for canoe slalom more difficult than it would be in other centres such as Tauranga. Currently I travel from my home in Khandallah to Upper Hutt 3 to 4 times a week for whitewater training as well as trips to the harbour. Although the slalom site on the Hutt river in Upper Hutt is adequate it is certainly not at the standard of other courses around the country. During the summer the Hutt river frequently drops so low as to ensure that training at the slalom site is difficult and ineffective. To have a whitewater

training facility in Wellington with a consistent water level and shorter travel time to reach would make canoe slalom training significantly simpler, easier and less costly. Personally this would allow me to compete highly at a national level and achieve my goal of being selected for the NZ Performance Squad.

To become an elite level canoe slalom athlete it is necessary to live near a whitewater training facility. I am currently in my last year of secondary school and will soon be making the decision of where to complete my tertiary education. I know of many other young canoe slalom athletes who are also in the process of making this decision. For myself and these others a whitewater course in a city is a huge attraction and will certainly influence the decision. Currently there are no whitewater courses in NZ in a city with a university. Having this whitewater facility will attract myself and many others to the city of Wellington. Canoe slalom athletes already at university will also be interested in coming to Wellington for a whitewater centre.

Overall I think having a whitewater facility would be of huge benefit to Wellington. It would attract myself and many others to the city for the ease at which a high level of training quality could be acquired.

Yours Sincerely

Fergus Bramley
Student
NZ under 18 Canoe Slalom Development Squad

Timon

I love the look of this layout. I especially like how it provides spaces in and out of the flow to provide for more and less active recreation. I say we adapt this thing and build it?

SCOTT SHIPLEY, M.S., P.E.

Scott is an international artificial slalom course designer/builder who designed the London Olympic course.

I have been whitewater kayaking for the last 10 years and more recently in the past 3 years slalom kayaking. Kayaking has taken me to some truly stunning and scenic places around the country, something which I would wish everyone in NZ could experience.

Learning to kayak take a fair amount of time and requires an appropriate environment to practise. The basics such as eskimo rolling and paddle strokes can be learnt at the pool, but to progress further requires practising on fast flowing water. Unfortunately suitable places are scarce, and requires waiting until it rains solidly and travelling a fair distance to a suitable river.

Timon's proposed artificial slalom course would be a perfect facility to help people learn and practise kayaking. Looking at both proposals, option 2 would seem to be the better of the two. This option would create a better flow of water which would better aid in the learning and practising of kayaking.

Garth Low
Hutt Valley Canoe Club

It's a really exciting plan! I went to Colorado a few years ago for a paddling trip. Many towns in Colorado have a play park for paddling sports where kids and adults are equally enjoying white water and their family comes to see them paddling. I wish we had a similar facility in our community.

Hutt Valley Canoe Club
Kei Takashima

Artificial River Proposal

Timon Maxey

23 3 2015

Why I have developed this proposal

I have been an active kayaker all my life, and have competed in slalom events around the country, paddled white water all over New Zealand and in Canada, the US and England. I am also an artist and I enjoy designing and inventing.

I am fascinated by rivers and watercourses and spent lots of time diverting streams and building dams as a boy. As an artist, I produce a lot of river themed art. I've lived in Wellington since 1986, and now live in Khandallah with my partner and 2 daughters. The shortage of local kayaking rivers in Wellington has always been a frustration, a major factor inspiring me to design this facility. Currently, I regularly travel to Birchville, Upper Hutt, to do slalom training at our Hutt River site; which despite being a beautiful site, is well short of international and even national standards for slalom and in summer, low flows can render it unusable.

A \$40million artificial river is currently under construction in Auckland. A similar facility has been proposed for Christchurch. It would be great for Wellington to attract some of the action!

I have worked with renowned international white water park designer, Scott Shipley, who designed the London Olympic Course, to arrive at these designs. He is keen to be involved with design and construction, should the plan come to fruition.

Purpose of this proposal

- This facility would give a huge boost to kayaking and slalom kayaking, especially in Wellington where there is a shortage of suitable rivers! The local kayak clubs and schools would all use it for regular safe training and lessons. At present, the clubs use Freyberg and NaeNae Pools through the winter, and many other Wellington pools run their own kayak classes. It would be a highly beneficial to be able to use a moving water facility instead. Slalom kayakers would have easy access to regular training on a high standard facility. Regular slalom events and races could be held.
- It would be great publicity having a slalom/kayaking facility where everyone can see the sport being practised instead of it happening out of the public eye, which is usually the case. Wellington would become a kayaking centre and NZ would have a much improved showing in competitive kayaking events.
- Northern hemisphere athletes would winter in Wellington for slalom training and events
- Being multi use, the facility would be invaluable for boogie boarding, rafting, swimming, rescue services drills and river safety training. The general populace could use and enjoy this facility as much as skilled users.
- Tourist Attraction – Wellington would attract more tourists and this would offer tourists a new range of all-weather activities. In my view, Wellington is short of such attractions!
- The facility could be hired out for various events and purposes.
- I would like to see Outdoor art exhibitions held in the spaces.

2 Options

There are 2 design options.

Option 1: A donut shaped or loop channel powered by jets. This has no gradient, but operates like a large scale lazy river. The water flow can be varied from 0 to 12m³/s to suit the users. At full flow there would be whitewater suitable for high level kayaking. At no flow, it could be used as a recreational swimming pool. This option would not offer the same high quality whitewater of option 2, but would be multiuse and still a great resource for all users.

Option 2: This incorporates the donut pool from option 1 with the addition of a 50m long section of channel with gradient to give real rapids and waves. This option would give a facility capable of hosting international standard events, and would be more valuable for all users for both recreation and sport.

Channel Construction Costs

(Supplied by Scott Shipley, S2O)

In general you are looking at about \$13,000 USD per linear meter of 10 M wide channel. A pump station with a modest 1.5 meters of head and roughly 7 cubic meters per second of flow is going to be about \$500,000 USD (NZ\$580,000). This would be a three-pump fixed-speed channel system. Your pool area will be slightly cheaper than your channel per square meter but you have a lot of intricate walls so you might simply apply the same cost per square meter for this area. This would be about US\$1300 (x1.16 for NZ\$) per square meter all-in.

Overall area of the channel in option 1 is approx 45x27=1215m², so rough cost is:
1215x1300= US\$1,579,500 or NZ\$1,832,000

Overall area of the channel in option 2 is approx 30x60=1800m², so rough cost is:
1800x1300= US\$2,340,000 or NZ\$2,714,000

Land Use

I have designed the complex to fit a relatively small space. The area required for option 1 is 62x50m or 3100m² and for option 2 approx 80x60m or 4800m².

Power usage

At this stage I can provide estimates calculated by River Edge Consulting Ltd (hydrological engineers based here in Wellington).

It will require 200kw pump power to drive option 1 at maximum flow (12m³/s). Lesser flow rates will use considerably less power than this flow.

390kw pump power is needed for the downhill section of river in option 2. While this is operating, the jetted loop will not require as much propulsion because the downhill section will part-power it, so total power requirement for operating both parts together would be around 450-500kw, or ¼ the power used by the Sydney Olympic course.

On site generation of energy

- It would be great to see Solar and possibly wind generation on associated buildings and on site to supplement drawing electricity from the national grid and to provide water heating to enable winter usage.

Roofing the complex

Option 1: 60x50m (size of overall facility could easily be reduced if roofing was an option.

- Create Ltd – Napier (responsible for Kapiti pool)
- Cost would be roughly \$2.5m for the roof (simple vaulted form) and another \$2.5m for ventilation and lighting (Approx \$830/m² for roof alone).
- Water heating could be passive solar heating using heat transfer from air between the transparent roof layers, as in Kapiti Pool
- This would give increased facility function through winter

Landscaping and art

I envisage boulders and rocks incorporated into the characteristic New Zealand themed design, as in my graphic, and also native NZ plantings, grassy areas, seating embankments and a sculpture park with regularly changing exhibitions.

Conclusion

Having consulted with high profile individuals and groups from the kayaking world and other interest groups, it is clear that there is much enthusiasm for this proposal, as can be seen from the endorsements. This proposal has great prospects for successful operation because:

1. it is multi-use, can be used by the skilled and unskilled, by tourists and general fun seekers as well as by serious sportspeople,
2. combining uses and mixing interest groups will make it more profitable and enduring as a facility and attraction,
3. the relatively low power usage will make it economical to operate.

I think that this facility would be of great value to Wellington and the community and I'm keen to continue my efforts to make it happen!

Potential sites

- Centre Port promontory at kaiwharawhara
- Appleton Park
- Kilbirnie Park – old bowling green next to Aquatic centre
- Ian Galloway Park Curtis St Wilton copy
- Khandallah pool site
- Quarry, Lyall Bay, bottom of Hungerford Rd
- Rail yards, adjacent to stadium
- Ruahine St, Hataitai

NEW ZEALAND
KAYAK
SCHOOL

111 Walter
 Murchison
 Ph/Fax (03) 522 9000
 Email: nzkayakschool@compuserve.com
 Website: www.nzkayakschool.com

Dear Sirs,

My name is Mick Hopkinson. I am the owner and director of the New Zealand Kayak School in Murchison. I have been paddling since 1961 on rivers all over the world including expeditions to Africa and the Himalayas. In 2008 I was inducted into the International White Water Hall of Fame in the Explorer class.

Not everyone has the privilege and pleasure and the lifestyle choice of living next to a wild river. Very early on in my career I came to appreciate the benefits of artificial white water courses. Many of the early expeditions I was involved with left England in summer when there was little or no water on which to train. Consequently we regularly drove 18 hours to the Olympic Slalom course in Augsburg, Germany which was built for the 1972 Olympics. This was an ideal venue for kayak training and for white water swimming exercises.

Subsequent to that Olympics white water courses have been built for the Olympics in Barcelona, Sydney, Atlanta, Athens, Beijing and London. And as a result of these courses being built similar courses have been constructed all over Europe and the United States.

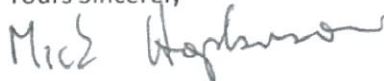
An artificial white water course in downtown Wellington would massively increase the profile of the sport of kayaking as well as providing an ideal training venue for New Zealand's river athletes.

It would also offer a venue for recreational boogie boarding, rafting and swimming and would be an excellent training centre for river crossing and for rescue training for the New Zealand Emergency services.

Many of the new "Water Parks" in the USA have been built in the city centres and have instantly provided a venue for tourists and an array of restaurants and cafes alongside the "river"

Timon Maxey's proposed waterpark would significantly enhance the range of municipal facilities provided in the Nation's capital.

Yours Sincerely



Mick Hopkinson.
 11.6.14.

TUATARA



- BREWERY -

Wellington City Council
April 8, 2015

Dear Councillors

As a born, bred and dyed-in-the-wool Wellingtonian it is with huge excitement (and not a little anticipation) that I hear of the nascent plans for further developing the city's mountain biking infrastructure and investment. To that end I wanted to add my voice - well: written word - to the likely chorus of vocal support.

Wellington is an extraordinary city that has, during my recent lifetime, blossomed. From its role as the perennial butt of national and international wind jokes, and a place to avoid, during the grey days of the 70's, through the explosion of the coffee, food and beverage scene in the 90's, to the cultural and sporting event and craft beer revolutions of the last 20 years, it is transformed. In no small part that's been due to the passion of locals who tirelessly work to add layers to the cultural, sporting and commercial fabric of the city.

One of the most potent intersections of sport, culture and commerce in the world, at present, is that between craft beer and mountain biking. The crossover between these two interests is uniquely significant, each lending considerable momentum to the uptake and growth of the other. Where they intersect most significantly the commercial boon is considerable.

Wellington is one such place. Long the undisputed craft beer capital of the Southern Hemisphere (in terms of the number of breweries, craft beer bars and craft beer drinkers per capita), it is also arguably NZ's mountain biking capital (by virtue of the sheer extent of trails). Having recently renewed our business presence in the heart of the city - with the opening of our 'Third Eye' Tuatara Temple of Taste on Arthur St - I can attest to the immediate impact of the mountain biking community on our patronage.

Should the city invest in a new mountain bike park, extensive in trails, close to both Airport and city, I have no doubt whatsoever that the influx of MTB tourists will provide considerable commercial benefit to us and our fellow craft breweries in Wellington. It is for all these reasons that I heartily support the proposal and urge the Council to do the same.

With thanks for considering this input, sincerely



Richard Shirtcliffe
CEO
Tuatara Brewing Ltd

From: [Geoff Simmons](#)
To: [BUS: Long Term Plan](#)
Subject: Long Term Plan submission
Date: Monday, 13 April 2015 7:25:14 p.m.

Name	Geoff Simmons
Email	geoffsimmonz@gmail.com
Postcode	6021
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Write a message to the council	Because lives are more important than car parks.
Would you like to deliver an oral submission to council in person?	Yes



NEW ZEALAND COUNCIL OF TRADE UNIONS
Te Kauae Kaimahi

16 April 2015

To: Wellington City Council

Re: Wellington City Council Long Term Plan 2015/2025

The New Zealand Council of Trade Unions, Te Kauae Kaimahi, (CTU) endorses the call for the inclusion of the full implementation of the Living Wage in the Wellington City Council (WCC) Long Term Plan 2015/2025.

We commend the WCC for the steps taken in the last two years in implementing the Living Wage for all directly employed WCC employees. The transfer back in-house of parking warden services results in very low-paid parking wardens being lifted to Living Wage rates. The provision that WCC has made for workers at the Wellington Zoo and the Museums Trust to be paid a Living Wage is also recognised.

We applaud the WCC for these steps. They indicate a strong support for and a commitment to the Living Wage. It is vital, however, that WCC signal in the Long Term Plan a commitment to the full implementation of the Living Wage for workers in all Council Controlled Organizations and for employees working in services under contract to WCC. Not to do so will undermine the Council's support of the Living Wage and could result in more services being contracted out and undercutting of wages and conditions.

Growing inequality gaps and high poverty rates are one the most pressing economic and social issues that New Zealand faces. Great hardship has been incurred by workers and families from New Zealand's high inequality rates. The worst evidence of this is reflected in appalling statistics of child poverty. Concerns about low and stagnant wage levels are increasing. CTU research shows that real wages have fallen significantly behind labour productivity growth in the market economy since 1989 and would have been an estimated 16% higher in 2012 if they had kept up with productivity.

Local Government has a critical role in combatting low wages, poverty and addressing inequality. Local communities, their leaders and community organizations are looking for solutions to reduce poverty and address income gaps in their communities. These concerns have led to widespread local and community support for the Living Wage.

The CTU has made previous submissions to the WCC in support of the Living Wage and cited research that demonstrates the many benefits that are created by the implementation of

the Living Wage^{1,2}. The benefits include increased worker productivity, improved morale, and reduced turnover. There is a fast growing body of evidence supporting the economic rationale for the payment of higher wage rates and the implementation of Living Wage rates. We are very willing to engage in these discussions again about the benefits derived from Living Wage implementation.

Wellington City Council is in a strong position to take leadership and implement the Living Wage for all its employees - directly or indirectly employed. Wellington City has the highest median household income of any territorial authority in New Zealand according to the 2013 Census. But the Census also shows that the Wellington region has the second highest household income inequality in the country³. This shows that Wellington has both the capacity and the need to lift wages to Living Wage levels. Hence the call for the WCC to take a lead on this issue in the Long Term Plan.

The Living Wage movement and CTU affiliated unions appreciate that the Living Wage has to be phased in as contracts are renewed to reflect Living Wage commitments in re-negotiated contracts. Unions have already worked constructively with the WCC and are experienced and well placed for this exercise.

The draft WCC LTP outlines a number of big ideas and potential projects. We strongly encourage the WCC to continue their leadership on the Living Wage and commit to its full implementation in the Long Term Plan. Committing to the progressive implementation of the Living Wage in all WCC services will make not only a substantial and significant difference to the lives of workers and their families but also have a positive spillover effects for Wellington citizens, communities and the city itself.

Yours sincerely



Sam Huggard

NZCTU Secretary

¹ <http://union.org.nz/sites/union.org.nz/files/2014%20CTU%20LW%20Submission%20to%20WCC.pdf>

² <http://union.org.nz/sites/union.org.nz/files/2013%20CTU%20Submission%20on%20LW%20-%20WCC%20.pdf>

³ Equb, S. (2014). *Growing apart: regional prosperity in New Zealand*. Wellington, New Zealand: Bridget Williams Books, p.11

17 April 2015

Draft Long-term Plan
Wellington City Council
Policy and Reporting (COPO01)
PO Box 2199
WELLINGTON 6140

Dear Sir/Madam

WELLINGTON CITY COUNCIL DRAFT LONG TERM PLAN 2015-25

Deloitte welcomes the opportunity to submit on the Wellington City Council draft Long Term Plan for 2015-25 (“the LTP”).

SUMMARY

Deloitte in Wellington

Deloitte is firmly invested in Wellington with the future of our local office totally intertwined with that of the city. We are unashamedly pro-growth for Wellington City, the wider Wellington region and New Zealand in general.

We are the largest professional services firm in the region (as a consequence of continuing to grow year on year). We currently have 34 local equity partners and c350 staff that serve the full range of local clients from individuals and small businesses through to the Capital’s largest companies (including publically listed) and government agencies.

Our Wellington office is part of a fully integrated national business that also has offices in Auckland, Hamilton, Rotorua, Christchurch and Dunedin. Our national firm aggregates to Deloitte globally whose network comprises the largest professional services firm in the world.

In Wellington we provide the full ambit of professional services to many thousands of local clients. We do not have a national head office in the normal sense, but some of our local partners hold national leadership roles that include our CEO and the leaders of our national Corporate Finance, Forensics, Risk and Consulting business areas.

We believe that this context provides us with a unique lens through which to view and comment on the LTP being:

- We are a material local business
- Our business touches all facets of the Wellington market, and
- Our local partners still shape the future of their national firm

Deloitte refers to one or more of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee, and its network of member firms, each of which is a legally separate and independent entity. Please see www.deloitte.com/nz/about for a detailed description of the legal structure of Deloitte Touche Tohmatsu Limited and its Member Firms.

A member of Deloitte Touche Tohmatsu Limited

General view

Recognising our context, we believe that the LTP is a crucial step for Wellington. The decisions that will ultimately flow from the consultation process will set the direction for the city over the next decade. The LTP offers a choice between a “business as usual” programme, and a bolder plan that is recommended by the Council to “invest for growth;” with which we broadly concur.

We believe accelerating Wellington’s growth is not only sensible for Wellington but also sensible from a national perspective. We believe that it is strategically appropriate for the economic activity of New Zealand to spread throughout New Zealand and not simply focussed on Auckland, further stretching its infrastructure and putting compounding pressure on its housing market; when Auckland is already a world class city.

As a consequence, we believe that it is crucial that the Wellington economy accelerates its growth from both a local and national perspective.

We also believe that under a continuation of the status quo Wellington will more likely underperform its potential and that the opportunities for businesses, employment, economic growth and prosperity will continue to be seen to exist primarily in Auckland and increasingly less so in Wellington. A bold and progressive plan to reverse this perspective / trend is needed.

The concept that Wellington must “invest for growth” and that the Council must be progressive in its thinking on what such investment might entail is therefore one that we, as large business with a strong presence in Wellington and a material investment in Wellington’s future, fully support.

We commend the Council on recognising that Wellington’s economy needs support and on thinking outside the square to develop the ideas expressed in the LTP to help reinvigorate growth in the city to more acceptable levels.

As we are not privy to the Council’s analysis that resulted in its list of initiatives, this submission does not seek to comment on every aspect of the LTP; noting again that we are broadly supportive of the direction of travel proposed, and that appropriate action outside of business as usual is required to be taken.

Lens through which to view the LTP

We believe that the key lens through which the LTP initiatives should ultimately be focused / evaluated on centre on whether they enhance local economic activity and create jobs, including through:

- More actively selling Wellington as a destination for business activity, including by removing barriers for business to invest here.
- Providing easier access to the city for tourists, and more activities for them to undertake while here.
- Encouraging more “local tourism” by investing and advocating in the vibrancy of the city and available entertainment.
- Encouraging increased migration (including domestic migration), through the above factors, but also with an emphasis on Wellington’s quality of life.

We believe that an increase in economic activity intertwines with a greater depth in the employment market, a positive impact on net migration and accelerated GDP growth; and that this is the cycle that Wellington needs to accelerate. It is therefore very important that the “invest for growth” projects achieve an economic return on investment that makes sense.

In our view the LTP projects that provide the greatest yield for the city should be seen as the greatest priority. We recommend that it would be beneficial for there to be further debate in this regard including further transparency added to the final LTP that explains why particular projects have been assessed as able to deliver sufficient economic returns over others.

We would also strongly encourage the Council to set itself some “stretch” targets by which it can measure success in supporting the city to grow in all aspects that are important to its citizens. These could include, amongst other things:

- Growing the number of jobs and/or levels of workforce participation.
- Growing the number of students and increasing the level of conversion of students to workforce participants – i.e. the retention rate for students in Wellington.
- Growing the number of household units and hence the rating base.
- Growing the level of inward investment of capital into Wellington.
- Growing measures of social progress such as educational achievement, key health indicators and water quality.

In our view, by having a transparent focus on measuring the key indicators that matter, attention will be focused on investing in those areas where the most impact can be achieved.

We recognise that the Council can only partially influence some of the desired outcomes – however in the context of the LTP it is those outcomes that matter, since otherwise the investment should be limited to maintaining the status quo levels of service.

INVESTING FOR GROWTH – GENERAL COMMENTS

We note that the Council is proposing to increase capital investment over the LTP period through the following mechanisms:

- By increasing debt,
- By increasing rates for existing ratepayers, but also through an expected uplift in the rating base of 1.2%,
- By achieving efficiencies in expenditure, and
- By recycling certain current assets.

We comment briefly on each of these below.

Debt

We have not carried out any detailed analysis of Wellington’s balance sheet profile by comparison to other Councils although we note that the level of forecast indebtedness by 2020 of just under \$500 million is only 2.8% of the forecast total level of indebtedness across all of New Zealand’s councils which compares favourably to a population base somewhere around 4.5%-5%.

Other than noting this point, we are not in a position to comment on the appropriateness of the anticipated debt level in any detail.

Rates

No ratepayer like to see rates increase and we are no different. However, as this submission emphasises, we are comfortable with modest increases so long as the investment is made in things that matter.

In overall terms we believe that rates charged to residential households represent good value for the services delivered, when compared to other services with a strong infrastructure component (power, telecommunications and roads). However we caveat this comment with those that follow.

We also note that current ratepayers need not see increases in rates where the overall revenue can be grown through other means. These can include additional rating units through population growth or new commercial ratepayers (subject to additional revenue not being offset by additional costs), also through increases to other forms of revenues outside of rates, for example, rental income, or access to new forms of revenue.

Unlike central government which can expect to see a rise in tax revenue as the economy improves through increased GST revenues in particular, local government does not benefit from this form of “organic” revenue growth other than through additional rating units as noted above. Clearly it is also insulated from falls in this type of revenue too.

We encourage the Council to keep talking to central government to identify ways in which it can share in the tax revenue growth that occurs when the economy grows – we note mention of a “deal” with central government and support this direction of travel, working more collaboratively to support economic growth at both a local, regional and national level.

Efficiencies

We are aware that the Council is making efforts to realise efficiency savings through a focus on ICT spend in particular and also through improved analytics on broader infrastructure spend.

We strongly encourage Council to continue investing in decision-making frameworks which drive better value.

We believe that further significant savings could be achieved through smarter procurement.

We also note that while Council budgets to fund its depreciation charge, it is proposing to divert some of this funding away from renewals of existing assets and into investing to lift service levels and/or new assets. We accept that this may be due to over-investment in “renewals” type spend in prior years but it may also be due to a mismatch between accounting policies and the true asset amortisation profile. It would be useful to analyse this to determine whether a reduction in projected depreciation charges could also be justified.

Recycling assets

As a generalisation most government balance sheets are passive when compared to the private sector. Investments are made in new assets, with the consequential need for future maintenance and renewal, but very rarely are assets of any material value re-cycled to enable investment in assets which deliver greater overall net value to citizens.

Wellington City Council is the biggest single land-owner in the CBD and we therefore support moves to recycle some of these land-holdings to enable investment or upgrades to other assets.

In particular we are encouraged to see this proposed as a means to allow for earthquake strengthening since this is an area of expenditure where it is particularly hard to realise immediate tangible benefits – the benefits relate to risk reduction – but which unaddressed can act as an inhibitor to attracting economic activity to Wellington.

LTP INITIATIVES

As noted above, this submission does not seek to comment on every aspect of the LTP or necessarily have definitive views on each of the initiatives, however we comment below on some of the specific initiatives that in our view have clear merit to be progressed further in terms of analysis and final determination.

Wellington International Airport runway extension

We are broadly supportive of the Council providing grant funding for extending Wellington International Airport's runway if appropriate comfort can be obtained around the stated levels of economic benefit; which is materially impacted by an appropriate number of carriers taking the opportunity that an extended runway presents to schedule international flights to and from the capital.

Wellington cannot be a city of the world if international visitors – both tourists and businesses - cannot easily get here.

As well as assisting with growth in international visitor numbers, we suggest that the potential to increase the presence of international businesses in Wellington through increased connectivity should not be underestimated. Without sufficient international travel connections Auckland will continue to be the preferred destination for international business adding even more pressure to its stretch infrastructure.

In making these comments we do want to emphasise that it is important that the terms of any such arrangement or like arrangements with the private sector are fair between the different parties and cannot be wealth transfers from the region to the private sector. The assumption is that the terms of any such arrangements are structured appropriately in this light.

Our comments are again also caveated by the assumption that international carriers would take the opportunity to schedule international flights through the capital if the runway was extended. We have seen a presentation that concludes that this would be the case and that the required economic benefits would also flow as a consequence. We are also aware of comments in the reverse. We are not in a position to comment on which view is most accurate. We would expect that concluding on this matter will be a material determinant of this issue.

Tech hub

It is proposed to establish a "tech hub" to help high-tech start-ups connect with funders, investors, and international speakers.

A great advantage of Wellington City is that it is compact and able to be navigated in minutes by the digital and tech companies already flourishing in the CBD and surrounds. If the industry is supportive of increasing this connectivity even further through the creation of a specific "hub," then it is appropriate for the Council to consider supporting one – noting that we understand that such hubs have been successful in supporting start-ups in large global cities.

We note however that even if this proposal does proceed, it is important that we still look to take full advantage of Wellington's compact geography between the businesses located in the inner-city, Victoria University, Massey University, the Wellington Institute of Technology, Whitireia and Callaghan Innovation (amongst others).

What can distinguish a "tech hub" in Wellington from such initiatives elsewhere on the globe is the strong links that can easily be formed between the businesses operating in that hub, and our educational providers and research institutes, let alone the proximity to central government. We can

connect talented students, upcoming businesses and employers and research providers far easier than other cities. Wellington can and must take advantage of its size and ability to communicate to help foster start-up businesses and talented employees/students.

This links to our view that, in general, Wellington does not do enough to leverage off its high calibre educational institutions and we would like to see much greater emphasis on partnerships between these institutions and local employers – fostered by the Council – to encourage graduates to stay in Wellington and help grow the economy. This can only happen if the institutions train students in skills and qualifications that are in demand locally and/or students see the opportunities to stay in Wellington after they graduate and achieve their ambitions.

Industry enterprise zone

The LTP proposes exploring an enterprise zone for the screen production sector that would include simpler planning and rates processes.

We acknowledge the challenges faced by the screen production sector, driven by the reliance placed on one-off productions. We broadly agree that the industry is uniquely important to Wellington, and should be appropriately supported.

We would however like to see the Council consider broadening its proposition to consider simpler planning and rates processes beyond the screen production sector. The LTP needs to focus on more than supporting businesses that already have a presence in Wellington – it needs to be ambitious and focus on attracting marginal business activity. In light of this, we believe that Council should consider establishing an enterprise zone (or similar initiative) to attract and retain marginal activity to Wellington outside of solely the screen production sector. The development in and around Transmission Gully provides a unique platform to do so.

We also believe that Wellington cannot rely solely on the technology sector and the screen production industry for the growth in GDP that we need. The city needs to be attractive to all businesses and all industries. As noted above any airport extension should assist with this. But the Council should consider what else can be done. The concept of a “business park” is not new, and these have had success in other cities around the world – we suggest that serious consideration be given to whether such a concept should be introduced in Wellington; noting again that development in and around Transmission Gully providing a unique platform to do so.

A vibrant inner city – the need for earthquake strengthening

A number of the proposals are designed to help revitalise the inner-city. We acknowledge the importance of a vibrant inner-city, noting that aspects of the LTP could in some respects be seen as “business as usual” in the sense that there will always be the need for inner-city revitalisation, and noting that this can, if done correctly, contribute to the city’s buzz and quality of life for ratepayers.

While it is important to revitalise the inner city with pedestrian areas and green spaces, we do not believe that this can be seen as a standalone project from the buildings that surround them. And, as is well known, many of these surrounding buildings are in need of significant earthquake strengthening works.

The LTP does not currently directly address the significant earthquake strengthening works that are required to be carried out in the city over the next decade, the very real concern that many building owners are unable to afford to undertake such works, and that some buildings may consequently fall into a dilapidated state and/or be required to be removed.

We acknowledge the LTP does propose a \$1m annual spend to provide support for strengthening heritage buildings. However we would suggest that the Council must also consider a broader role to support property owners, not just those with heritage buildings. We would support Council investment to support earthquake strengthening works as we believe there is a viable and practical role for Council to play in helping building owners navigate the existing obstacles.

We attach as **Appendix One** further comment on where we see there to be current barriers to investment and would encourage the Council to consider how it could broaden its role to respond to these problems; recognising again the importance that any support is fair to all parties involved in particular the Council and not simply a wealth transfer from the council to certain property owners.

Transport

Initiative six in the LTP is “*creating liveable communities and accommodating growth.*” One of the key aspects of this is undertaking major roading improvements as and when required, which again can be seen as “business as usual” as it is a core part of what Council does.

A nuance that we believe should have greater prominence is that given Transmission Gully and related projects, Wellington’s transport links need to reflect that not everyone that works in Wellington will actually live in Wellington. While job creation can and must occur in the city, we have to accept that a material proportion of people that take those jobs and enjoy the city’s lifestyle and attractions will not actually live in the city. They will travel to the city from areas managed by neighbouring councils, and many of them will make this journey in cars.

We therefore believe that increasingly there is the need for greater regional co-ordination of transport investment.

Currently Greater Wellington Regional Council coordinates this with respect to public transport. However there is no formal equivalent with respect to investment in both local roads and state highways.

We therefore believe that the council should consider its position and discuss with neighbouring councils what synergies could be achieved through great coordination on roading investment. We have been pleased to see the recent emergence of Wellington Water and would be keen to support the nine Wellington regional councils to work with NZTA to create a similar model for transport investment, renewals and maintenance.

Transport is a system, similar in many respects to water, with long asset life-cycles and very significant investment costs. It is also fundamental infrastructure to support both economic performance and high quality life for citizens and visitors. It is absolutely vital in our view that a co-ordinated and integrated approach is taken to transport investment across the region to optimise the value derived from the expenditure, and to support regional spatial planning.

In addition, we believe that there will be an increasing focus over the next 20-30 years on the use of demand management tools, including expanding road pricing mechanisms from the current RUC/petrol tax instruments as GPS units become increasingly commonplace and integrated into all vehicles. When this happens, it will be essential that transport demand is managed regionally not authority to authority.

Convention centre and indoor arena

In order to be a world class city Wellington would clearly benefit from both an indoor arena and a convention centre.

Under the status quo Wellington is at risk of missing out the economic activity that would accompany events at an indoor arena and an increase in the number and size of conferences. The convention centre in particular would be valuable from a business perspective, and we support the council continuing to investigate this initiative with a view to supporting it in an appropriate way that is both fair to it and its stakeholders, as well as to the other private sector participants that would be involved.

Supporting our natural Capital

Wellington's quality of life is an advantage that we should seek to capitalise on in a more overt way.

We have ease of access to places such as the Zoo, Zealandia, and Te Papa. Also unprecedented access to immediately proximate walking, running and cycling tracts and numerous coastlines. We have clear and clean water in a safe harbour. And we have our beaches including at Oriental and Scorching Bay.

The focus for Wellington tourism is on our vibrant inner city, our boutiques, and our arts.

We believe that a greater emphasis can also be put on our natural capital, not only as an attraction for tourists, but in seeking to attract New Zealander's to live in Wellington and enjoy its surrounds.

OTHER COMMENTS ON THE LTP

We set out below our comments on other matters that we believe should be considered in the context of the LTP.

Relationship with central government and Auckland

Council should view Wellington's proximity to central government as an advantage. The way that the current LTP is phrased, that Wellington has a choice to "rely on government jobs" or not (like this is a negative), is not in our view the best way to consider Wellington's relationship with central government. The public sector is, and will remain, a pillar upon the city is built including from an employment perspective. It is a truly unique differentiator for the city.

In our view Council should be considering its relationship with central government more broadly, and how to capitalise on this – both to increase employment in the region, and to support infrastructure projects and tourism.

We also strongly believe that central government needs to be encouraged to be a greater stakeholder in Wellington's success than what appears is currently the case.

In a similar light, so should Auckland, as the major New Zealand centres should look to collaborate where it makes sense for the benefit of the country as a whole and their individual constituents. This is particularly the case with Auckland as it has now already become a world class city.

Partnering with the private sector

We are very supportive of Council partnering with the private sector on infrastructure projects, and exploring opportunities in this regard for projects such as the airport runway extension, convention centre and indoor arena.

Public Private Partnerships are becoming more common in New Zealand, and can provide significant synergies to large infrastructure projects - including being used successfully in the context of Transmission Gully.

We would like to reinforce to Council that it is entirely appropriate to consider such a partnership in the local government context which at one level is no more than securing third party funding for such projects.

We would also like to see Council partner with the private sector to provide social housing, given the significance of the investment (\$107m over the next 10 years) that we note is more than the planned spend on the water network and storm water combined.

This is an area where we believe Council should consider aligning with the direction that is being set by central government. For example, we would recommend that Council develop a proposal to work with Housing New Zealand, and potentially the not for profit sector, to provide a catalyst for investment in affordable housing supply, and creating a new ownership vehicle for Council's housing stock – this is simply a future liability that Council would benefit from having removed from its books.

The existing depth of the Wellington market

While it is accepted that Wellington's growth needs to be accelerated, particularly when regard is had to Auckland and also Christchurch, what is often lost sight of is the foundation that the Council has to work with and also perspectives on the data. Specifically:

- The data used in certain cases is historic and provides a skewed lens when looking into the future. As an example, Wellington's relatively slow economic growth in the March 2014 year reflected the fact that industries that increased strongly such as agriculture nationwide have a relatively small presence in the region.
- Notwithstanding the fact that Wellington's economic growth was slower than desired, the figures were still high relative to historic averages. Adjusting for population, they were better still. Due to different rates of population growth, Wellington's GDP per capita grew faster than that in Auckland.
- Wellington's GDP per capita remained the second highest in the country (behind Taranaki).
- Wellington remains New Zealand's second largest regional economy.

Related to this last point, Wellington is the home of central government and many of its agencies, a large number of material SOEs and publically listed companies and a burgeoning tech centre. It has a material foundation to build from.

Global examples

Relevant also are the number of global examples that seemingly exist that evidence how regions like Wellington can prosper notwithstanding that they are not the commercial capitals of their countries.

While they are alluded to in the LTP, we believe that the Council has a role to increase the transparency and debate around like success stories as a means of validating its own initiatives and aspirations.

THE IMPORTANCE OF CORE COUNCIL ACTIVITY

For completeness, we also wish to emphasise the importance of Council excelling in providing the core services that are fundamental to the city's operation. This is always the first priority.

Recognising that our city is built around the harbour, we believe that maintaining and improving storm water and sewage infrastructure is critical.

The harbour is one of Wellington's greatest features, and its health should not be put at risk in the event of heavy rainfall. Under the LTP core Council services will be maintained in line with current levels; we question whether there may be a need for increased funding directed towards improvement of some infrastructure, to protect the city's natural capital.¹

Clearly we are not in a position to comment in detail on this point, but believe that the Council continues to carefully monitor the environmental footprint of the city and the health of the harbour, and take steps if required. We note that the LTP proposes the implementation of a real-time storm water monitoring system, and we are supportive of this for the reasons noted above.

CONCLUDING COMMENTS

Wellington is an exceptional city, and its residents are fortunate to enjoy a comparably high quality of life, supported by the city's natural capital. However this quality of life is inextricably linked to economic activity and associated GDP - and it is clear that Wellington is underperforming in this respect relative to its potential.

The concept that Wellington must "invest for growth", and reverse this trend of underperformance, is therefore one that we fully support. The status quo is not an option, and the themes expressed in the LTP are ones that were are largely supportive of.

We trust that you have found our comments on the draft LTP helpful, including our perspective on certain issues that we believe are deserving of a greater focus. We would welcome the opportunity to discuss our submission further.

Yours faithfully
DELOITTE



Thomas Pippas
Chief Executive



Linda Meade
Partner, Corporate Finance

¹ Acknowledging the plan includes \$1.8b for access to green spaces, biodiversity, management of water and wastewater.

APPENDIX ONE – EARTHQUAKE STRENGTHENING ISSUES (COMMENTARY ON OUR UNDERSTANDING OF THE ISSUES)

Issue 1: Definition of Earthquake Prone

In our observation there does not appear to be a commonly held understanding of the definition of the New Building Standard strength level (“NBS level”) of buildings. As at 30 October 2014, Wellington City Council had assessed a total 5260 buildings. IEP assessments are not meant to provide an accurate picture of the structural health of a building; therefore owners of earthquake prone buildings must have their new building standard (NBS) strength assessed. This is a more thorough evaluation conducted at owners` expense, which provides further detail on how to strengthen the given structure.

Anecdotally we understand that there have been a number of cases where different engineers came to varying conclusions about the same building`s strength. This may be one reason why a survey conducted by Wellington City Council found 73% of heritage owner respondents unsure of the NBS level of their buildings.

In addition, uncertainty around regulatory changes affecting the definition of, or threshold for, earthquake prone buildings seems to be as a reason why building are deferring both strengthening and commissioning strength assessments.

Potential responses: provide support to building owners commissioning strength assessments, and lobby Government to clarify the regulated definition of NBS. At a more detailed level the Council could co-ordinate free workshops with engineers to equip owners with knowledge on strengthening options. We understand Dunedin City Council does this already.

Issue 2: Information Asymmetry

Knowledge of insurance premiums, strengthening costs and consenting procedures are all areas where some owners find it hard to access and understand information. Unsurprisingly this would seem to a more wide-spread problem amongst smaller scale building owners and body corporates. For example, we understand that a common misunderstanding is that resource consents are required for all works on heritage buildings while in reality they are only needed in the case of façade alterations. We are aware of a case where the planned work for a body corporate with a heritage building was brought to halt due to misinterpretations as to how Heritage New Zealand grants or vetos consents.

Potential response: Wellington City Council is well placed to provide a case management approach or services to facilitate early-stage joint discussions amongst consenting authorities, heritage advocates and owners proved to materially assist participants. We understand that Wellington City Council already provides some pro-bono consultation services, however awareness of the availability of such services appears to be limited.

Issue 3: Financial Constraints

The primary constraint in the heritage remediation process is the tremendous cost of strengthening. This is exacerbated by limited access to capital from both public and private sources. According to a council survey, 50% of heritage owner respondents had investigation and reporting costs in excess of \$30,000. Roughly 80% of this group had costs in excess of \$60,000, with some reaching up to as much as \$200,000.

We are aware of a building where reporting and assessment costs were around \$150,000. The survey also noted that only 25% of buildings had estimated strengthening costs below \$300,000 dollars. Another survey by the Inner City Residents Association indicated that 40% of buildings operated by body corporates had estimated strengthening costs between \$300,000 and \$400,000.

Wellington City Council provides financial support with an annual fund of proposed at \$1,000,000 in the LTP for the purpose of subsidising remediation efforts. The council also offers rates remission as well as consent fee reimbursements.

Since heritage preservation is a shared objective, particularly in combination with public safety, many argue that its costs should be shared. However it is clear that public funding will always be constrained. Unfortunately the availability of funds from private sources such as banks is likewise very constrained.

Anecdotally it also appears that even in the best of circumstances, such as sole ownership and stable financial backing, funding strengthening via banks is uncommon. It is rarer still once owners are part a body corporate, which introduces the added hurdles of the Unit Titles Act.

A survey by the Inner City Residents Association shows that only 7% of owners would consider the idea of turning to banks for a special purpose loan, with 34% planning to undertake strengthening from savings. The remainder are equally split between those choosing increased mortgages and those who are undecided.

We understand that banks refrain from lending because of high loan to value ratios as well as the inherent risks of these earthquake prone buildings. We also note the difficulties caused by a lack of insurance coverage for buildings where owners are financially healthy but chose to refrain from paying high insurance premiums. Our research showed that the absence of affordable insurance is the main barrier preventing owners from turning to banks.

Building owners told us that insurance premiums rose steeply after the Canterbury earthquakes, and while they have now decreased they still remain higher than before. Along similar lines, building owners reported that getting information from insurance providers on what drives premiums has been difficult. Property development companies said that such intractability on the part of insurance providers necessitates them to self-finance and commission reports, which in turn can be passed on to providers as an argument against a high premium. This is an option that is out of reach for most of the struggling owners.

In theory, where the potential return on investment is high enough, capital should be available from non-bank sources. The issue here would therefore appear to be two-fold: lack of insurance is constraining access to cheaper finance; while rates of return are not high enough to encourage investment of private capital (refer further discussion below).

Potential response: One option the Council may wish to consider is facilitation of peer-to-peer lending to enable current building owners access to non-traditional sources of capital. This is an emerging marketplace and is unlikely to provide a “quick fix” for many building owners – however for smaller scale investments it may have some potential merit.

Issue 4: Return on Investment

Our analysis has shown that earthquake prone residential buildings and their apartments are receiving similar rents to their non-earthquake prone counterparts suggesting that tenants do not appear to ascribe a risk factor to justify discounts. Furthermore undertake strengthening work often means the temporary eviction of tenants. On the other hand a Telfer Young report commissioned by Wellington City Council found the sale price for a 71 sqm earthquake prone apartment on Cuba Street to be at an average discount of 30% to similarly sized apartments with no seismic deficiency suggesting that over the longer run investing in strengthening should be economically motivated.

The commercial market appears to be more sensitive to earthquake prone units; with units less than 67% NBS level already struggling to attract tenants. At the same time, it appears that building owners

are unwilling to sell at a level of discount which makes it profitable for property developers with access to private capital to invest in strengthening.

The paradox appears to be that many current building owners, particularly heritage building owners, do not have access to the capital to undertake strengthening works – notwithstanding difficulty in attracting tenants – but at the same time appear to be unwilling to sell at a price which is attractive to developers with access to capital.

Part of the issue may be that the cost of like-for-like strengthening and reinstatement cannot be rationalised through rental income increases, particularly for buildings with smaller footprints in non-prime locations. While heritage buildings do have some additional requirements we understand that this is not the primary contributor to cost (recognising that Council must carefully weigh the benefits of strengthening to the loss of heritage integrity and authenticity when processing consent applications) – more likely it is the resource intensive nature of like-for-like strengthening, which are in fact comparable to reinstatement costs.

Potential response: The problem described above is a market failure issue and hence not amenable to Council intervention. Over the longer term, if the Council is successful in its economic growth targets, demand for strengthened buildings will outstrip supply making the cost of investment more economically attractive.

Newtown Branch New Zealand Labour Party
Submission
on the
Wellington City Council: Draft Long Term Plan 2015-2025
April 2015

Contact details

Steve Stirrat (Chair)
Marilyn Head (Vice Chair)
c/-105 Owen Street
Newtown
Wellington
Aotearoa New Zealand
Mob: 021 455 425 (Chair)
H: 4 389 0882 (V/C)

Executive summary

1. The Newtown Branch of the New Zealand Labour Party (NZLP) welcomes the opportunity to submit on the Council's Draft Long Term Plan ("the plan").
2. The Newtown Branch has over 60 members who live in the central city suburb of Newtown, part of the Rongotai electorate.
3. Notwithstanding the short, much appreciated, extension granted for this submission, and the efforts made to inform Wellingtonians about the Plan, we are concerned with some aspects of the content; the level and timing of information made publicly available; and the short consultation timeframe.
4. The consultation document is, however, attractive and readable, though entirely monocultural. We expect, particularly given the history of settlement here, te Tiriti o Waitangi to be acknowledged as a founding constitutional document for our *bicultural nation*, and for its principles of partnership, participation and protection to be articulated throughout the plan.
5. We also suggest that more needs to be done to involve people with English as a second language in the development and implementation of the plan, using multi media, multi lingual strategies. We draw your attention to the sections on consultation in the Local Government Act 2002 which, though not prescriptive (s 78), are rigorous as to the principles of public engagement and expectations of the quality and accessibility of the information that should be provided ss 82, 83, 95A).
6. In general the Branch supports those aspects of the plan that are positively focused on building "resilient infrastructure" (p8), including cultural, scientific, arts and technical infrastructure that leverages the value of Wellingtonian's diverse people and skills base.
7. However we are not convinced that the Council can or should "pick winners" and oppose Council funding for commercial enterprises such as the Wellington airport extension and the film museum where the need, as well as the business case, has yet to be proven.
8. Conversely, we welcome the continuation of the Council's outstanding leadership in social housing and in generating a (proud) sense of place and community indicated in projects 3 - 8
9. We recommend an additional aim to make Wellington a Living Wage city, beginning with the full implementation of the Living Wage for all employees of WCC including all those working for Council Controlled Organisations and indirectly employed and contracted workers.
10. We wish to acknowledge what the Council is already doing to make Wellington an attractive and exciting place to live.
11. The Branch wishes to make an oral submission.

Discussion

A simple choice

12. The branch is strongly supportive of sustainability but unlimited growth is clearly not sustainable; we would like to see what Council has done on identifying how much and what sort of growth is 'sustainable' given our geography and determining socio-economic factors.
13. The choices are not "simple" – they are complex, and require robust and comprehensive cost benefit analysis (cba) that is not limited to 'financials' but also considers outcomes such as fairness, equity, reducing disparities, and avoiding structural discrimination.
14. Growth at any price is not acceptable to most Wellingtonians who value the culture and 'connectedness' of our compact city, and have strongly eschewed some of the pathways that other cities have taken to attract tourists, money and growth.eg the casino (open to people whose wealth exempts them from standard immigration procedures) at the heart of Auckland city.
15. We also reject the notion that the choice is limited to either the investment outlined or 'business as usual'. Again, the choices are extensive and complex and each must be argued on its merits.
16. We support investment – in people and places and communities, and in enabling business, and cultural and other pursuits to prosper.
17. We also accept that a certain amount of risk comes with investment and that not all investments will pay 'dividends', economic, social or otherwise.
18. "Flagship" investments that will significantly change the character and style of the city and its size, need very wide public support, predicated on access to full information (robust business cases and comprehensive cba), and inclusive community consultation.
19. The economic consequences of a 'Sesqui' type failure are no more disastrous or unwelcome than, for instance, the rather bizarre attempts to 'Tolkeinise' our particular space in the South Pacific.
20. While the plan articulates a focus on essential services (which we support), the upfront focus is on two major projects (p4 & 9), the airport extension and the film museum, which we strongly oppose.
21. Among the other listed investments for growth (p9), there is not one that has a specific tangata whenua focus, despite the seminal historical, cultural and geographical importance of Whanganui-a-Tara.
22. Quite apart from our Treaty obligations, the intrinsic and economic value we derive from the excellence of Māori culture, performing arts, music, places makes this omission contradictory to the plan which is, rightly, highly focused on celebrating and extracting value from the uniqueness of Wellington's culture and environment.

23. Whanganui-a-Tara is home to many iwi and hapu - Ngāti Whatua, Te Ati Awa, Ngāti Tama, Ngāti Toa, for example; the Tenth Trust has a significant commercial and social role in the city; and Māori comprise 15 percent of the population 50 percent of whom are under 30. We suggest that equal investment in Māori and ensuring Whanganui-a-Tara is truly bicultural should be a part of the draft plan.

A longer airport runway

24. The Branch opposes a longer airport runway, and does not support any Council expenditure on what is a commercial venture.
25. There are many capital cities in the world that do not have direct international links – Canberra, Washington DC, Brasilia etc. A one hour flight from Auckland is not overly inconvenient or expensive.
26. Wellington’s airport is a treasure. It is conveniently located, not too intrusive and is valued by both residents and visitors.
27. A key aspect of the airport is that it services government, and its size and volume of traffic make that manageable.
28. There is considerable risk in building a longer runway that is not demand driven, and that will involve significant and urgent expenditure on the infrastructure supporting it.
29. The environmental impact will be significant and will inevitably reduce the liveability’ of the southern suburbs.
30. Has a health impact assessment been done? If not, why not, and if it has been done, the assessment needs to be made public.
31. A longer runway is also antithetical to transport decisions that will have to be made to address the adverse impact of climate change.
32. We note that movement between Lyall Bay and the Miramar peninsula and the Miramar golf course is already ludicrously restricted by Infratil’s ownership of the connecting road and the enforcement of traffic through the airport. Extending the airport raises the spectre of more limitations to freedom of movement.
33. It is essential that the plan does not reduce the quality of life for a substantial number of Wellingtonians in order to improve the access and experience of visitors.

Supporting smart and sustainable growth

34. We support the concept of a central city tech hub, and a Wellington Regional Economic Development Agency (WREDA).
35. Wellington’s numerous existing tertiary educational facilities obviate the need for the establishment of “an international higher education facility to support the industry’s demand for skills” unless it is part of a national tertiary education strategy.

36. However, a tech hub should naturally involve the educational and research institutes including the (unmentioned) Crown Research Institutes we are fortunate to have in and near Wellington, which are the repositories of intellectual knowledge and technical skills.
37. Technology and innovation are ubiquitous and the hub needs to be inclusive and interdisciplinary.
38. Council could play a key role in promoting community awareness of and connection with the institutes as we assume it does with industry.
39. Council support in terms of offering simple planning (advice? expertise?) and rates processes is sensible, as long as it is transparent, and does not circumvent rules, regulations, or citizens rights eg to public consultation.
40. We support an integrated approach linking services, venues, etc. to improve resident, industry and visitor experience, with the emphasis being on the first two.
41. While we agree that tourism is important to Wellington, our small size is a limiting factor. Tourism does provide jobs, but they are generally low waged, insecure, and associated with increasingly precarious employment practices (New Zealand Council of Trade Unions, 2013).
42. Tourism is also highly susceptible to unpredictable and ungovernable international conditions and is not a secure base for a primary industry.
43. This does not diminish its importance as a secondary industry, but, Wellington must focus its energy on areas that will sustain real jobs with liveable wages, rather than servicing a south Pacific 'Wellywood'.
44. With regard to the latter, we take this opportunity to express our considerable disquiet at the continued 'association of Wellington's 'brand' with the Lord of the Rings films. It is one thing to celebrate the success of the films, and for commercial ventures to profit from them; it is quite another to adopt a city wide image of Wellington as the fantasy land conjured up seventy years ago by an English professor on the other side of the planet!
45. The films are relevant to Wellington only to the extent that they were made here and are part of a commercial enterprise; they, and their images, are irrelevant in every other way.
46. Except, perhaps, the constant reminder they give of the part they played in undermining New Zealand employment legislation, removing employee rights and protections from *anyone involved in any aspect of film production*, including the production of games (Employment Relations Act 2000, s 6 (1)(d), s 7).
47. This sweeping and iniquitous legislation is the antithesis of the 'good faith' employment relations we would like to see Wellington become known for.
48. It is not only inappropriate, but repugnant to the Newtown Branch of the NZLP (and others) that Wellington as a whole should be associated symbolically with the Lord of the Rings.

49. That is one of the reasons why the Branch categorically opposes support for the establishment of a film museum in Wellington (and particularly not in the centre city), but, more pragmatically, we suggest that investment in the existing excellent museums and attractions (including the film archive) that are utilised year round by Wellingtonians, is better placed than in a one-off tourist attraction.

Projects 3-8

50. As indicated, we strongly support these projects.
51. Housing is fundamental to health and equity and we again congratulate the Council on its exemplary commitment to community housing with the outstanding redevelopment and upgrading of facilities it has undertaken.
52. In Newtown we have been privileged to witness several council projects and can attest to the difference they have made to residents and the pride we feel in our community. Thank you.
53. We strongly support opportunities for more affordable housing, especially in the inner city, and maintaining our heritage buildings.
54. Creating liveable communities with (walkable) access to work, services and recreational activities for *all* will ensure a vibrant inner city.
55. We note, however, that it is vitally important that the Council ensures the provision of recreational facilities for residents of inner city apartment blocks as *part* of the development; public spaces should not have to serve as ‘backyards’.
56. In addition to the inner city projects outlined for Victoria Street and the city end of Adelaide Road, we would like to recommend finishing the wonderful city to sea bridge.
57. This is much admired and very well used, but its capacity is unnecessarily limited and it remains a half finished art project. Finishing the bridge would enhance the link between the harbour, the civic centre and the city and avoid the bottleneck it sometimes is. We suggest this is more of a priority than redesigning Frank Kitts Park, which is at least functional as it is.
58. In addition it would compensate for the loss of Jack Illott Green should the national music hub go ahead. We note that while the green may not be extensively used it is an oasis of peace that is highly valued.
59. A national music hub is well overdue in Wellington. Is it possible to involve Massey University, which has a highly acclaimed jazz school, as well as Victoria University?
60. We suggest our sense of place is significantly linked with the harbour and that there are opportunities for strengthening that connection, through events and improvements. We therefore support Council funding of the ocean exploration centre and expansion of the Museum of Wellington City to Sea and other

offerings of the Wellington Museum Trust (p38-39), which, incidentally, does an excellent job.

61. With regard to funding and support of major events we would like to draw attention to the derisory and reduced funding for the longstanding Newtown Festival, which is by far the largest and most diverse community festival in Wellington and actually is the hub of a lot of local music, in comparison with that given to the Cuba festival.
62. Such disparities underline the need to 'support our own' first.
63. We would like to see much stronger support for Māori events, particularly those that, like Matariki, are associated with our location. Auckland has a number of events (<http://www.matarikifestival.org.nz/>). We suggest that and we believe that, in this instance, there is a lot to be gained from a coordinated national approach.
64. We support small consistent improvements to 'cheer up' streets and laneways throughout Wellington – the benefits of improvements must be equally distributed and not limited to the inner city.
65. With regard to improved lighting please note the New Zealand Nurses Organisation's comments on the impact of lighting on health.
66. We also draw your attention to the potential to improve the efficiency and effectiveness of street and sports field lighting to minimise adverse impacts on human health and safety and natural and cultural systems.
67. The Hockey field in Berhampore is a prime example of misdirected, misaligned, wasteful lighting; it is known locally as "the alien landing strip" as so much of its light is directed upwards. Light pollution is unnecessary, expensive and harmful.
68. Finally we suggest, with respect, that further commemoration of World War 1 is unnecessary. We would like to see commemoration of other events and celebration of local heroes, including pre European ones first.
69. The pou marking the location of marae is a good example of a project which strengthens ties to this place, not any place.

Make Wellington a Living Wage city

70. The Branch is surprised that no mention is made of the Living Wage, though it was overwhelming supported as part of the 2014 Annual Plan and should be an established part of the long term plan.
71. We again refer you to the New Zealand Nurses Organisation's submission which notes that: "Poverty and inequity are root causes of much ill health and inequality in this country, and Wellington is not immune to either. Those who are struggling to survive on incredibly low wages are also the people who face barriers to accessing health care, education and other social services when and where they need them. ..One measure by which to demonstrate how a population is valued is by the wages they earn. The rationale behind the Living Wage movement is that it uses mainstream economic tools to analyse the income necessary to provide workers and

their families with the basic necessities of life. A living wage enables workers to live with dignity and to participate as active citizens in society. “

72. It is essential that as well s being a beautiful and exciting place to live, it is also a fair place to live.
73. Making Wellington a Living Wage city, beginning with the full implementation of the Living Wage for all employees of WCC including all those working for Council Controlled Organisations and indirectly employed and contracted workers, is the way to achieve this.

Conclusion

1. In conclusion, the Newtown Branch of the NZLP values this opportunity to contribute to the development of the plan.
2. We look forward to making an oral presentation and recommend that you
 - ensure the plan is consistent with Treaty obligations, is bicultural, throughout, and includes specific for Māori;
 - develop more inclusive consultation processes;
 - note our support for those aspects of the plan that are positively focused on building “resilient infrastructure” and supporting affordable housing and attractive liveable communities;
 - agree that the tech hub needs to be broadly focused rather than narrowly focused on film and utilise existing educational and research resources;
 - agree that the plan should not reduce the quality of life for a substantial number of Wellingtonians in order to improve the access and experience of visitors;
 - note or strong opposition to the airport runway extension and the film museum; ;
 - ensure the plan includes Wellington’s commitment to being a Living Wage city; and
 - note our warm support of the many ways in which Council is supporting the sustainable development of our city.

Nā māua noa, nā

Steve Stirrat

Marilyn Head

REFERENCE

New Zealand Council of Trade Unions. (2013). *Under pressure: A Detailed Report into Insecure Work in New Zealand*. Wellington. Retrieved from <http://union.org.nz/sites/union.org.nz/files/CTU-Under-Pressure-Detailed-Report-2.pdf>

RONGOTAI COLLEGE



SWIMMING POOL REVELPMENT

BACKGROUND

- The Rongotai College Swimming Pool is located on the grounds of Rongotai College, adjacent to Tirangi Rd. It is also adjacent to both the proposed route of the Kilbirnie to Lyall Bay cycleway/walkway and the existing WCC Car Park at the end of the Kilbirnie Drainage Reserve.



Figure 1: Location of Rongotai College Swimming Pool

- Built in 1955-56, the pool measures 30metres X 12 metres, and has 5 lanes for pool swimming. With a capacity of 800m³, the pool has 'deep water capability' by having an old fashioned 'deep end'.
- The pool is unheated and uncovered, and currently only able to be used seasonally, i.e. over the summer months.

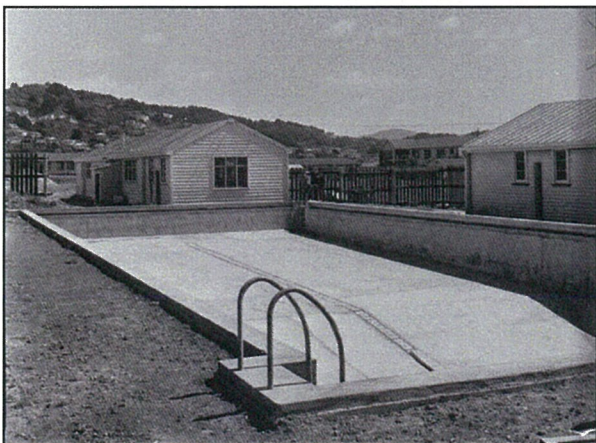


Figure 2: Rongotai College Swimming Pool c1956

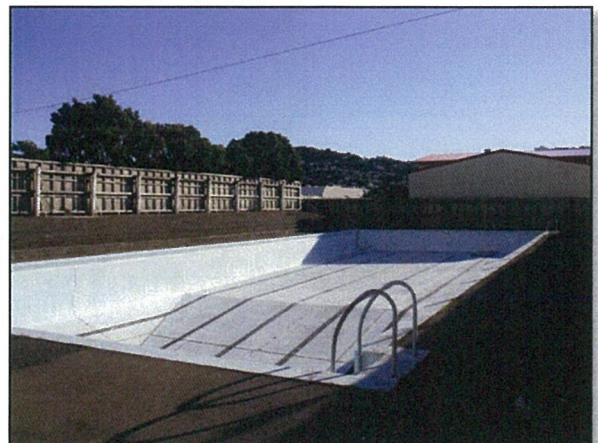


Figure 3: Rongotai College Swimming Pool 2014

- As Figures 3-6 show, the Rongotai College pool is currently in poor condition and needs to be upgraded. To perform as a modern outdoor pool, the pool requires the following remedial work:
 - resurfacing
 - repainting
 - replacement of the filtration unit.
- The current 'life expectancy' of the pool is between 0-5 years; given lack of funding for swimming pool construction or redevelopment by the Ministry of Education, the school will not be able to fund the remedial work from its own capital reserves, and the pool will be de-commissioned and the area re-purposed.
- However, the College believes that the pool provides an opportunity for WCC to partner with the College, the community, local aquatic clubs (especially those water-based sports and activities that are currently marginalised by lack of space at existing facilities such as the WRAC and Freyberg Pool such as Water Polo, Canoe Polo, Underwater Hockey, Ocean Swimming, Free Diving, Scuba Diving etc) and private operators. The school itself will have minimal demands on the facility, allowing significant time and space for outside users.
- To perform as a community pool, we believe the pool requires:
 - heating
 - covering, either with a roller cover or, ideally, with a permanent structure
 - changing facilities
- On at least two previous occasions, Rongotai College has entered discussions with WCC regarding the future of the school's pool:
 1. In 2006, discussions were held to examine the possibility of replacing the existing pool with a new two-pool facility to form a proposed Rongotai Aquatic Centre. Council were interested in this possibility and funded a development study, commissioned by Harbour City Water Polo Club, to examine the costs associated with this proposal. WCC decided not to pursue this development due to cost.
 2. In May 2011, the College applied for \$200,000 funding under the School Pools Partnership Fund to part fund the upgrade of the existing pool. The work to be carried out was limited to replacing the existing filtration unit and repainting the existing surface. This was supported by local 'Learn-to-Swim' providers and Harbour City Water Polo Club. The application was unsuccessful.

THE CURRENT PROPOSAL

- Rongotai College believes that the potential re-development of the Rongotai College pool will expand the capacity and range of services available in the wider Wellington City community (and residents of the Southern and Eastern Suburbs in particular).
- Many school pool redevelopments undertaken as part of the School Pool Partnership Funding Programme have focussed on 'Learn to Swim' activities. We believe that a re-development of the Rongotai College pool will have real benefit for aquatic sports users who are currently marginalised in terms of practice and training space in the current network of WCC pools, as well



IAN COOMBES LTD
Clearly Conserving Water & Energy

Commercial and Residential
Aquatic Specialists

Walter Maxwell
Re Rongotai School Pool

Wednesday, 16 April 2014

Hi Walter.

This is an estimate for the replacement of the filtration and heating system at the Rongotai school pool Wellington.

This estimate does not include repairs to the walls of the pool itself.

This estimate is based on renewing the filters in the plant room (after existing plant has been removed by others)

All filters, body feed equipment and DE separation tanks etc as required.

All circulating pumps, pump bases, sump pumps, VSD drives and foot valves etc as required
Equalising valves etc as required.

All electronic or diaphragm type water make up valves etc as required

All pressure/vacuum/temperature gauges and fittings, flow meters and mounting panels etc as required.

All dosing pumps, flusher units, automated chemistry controllers and CO2 units etc as required

All UPVC pipe required

All UPVC elbows, sockets, tees, couplers and bushes etc as required

A new 200mm supply pipe to pool and new returns down pool wall.

Additional outlets in overflow channel connecting to 200mm pipe back to balance tank.

New 50mm float water make up valve.

All electrical items as specified

All commissioning of equipment, staff training and chemical costs etc as required

Labour, travel, accommodation, project management and on-site costs etc as required

Freight, labels and valve tags and general expenses etc as required

Design costs, manuals and as-builts etc as required

Concrete work and excavations as required for reticulation services to the pool.

A mobile roller system and Mc Ball thermal pool covers.

Installation of 2 x HR800 gas heaters (to be connected by others)

Estimate price **\$300,000-\$350,000 EXCL GST.**

This is an estimate only and not a formal quotation.

Yours sincerely
IAN COOMBES LIMITED,

Chris Penny
Wellington Regional Manager

**Head Office
Christchurch**
34 Acheron Drive
PO Box 33 202
Christchurch
P: +64 3 348 2072
F: +64 3 348 2075

Wellington
Cnr Meachen &
Barnes Sts
PO Box 38 142
Wellington
P: +64 4 568 3521
F: +64 4 568 3312

Auckland
Unit 4
36 Greenpark Rd
Penrose
Auckland
P: +64 9 579 6500
F: +64 9 579 6501



info@iancoombes.co.nz
www.iancoombes.co.nz **1300**



09/02/2014

Walter Maxwell
under.ground@paradise.net.nz
Rongotai School

Rongotai School

Work . Home .
Fax . Mobile 0212 571 189

Sales consultant: Ben Peterson

Reference Number: ,

Job Number: JaNZS18020908175107, Quote Number: 201235

Steel Projects Limited

431 Hutt Road, Lower Hutt

PO Box 39 221

Wellington Mail Centre

Petone 5045

T: 04 568 9119 • F: 04 568 9118

FREEPHONE: 0800 870 078

E: wellington@kiwispannz.co.nz

www.kiwispannz.co.nz
Building kit;

Building size; 12.000x36.000x3.900 VHigh Wind
Roof type; Gable with 11 Degree Pitch
Wall cladding; Custom Orb, 0.9m Max Girt Spacing, Smooth Cream
Roof cladding; Trimline, 1.2m Max Purlin Spacing, Scoria
Gutter type; Scoria 125 Box Gutter with 80mm Down Pipe
Barge; Scoria
Corners; Scoria
Door/s; Scoria

Inclusions:

16 SkyLights
1 Roller Door S2 (height less 50mm) 3.300 H x 3.800 W
4 Access Doors 2.000 H x 0.800 W
1 Ranch Slider 2.000 H x 1.800 W
4 Windows 0.700 H x 1.480 W
Coloured Wall Screws
Coloured Roof Screws
FireRetardant Diffuser344SafetyMesh
Freight
Engineering
Building Consent
Crane & Access Equipment

Quote summary;

Building Kit, including 'Inclusions' as listed
Supplied ex yard unless noted

Construction included:

(Based on suitable access & power available)

Total:	(Excluding GST)	\$	122683.91
GST:		\$	18402.59
Total investment: (Including GST)		\$	141086.50

This quote is valid for 20 days and subject to our standard building agreement.

Finance available.

Please Note: This quote is subject to a structural engineers and geotech report.

Check these KiwiSpanNZ Features and Benefits:

- KiwiSpanNZ is engineered for all NZ all environmental conditions
- Heavy .40 gauge roof & cladding at no additional cost
- Heavy .55 gauge gutters & flashings at no additional cost
- Choice of roof pitch to suit your environment
- Colour-matched roof & wall screws
- Actual building dimensions are as quoted
- Standard manufacturing lead time is 20 working days
- All kits include gutters, downpipes, barge & corner flashings
- We can arrange your building consent for you
- You can D.I.Y. or use our recommended builders
- Pre engineered plans and specifications supplied
- Auto roller doors & remotes available

**WarrantyPlus**

COMMERCIAL • INDUSTRIAL • RURAL • RESIDENTIAL

**Tramways Building
1-3 Thorndon Quay
Wellington 6011
PO Box 12164
Wellington 6144**

Phone: (04) 472 3872
Fax: (04) 472 3874



SUBMISSION

APRIL 2015

Introduction and Background

Council officials have invited us to comment on the Draft Long Term Plan for 2015-2025

On behalf of Mana Whenua here in Wellington City, please find enclosed our submission for April 2015 on behalf of the Port Nicholson Block Settlement Trust. (PNBST)

Āku mihi ano

Jason Fox

Chief Executive Officer

Port Nicholson Block Trust

Taranaki Whānui ki te Upoko-o-te-Ika a Māui

Wellington's Plan for Sustainable Growth

1. A Longer Airport Runway

PNBST in principle supports the extension of the airport runway subject to suitable environmental protection.

Wellington's Plan for Sustainable Growth

2. Supporting Smart and Sustainable Economic Growth

PNBST in principle supports the establishment of a central city tech hub.

The development of Māori in the high-tech industry is necessary where primary industry in Wellington has never been a career option for mana whenua.

PNBST would encourage council to partner with PNBST on site selection.

Wellington's Plan for Sustainable Growth

3. Promoting Housing Choice and Vibrant Inner City

- Redeveloping the City End of Adelaide Road

PNBST has a strong self interest in Adelaide road with sale and leaseback provisions on the Police Engineering Workshop at 21 King Street.

Redevelopment and revitalisation of this space is a welcome initiative.

- Establishing an Urban Development Agency

PNBST are supportive of an agency that does not attempt to trump the Right of First Refusal of Crown properties of PNBST

PNBST has spent over 175 years settling with the Crown to achieve this right and we invite the Council to consider these partnership provisions in urban development.

Wellington's Plan for Sustainable Growth

4. A National Music Hub, More activity, and a strengthened Town Hall.
 - We support the Council strengthening its own buildings when it is providing notice to others to strengthen theirs.....

Wellington's Plan for Sustainable Growth

5. Reigniting our Sense of Place through Events and Public Space Improvements.
 - PNBST supports increasing the Events Development Fund and increasing the funds available for Waitangi Day celebrations

Wellington's Plan for Sustainable Growth

6. Creating Liveable Communities and Growth

- Watts Peninsular, Shelly Bay and Mt Crawford (Motu Kairangi) are target suburbs where growth and change is occurring.
- There is no allowance for upgrades in these areas identified in the 10 year plan.

Wellington's Plan for Sustainable Growth

7. New and Improved Venues for Music, Sport and Conventions

- PNBST supports the establishment of an indoor arena.

Wellington's Plan for Sustainable Growth

8. Celebrating Wellingtons Culture and Environment

- The 10 year Plan is silent on Māori cultural celebration.

9. Real Transport Choices for an Efficient, Sustainable and Safe Transport Network

- As a Harbour City and a sea-tradition culture - there are no sea-based activities in the plan to assist the transport network.
- The neglect of the wharves at Shelly Bay have further eroded transport options to eastern suburbs. Upgrade of this Council facility would provide alternative choices to the Mt Victoria tunnel congestion, assist tourism and enhance recreational options for Wellingtonians.
- Capital expenditure on Watts would also need to consider future sea access options to offset limited parking and public bus services.

Summary

We congratulate the mayor and Council for putting forward a bold vision of growth for Wellington over the next ten years.

Overall we are upbeat as to the direction of Council and we invite Council to consider our additions in the final plan.

We look forward to presenting this submission in person.

9/4/15. MC

April 2015

Catharine Underwood
22 Taft Street
Brooklyn
Wellington
04 3892534
kt@danzat.co.nz

Submitting as an individual and would like to speak.

Once again I find myself making comments on a fait accompli. Over the past 20 years the Wellington City Council has been determined to build on the waterfront, destroy the views from the city to the harbour, limit the opportunity to see the eastern hills from the city (as a report the other day suggested, people are becoming more myopic as they don't look into the distance as much), bring the CBD onto the Waterfront and allow unexciting buildings to be built on public land for private gain.

To summarise, I support some of the proposals but not on the waterfront. The movie museum and the Chinese garden are not appropriate for the space.

I also think the council would do better to support some of the existing tourism activities that are already in existence and assist them to becoming what they can be. The Draft Plan, this Waterfront framework are all full of nice ideas but history shows that most improvements are of a commercial nature first then public space second.

Specifically:

The Promenade:

I support the council's efforts to make the waterfront a better place for walkers, cyclists, crocodile bikes. However, the logic of current proposal is missing. It is all prefaced on erection of a commercial building on public space as the 'frame' for herding pedestrians and others along the spine. Having observed pedestrians along the waterfront, they don't walk in straight lines, are mostly oblivious of others as they are enjoying themselves and need more than 3 metres wide as a 'shared space' to be safe.

The proposed building on site 10 will only make it worse for pedestrians and cyclists, it will not "improve connectivity with CentrePort and the stadium to the north."

The space for cyclists and pedestrians is to be shared with cars, delivery trucks, buses, cars looking for a park and campervans. With the proposed hotel and convention centre that list will include taxis.

A better proposal would be to leave the campervan park there, put up nicer barriers to differentiate the spaces and leave the current wider space for pedestrians etc.

The proposed 'public space' at site 8 is small, the draft plans unattractive and uninspiring. Having studied the plans, this is an epic fail with regards to number one of the seven

objectives for the waterfront: That the 'waterfront is locally and internationally recognised for its design.'

The design for the public space is tragic, boring and the space so small that if the council gets as many people on the waterfront as it perceives the new building will bring, the space will be too small within 1 lunch hour.

There should be no building on site 9.

The traffic issues with the proposed shared space are another epic fail in measurement
 "The waterfront is and is perceived to be, safe at all times."

Seawall and Wharf Maintenance:

I approve of the maintenance of these assets. I trust the council has an extensive asset management plan for these assets. One which outlines the ongoing maintenance of these historic assets on a regular basis so they don't fall in to disrepair and we have to 'sell off' another block of public owned and enjoyed land to private developers to pay for the repairs. Which the people of Wellington then can't use because it is now apartments or commercial space. That the plan says 'they should be maintained...' does this mean that they haven't in the past?

As part of this, I trust the council will be inspecting the historic wall to the north of and abutting the historic ferry building. Comparing old pictures with the current situation, it seems that the historic wall has been concreted over. The proposed development looks to be denigrating this buried historic waterfront wharf edge even further.

Waitangi Precinct:

Clyde Quay/OPT. The public space here is boring and uninspiring. The public space is basically a driveway around private apartments and once again the council has encroached on the harbour to make public space given the original public space was taken for a private development.

Can someone please enlighten me to the rumour of a 'UN studio designed concept building envisaged for Waitangi Park'. Surely if this is planned it should be on the list of items the council is planning.

Taranaki Street Wharf Precinct:

The provision of a public toilet and change facility is proposed in 2015/16 to complement the popular jump platform. Luke warm support. One can only hope that these are of a better design than the proposed building on site 10. And in a good location. Before I support this fully, I would like to see detailed plans including where the toilets will be sited (which I think is vital), and their design.

Frank Kitts Park Precinct:

'Successive Waterfront Development Plans since 2007 have signalled the proposed redevelopment of Frank Kitts Park', this does not mean that it has support from the public/ratepayers. Firstly I am opposed to any name change. Is the entire history of this city to be 'modernised' to suit council officers and councillors. It was named that for a reason. Are we to rename Fran Wilde Promenade to the Willis Bond Walk when

we get tired of the Fran's name and ignore the great lengths she went to, to create the Stadium? Leave it as Frank Kitts Park. It means something.

I am concerned that the proposed changes to this area will limit the opportunities for events like Relay for Life, limit the view from the road to the sea.

I support a Chinese garden and I like going to them, but I am not sure the waterfront is the place for it. My experience of Chinese gardens is that they are a place of contemplation, reflection, peace and quiet. How this is to be achieved on the waterfront, which is right next to a major road, on the flight path of many a small plane and the site of many overly loud concerts on a regular basis and sited near a bar with regular music.

In addition to this, my experience of Chinese gardens is that they have high walls so you can't see in or out. The 'artists impression' has a garden with high walls. How is this to improve the view of the harbour from the city? Also, Chinese gardens require payment to go in. I trust that this is not going to be the case with this garden.

I believe the garden should go somewhere other than the waterfront. The botanic gardens? Maybe it could be part of the proposed Chinese Embassy by the Basin Reserve in Rugby Street. I gather the Chinese community are interested in the Waitangi Park area as a possibility. Part of the area could indeed make a nice Chinese garden. And a better option for part of the space than the proposed apartment/office building which I gather is still under consideration.

Queens Wharf Precinct:

Some years ago (2009) there was a competition for proposals for the development of the outer T. There were 6 preferred designs chosen by the public. My favourite was the Maritime Museum by Martin Jenkins. Despite him presenting to the council on this idea, and the support from the public as one of the winning ideas nothing has happened.

You don't need to seek "appropriate opportunities to breathe new life into shed 1, the north end of shed 6 and the outer-T of Queens Wharf." There is a great design for a maritime museum which fits totally with the area. It would be a fantastic draw card for tourists and fits with Wellington being a Harbour City. This museum would embrace Wellingtons maritime heritage and work in really well with the nearby Wellington City and Sea Museum.

If the council has started work on any one of the chosen designs this area we would be 6 years ahead of now.

The council has consistently made proposals and then done nothing about them unless they include private development of public land pleading poverty and the need to private money to fund public space.

Kumutoto Precinct:

I am disappointed that the development of the public space comes after the development of site 10 with a building. If the council really wanted to create a fantastic waterfront, it would do the public space first. What is the priority – commercial development or a waterfront for the people? The Waterfront Framework itself says that development of the waterfront should not be at the behest of getting commercial funding to do anything.

I am extremely disappointed in the proposed moving of the campervan park. This is a fantastic asset for Wellington. Something no other capital city has. We should be proud of it, make it permanent, create a better environment with a few trees and picnic tables. Making the space useful and attractive for casual lunchtime usage when not at capacity with vans. I am also not convinced that the proposed alternative site will be permanent. The people of Wellington currently own the land the campervan park is on. To move it to CentrePort will require a lease to be signed. With the proposed convention centre to be nearby, I can see the ferry terminal and the campervan park being moved on so high end tourists can have peace and quiet. There is a traffic issue in terms of access to the alternative campervan park is also of concern. It pits pedestrians, cyclists, cars, trucks, buses all pitted against other in a shared space which is of limited width.

Movie Museum:

I love the idea of a Movie Museum. However, again I don't see it as being part of the waterfront. Museums by definition are windowless buildings, once again cutting out views of the harbour etc and no doubt requiring payment to enter therefore privatising public space yet again. I would be happy for the Museum to be sited on the now defunct convention centre space opposite Te Papa. Not on the waterfront. Better still, it could be sited in Miramar where it could link in with the proposed 'big idea' of revamping the Miramar precinct.

I like the Hikitia as a reminder of what the waterfront once was – a bustling working wharf.

Proposed Waterfront Development Plan 2015-18

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Nathan ~~Wattace~~*

Last name *Wattace*

Street address *82 Tanna dyce st*

Suburb *Strathmore* City *Wellington*

Phone *9777 372* Email *nathan@rangi.com*

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Waterfront Development Plan questions

1) Do you have any comments relating to the Waterfront Development Plan?
Comments:

Frank Kitts Park questions

2) How often do you visit Frank Kitts Park?
 Most days Once or twice a week Once 2-4 weeks Once every 2-6 months
 Once a year Never in the last 12 months

3) Overall, how satisfied are you with the current Frank Kitts Park?
 Very satisfied Satisfied Neutral Dissatisfied Very dissatisfied

4) What do you like about the current Frank Kitts Park?
Comments:
It's a nice area, both close to the CBD and the waterfront.

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design I really like some of the proposed design
 I like one or two aspects of the proposed design I don't care either way I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

I would like to see an outdoor gym for adults - similar to the one in Levin's large playground.

7) What do you like about the proposed design for Frank Kitts Park?

Comments:

The chinese garden

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

As above (question 6)

Helicopter Base question

9) What do you think about the proposed helicopter base?

Comments:

~

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which of the following best describes your household?

<input type="checkbox"/> Young couple without children	<input type="checkbox"/> Household with youngest child 14 or over	<input type="checkbox"/> Flat—not a family home
<input type="checkbox"/> Household with youngest child under 5	<input type="checkbox"/> Older couple—no children or none living at home	<input type="checkbox"/> Other, please specify:
<input checked="" type="checkbox"/> Household with youngest child 5 to 13	<input type="checkbox"/> Single/one person household	

Which ethnic group do you belong to? (You can tick more than one box)

<input checked="" type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
<input checked="" type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	Please state:
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

Which of the following best describes you?

Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Privacy statement
 Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

Proposed Waterfront Development Plan 2015-18

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your 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	
First name	Maria Francesca
Last name	Te Huki
Street address	33 Wattle Grove
Suburb	Maungaraki
City	Lower Hutt
Phone	569 5583
Email	stromboliq@hotmail.com
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	I have a shop at Frank Kitts Park, la galleria di Stromboli. If other shop owners are making an oral submission I am happy to join them.

Waterfront Development Plan questions
1) Do you have any comments relating to the Waterfront Development Plan? Comments: A few people seem to be against the Chinese Garden and think it should have a NZ theme. I have no problems with the Chinese Garden and appreciate that a lot of money has already been spent on consultation so think it should go ahead. Also the drawings of it look really beautiful and it will be something different for Wellington

Frank Kitts Park questions
2) How often do you visit Frank Kitts Park? <input checked="" type="checkbox"/> Most days <input type="checkbox"/> Once or twice a week <input type="checkbox"/> Once 2-4 weeks <input type="checkbox"/> Once every 2-6 months <input type="checkbox"/> Once a year <input type="checkbox"/> Never in the last 12 months
3) Overall, how satisfied are you with the current Frank Kitts Park? <input type="checkbox"/> Very satisfied <input type="checkbox"/> Satisfied <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Dissatisfied <input type="checkbox"/> Very dissatisfied
4) What do you like about the current Frank Kitts Park? Comments: Being close to the sea and also close to the city. Plenty of green spaces for people to play or relax on.

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
 I really like some of the proposed design
 I like one or two aspects of the proposed design
 I don't care either way
 I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments: Signage. In my shop I am asked every day about the location of the toilets, the I-site and Te Papa!! The current signage while very fancy does not work. Bright yellow with black words in a large font would be much more effective.

7) What do you like about the proposed design for Frank Kitts Park?

Comments:

I like everything about it. The design is absolutely, positively fantastic. If it goes ahead, the park will become a wonderful asset for the city. I especially like the idea that the area near the play ground will be opened up more as the grey walls are looking very tired and people will also be able to see the sea from the road. Also the proposed top area with a view area & shade looks great.

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

Good signage. Also easy access for prams & wheelchairs. It may already be in the design but I can't see it.

Helicopter Base question

9) What do you think about the proposed helicopter base?

Comments:

While I appreciate the need for a new building to house helicopters, I think that it should have as much glass as possible so that you can still see through to the sea. At present this area is very messy & needs to be tidied up.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which of the following best describes your household?

<input type="checkbox"/> Young couple without children	<input type="checkbox"/> Household with youngest child 14 or over	<input type="checkbox"/> Flat—not a family home
<input type="checkbox"/> Household with youngest child under 5	<input type="checkbox"/> Older couple—no children or none living at home	<input type="checkbox"/> Other, please specify:
<input type="checkbox"/> Household with youngest child 5 to 13	<input type="checkbox"/> Single/one person household	

Which ethnic group do you belong to? (You can tick more than one box)

<input type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali) Please state:
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

Which of the following best describes you?

Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

Proposed Waterfront Development Plan 2015-18

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your name and contact details	
<input checked="" type="checkbox"/> Mr	<input type="checkbox"/> Mrs
<input type="checkbox"/> Ms	<input type="checkbox"/> Miss
<input type="checkbox"/> Dr	
First name	Grant
Last name	Cortelison
Street address	5/144 Oriental Pde
Suburb	Oriental Bay
City	Wellington
Phone	021 732 344
Email	gcortelison@gmail.com
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	

Waterfront Development Plan questions	
1) Do you have any comments relating to the Waterfront Development Plan?	
Comments:	Why would you dismantle a perfectly good park - that works and provides various nooks & crannies and shelter - for a hard edged, flat piece of artifice - at great expense to the rate payers?

Frank Kitts Park questions	
2) How often do you visit Frank Kitts Park?	
<input type="checkbox"/> Most days	<input type="checkbox"/> Once or twice a week
<input checked="" type="checkbox"/> Once 2-4 weeks	<input type="checkbox"/> Once every 2-6 months
<input type="checkbox"/> Once a year	<input type="checkbox"/> Never in the last 12 months
3) Overall, how satisfied are you with the current Frank Kitts Park?	
<input checked="" type="checkbox"/> Very satisfied	<input type="checkbox"/> Satisfied
<input type="checkbox"/> Neutral	<input type="checkbox"/> Dissatisfied
<input type="checkbox"/> Very dissatisfied	
4) What do you like about the current Frank Kitts Park?	
Comments:	Its interesting and it works and is sheltered from the southerly and its matured nicely.

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design I really like some of the proposed design
 I like one or two aspects of the proposed design I don't care either way I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

some better fencing to provide
away - maybe a low natural
stone wall.

7) What do you like about the proposed design for Frank Kitts Park?

Comments:

it's too artificial and
too open to the wind
- and unnecessary.

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

Don't build it

Helicopter Base question

9) What do you think about the proposed helicopter base?

Comments:

Why would you turn down
James Cameron - who has invested
hundreds of millions into the
economy of Wellington - for an
unknown entity from Christchurch

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which of the following best describes your household?

<input type="checkbox"/> Young couple without children	<input type="checkbox"/> Household with youngest child 14 or over	<input type="checkbox"/> Flat—not a family home
<input type="checkbox"/> Household with youngest child under 5	<input checked="" type="checkbox"/> Older couple—no children or none living at home	<input type="checkbox"/> Other, please specify:
<input type="checkbox"/> Household with youngest child 5 to 13	<input type="checkbox"/> Single/one person household	

Which ethnic group do you belong to? (You can tick more than one box)

<input checked="" type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	Please state:
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

Which of the following best describes you?

Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

spend some money improving
Schaffers park - its wind
swept and boring.

Introduction

We invite you to submit your feedback on our proposal to redevelop Frank Kitts Park and a new helicopter base on the outer-T of Queens Wharf as part of the consultation on the Waterfront Development Plan which closes on 24 April 2015.

Privacy Statement

All submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Frank Kitts Park Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield, and submitters have the right to access and correct personal information.

Submitter Details

First Name: **Judith**

Last Name: **Ball**

Organisation: **Public Health Association, Wellington Branch**

On behalf of: **The members of the Wellington Branch of the Public Health Association.**

Street: **150 Coromandel St**

Suburb: **Newtown**

City: **Wellington**

Country: **New Zealand**

PostCode: **6021**

Daytime Phone: **(04) 9744 032**

Mobile: **021544207**

eMail: **jude_ball@yahoo.com.au**

Wishes to be heard:

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Submission

Waterfront Development Plan question

Do you have any comments relating to the Waterfront Development Plan?

Comments

We commend the Council for its investment in public recreation spaces and its decision to become a Child Friendly City. We suggest that the investment in physical structures and settings be protected and augmented by policies that promote healthy behaviour. In particular, we suggest that there be an eighth objective - The waterfront be smokefree at all times. We recommend a totally smokefree policy for the whole of the Council owned waterfront area, at all times. This would help achieve the current objectives 2, 3, and 4. It will protect those with asthma from the risk of a potentially fatal asthma attack trigger; it will protect those trying to quit from smoking cues, and will help protect children from the normalisation of smoking. The evidence for our recommendation includes: 1. The need to protect children from the example of smoking by reducing the amount of smoking in public places (often called 'denormalisation' of smoking). Exposure to smoking and the perceived normality of smoking are major risk factors for uptake by children and young adults (1, 2), and for relapse by ex-smokers (3, 4). Research shows that smokefree area policies decrease smoking prevalence through reducing smoking opportunities and denormalising smoking (5). 21327

Studies show increasing New Zealand public support for smokefree policies where children might go. The 2012 Health Promotion Agency survey found 73% support for the statement: 'Smoking should be banned in all outdoor public places where children are likely to go.' (6) 3. The importance of keeping Wellington at the forefront of smokefree policies. Adopting and implementing smokefree bylaws will enable the city to welcome tourists from Australia and North America to the best-practice conditions to which they are accustomed. 4. Actions to reduce smoking in Wellington will generate a healthier more resilient population and will also reduce litter and associated cleaning costs for the Council. Wellington research evidence shows most smokers in central city areas litter their cigarette butts, even when close to rubbish bins (7, 8). References 1. Leatherdale ST, Manske S. The relationship between student smoking in the school environment and smoking onset in elementary school students. *Cancer Epidemiol Biomarkers Prev* 2005;14:1762-5. 2. Leonardi-Bee J, Jere ML, Britton J. Exposure to parental and sibling smoking and the risk of smoking uptake in childhood and adolescence: a systematic review and meta-analysis. *Thorax* 2011;66:847-55. 3. Blakely T, van der Deen FS, Woodward A, et al. Do changes in income, deprivation, labour force status and family status influence smoking behaviour over the short run? Panel study of 15 000 adults. *Tob Control* 2013;Online September 13. 4. Peucker AC, Bizarro L. Attentional avoidance of smoking cues in former smokers. *J Subst Abuse Treat* 2014;46:183-8. 5. IACR. Chapter 5: Public attitudes towards smoke-free policies - including compliance with policies, in *IARC Handbooks for Cancer Prevention, Tobacco Control. Evaluating the effectiveness of smoke-free policy*. 2009, International Agency for Research on Cancer: Lyon. p. Accessed March 26, 2015 <http://www.iarc.fr/en/publications/pdfs-online/prev/handbook13/handbook13-5.pdf>. 6. Li J, Newcombe R. Acceptability of extended smokefree areas and smokefree cars. Health Promotion Agency Research and Evaluation Unit. Wellington. May 2013. <http://www.hpa.org.nz/research-library/research-publications/acceptability-of-extended-smokefree-areas-and-smokefree-cars-in-fact>. 7. Patel V, Thomson GW, Wilson N. Cigarette butt littering in city streets: a new methodology for studying and results. *Tob Control* 2013;22:59-62. 8. Wilson N, Oliver J, Thomson G. Smoking close to others and butt littering at bus stops: pilot observational study. *PeerJ* 2014;2:e272.

Franks Kitts Park questions

How often do you visit Frank Kitts Park?

- Most days
- Once or twice a week
- Once 2-4 weeks
- Once every 2-6 months
- Once a year
- Never in the last 12 months

Overall, how satisfied are you with the current Frank Kitts Park?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

What do you like about the current Frank Kitts Park?

Comments

Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
- I really like some of the proposed design

- I like one or two aspects of the proposed design
 - I don't care either way
 - I don't like it at all
-

What do you think could be done to improve the current Frank Kitts Park?

Comments

What do you like about the proposed design for Frank Kitts Park?

Comments

How do you think the proposed design for Frank Kitts Park could be improved?

Comments

Helicopter Base question

What do you think about the proposed helicopter base?

Comments

Who are we reaching

I am

- male
 - female
-

My age is

- under 18 years
 - 18-29 years
 - 30-39 years
 - 40-49 years
 - 50-59 years
 - 60 years or older
-

Which of the following best describes your household?

- Young couple without children
- Household with youngest child under 5
- Household with youngest child 5 to 13 years
- Household with youngest child 14 or over
- Older couple - no children or none living at home
- Single/one person household
- Flat - not a family member
- Other, please specify:

Other, please specify:

Which ethnic group do you belong to? (you can tick more than one box)

- New Zealand European
- Maori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Other issues/matters or general comments

Comments

Attached Documents

File
No records to display.



13 April 2015

Submission to Wellington City Council

Waterfront Development Plan

To whom it may concern

I am concerned that 5million is going to be spent on redevelopment of **Frank Kitts Memorial Park** when in its current form it provides a very busy activity space for thousands of Wellington residents as well as numerous visitors to our city.

FRANK KITTS MEMORIAL GARDEN

It is my view that

- the pictorial material promoting this project to the Public has been misleading.
- nowhere does it use the word demolition preferring the word redevelopment
- providing a flat green lawn opening to waters edge is not as useful as an amphitheatre that provides seating and sheltered area for those who are unable to appreciate a flat lawn for enjoying the numerous events that are regularly staged in this area
- the statement that "There will be plenty of new seats for everyone to enjoy this space" cannot be true as the amphitheatre currently seats over 600
- Removing the granite wall appears to be so unnecessary as it provides nooks and seating away from both North and South winds for office workers etc
- This wall also displays all the plaques of historical significance viewed by visitors to the City. There is no mention where these will be housed in the future
- It does not say what height the Balcony Wall will be or how many concrete walls will surround the Chinese Garden and what height these will be
- It does not say that 2,843 m2 of the Park will become a Chinese Garden

CHINESE GARDEN

- No guarantee has been given that **all persons** will be able to access the Chinese Garden. See examples in Dunedin and Hamilton – only partially accessible. Link to Dunedin <http://www.dunedinchinesegarden.com/about-the-garden/virtual-tour>
An ugly ramp has been added since it was opened
- Because the current plan is on a sloping site the original design has steps at the entrance and throughout. Apparently evil spirits cannot climb steps – neither can wheelchairs or prams but Skateboarders will love them.
- This design is totally against the Building Act so Council will need to seek a Determination if pursued by members of the Wgtn. Chinese community or Xiamen in China

RENAMING THE PARK

- This park was named as a memorial to Sir Frank Kitts so should **not** be changed otherwise a precedent will be set.
- This is reclaimed land so cannot understand why Maori feel it should carry a Maori name.
- Incorporate if that would solve the situation

COST

- While it is acknowledged that 5 million is set aside in THE budget for this work, this submitter believes that this money would be better spent on improving Streetscape and Signage around the inner city.

I am attaching an extract from Muscular Dystrophy newsletter that gives the experiences of a tourist in a motorised wheelchair and how they found getting around Wellington and the various tourist attractions.

This is where the 5m should be spent

Thank you for providing me with the opportunity to HAVE MY SAY

I would like to speak to my submission please

Alexia Pickering



Alexia Pickering JP QSO CNZM
Accessible Options
7D Herbert Gardens
186 The Terrace
Wellington
Tel: 04 4990725
Mobile: 0274756511
Email: alexiapickering@clear.net.nz

TRAVELLING OVERSEAS IN A WHEELCHAIR CONTINUED

PAGE



Access in public spaces: The city is fairly good in terms of wheelchair access. There are lots of wide, flat walkways around the city and the harbour, and most public spaces and buildings such as the iconic Te Papa Museum of New Zealand and the Art Gallery are well ramped and have lift access. The excellent Westpac Rugby Stadium has really good access in and out, with a large number of well positioned wheelchair accessible spaces right around the ground. We found most shops and restaurants also wheelchair accessible. Classy restaurants like Logan Browns, situated in a stunning historic bank building has half a dozen steps out front, but caters to wheelchairs through a side entrance.

Curb ramps: There are some issues with curb ramps, especially older cross overs at street corners. Jakob found these to be too steep and uneven, and he was often jolted out of position when using them. Wellington Council should consider adopting the design standards used in Australia and other countries (the best curb ramps are found in Barcelona).

Wheelchair toilets: Another significant design issue is Wellington's disabled toilets being too small for a wheelchair user who requires the help of a support worker. This was true in the Art gallery, the State Library, Te Papa, and many other public buildings. I would urge NZ planners to look to the disabled toilets design codes used in Australia.

Steep paths: Wellington has some beautiful walks, but some would not be suitable for the faint hearted.

The Zoo tried to convince Jakob to transfer to a manual wheelchair ("No thanks" he said), and would not allow us in until we agreed to avoid two areas with particularly steep paths. The zoo is worth a visit if you want to see a kiwi, or one of NZ's cute and hairy Maori pigs, the Kune Kune.



The ride up a steep hill to Carter's Observatory in a wheelchair friendly cable car is worth it for the spectacular view of the harbour and city. The meandering walk down to the city through the Botanic Gardens is a must, but some sections are fairly steep.

The Zealandia urban eco-sanctuary is a remarkable and tranquil place especially for bird and nature lovers. The sealed paths are very user friendly, but many of the little tracks take you up steep hills with pot holes and dangerous slippery gravel. Jakob was directed to an off road path which was dangerous. Zealandia should discourage power chairs from leaving the main paths.

Transport

Wheelchair taxi - there were a few Toyota Hiace vans with wheelchair hoists, restraints, and staff trained in using the restraints. We were able to pre-book a taxi to pick us up from the airport after midnight.

Buses: Many buses claimed to be wheelchair accessible, with wheelchair ramps and dedicated spaces for a chair. The issue for Jakob was it was impossible to enter some buses because the corridor to the wheelchair space was too narrow, or obstructed by the ticket machine. Jakob's wheelchair is 64 cm wide, and fits down the corridor all wheelchair buses in our hometown of Perth. We would urge transport authorities in Wellington to consider the width of electric wheelchairs when purchasing new buses. Ideally the best wheelchair entry point is the centre of the bus as there are no restrictions on entry, and plenty of room to turn (see buses in Rome, Paris and Barcelona).



Trains: There is a good workable system on metro trains, with a wheelchair space in some carriages, and a manual ramp for accessing the carriage. Train staff were trained and relaxed in using these ramps.

Ferry: The ocean going ferries to the South Island are all wheelchair accessible. Regrettably none of the ferries operating in the Wellington harbour can accept a power wheelchair.

Hope our experiences assist your travels.

Ranil Ratnayeke, September 2013

Proposed Waterfront Development Plan 2015-18

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your 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	
First name	Alexia
Last name	Pickering JP QSO CNZM.
Street address	70 Herbert Gardens, 186 The Terrace.
Suburb	CBD
City	Wellington 6011
Phone	04 499 0725
Email	alexia.pickering@clear.net.nz
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	

Waterfront Development Plan questions

1) Do you have any comments relating to the Waterfront Development Plan?

Comments:

1. The waterfront appears to be in two parts left and right of Queens Wharf

- Right is a recreational area beginning at Frank Kitts Park ending at Waitangi Park
- Left is an area specific to restaurants beginning with Shed 5 and ending in a Telecom building.

Note Unless I am looking for a restaurant I rarely go to the left of Queens Wharf to just wander around whereas the recreation end attracts me to visit and enjoy whatever activity is taking place

Frank Kitts Park questions

2) How often do you visit Frank Kitts Park?

- Most days Once or twice a week Once 2-4 weeks Once every 2-6 months
 Once a year Never in the last 12 months

3) Overall, how satisfied are you with the current Frank Kitts Park?

- Very satisfied Satisfied Neutral Dissatisfied Very dissatisfied

4) What do you like about the current Frank Kitts Park?

Comments:

4. I appreciate the design because it is so different to the usual modern bland, bare landscapes. It has character with different textures being used. I enjoy being able to find a nook and area that provides **privacy** and **protection** from either a northerly or southerly wind. As a wheelchair user I appreciate the height that the granite wall provides when viewing events held on the harbour or promenade or especially when watching activities held for the benefit of those seated in the amphitheatre. The wall gives the best position for those who cannot see over people in a flat environment. As a city dweller it is my outdoor living space. And it is totally wheelchair accessible.

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
 I really like some of the proposed design
 I like one or two aspects of the proposed design
 I don't care either way
 I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

6. Nothing really. Once you start playing around with what is in place it will spoil what citizens have come to know and respect. Where do you start? North or South ends. The move for change has been generated by the need to find a place for the Chinese Garden. It will intrude 2,843m² into FKP necessitating the need to redevelop the Park. A lot of people believe that by its very nature it would be better located in the Gardens.
The current lawn and pathways could be better maintained

7) What do you like about the proposed design for Frank Kitts Park?

Comments:

7 Nothing. In the promotional picture the flat lawn looks lush and green. This past summer would have tested the skills of the landscape gardeners to keep this image – usage doesn't help so what alternative is there for office workers stopping by to have a break. Sitting on a flat brown lawn is not very attractive. The Chinese Garden is not intended for picnics but contemplation. 600 seats will be demolished. Also the historical plaques appear not to have found another home. Cruise ship tourists find these plaques very enlightening.

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

8. Take out the Chinese Garden unless it can be designed to fit around the current amphitheatre. The Chinese Garden is on a sloping site and its design is not conducive to wheeled pedestrians (parents with prams) or wheelchairs. The elements used of cobblestones and pebbles are difficult to go over for wheelies and yet these are common features of Chinese Gardens limiting usability by all citizens

Helicopter Base question

9) What do you think about the proposed helicopter base?

Comments:

Proposal. not seen in documentation

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which of the following best describes your household?

- | | | |
|--|--|---|
| <input type="checkbox"/> Young couple without children | <input type="checkbox"/> Household with youngest child 14 or over | <input type="checkbox"/> Flat—not a family home |
| <input type="checkbox"/> Household with youngest child under 5 | <input type="checkbox"/> Older couple—no children or none living at home | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Household with youngest child 5 to 13 | <input checked="" type="checkbox"/> Single/one person household | |

Which ethnic group do you belong to? (You can tick more than one box)

- | | | | |
|--|--------------------------------------|----------------------------------|---|
| <input checked="" type="checkbox"/> New Zealand European | <input type="checkbox"/> Cook Island | <input type="checkbox"/> Chinese | <input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
Please state: |
| <input type="checkbox"/> Māori | <input type="checkbox"/> Tongan | <input type="checkbox"/> Indian | |
| <input type="checkbox"/> Samoan | <input type="checkbox"/> Niuean | | |

Which of the following best describes you?

- | | | | | |
|---|---|---|---------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> Residential ratepayer | <input type="checkbox"/> Commercial ratepayer | <input type="checkbox"/> Residential and commercial ratepayer | <input type="checkbox"/> I rent | <input type="checkbox"/> Other |
|---|---|---|---------------------------------|--------------------------------|

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

See attached.



Great Harbour Way Submission on the Proposed Waterfront Development Plan 2015-18

This submission is made by the Great Harbour Way -Te Aranui o Poneke Trust, promoting the establishment of the Great Harbour Way, a cycling and walking route around the shores of Wellington Harbour (1) .

SUMMARY

1. Priority should be given to maintaining walking and cycling access along the Promenade on the seaward side of the Waterfront.
2. We support reorienting Frank Kitts Park towards the sea.
3. We support the development of protected cycle paths on the Quays to provide an alternative for fast commuter cyclists.
4. Bike (including eBike) rental should be available on the Waterfront

DISCUSSION

- 1. Priority should be given to maintaining walking and cycling access along the Promenade on the seaward side of the Waterfront.**

The Waterfront promenade has become an important cycling and walking route between the north and south sections of the CBD. As long as adequate space and sight lines are available, cyclists and walkers can coexist on the Promenade, and there have been few if any serious collisions.

We agree with the importance of improving walking and cycling connectivity between the Waterfront Parade and the Centreport area, which includes offices for organisations such as GWRC, and the Stadium. Connectivity with the Railway Station, an important transport hub, and the Overseas ship berthing area, a starting point for tourists, is also important. In particular the current connection for cyclists to the Railway Station is poor - cyclists generally use the pedestrian crossing at Bunny/ Waterloo Quay and the footpath to the railway station entrance, with potential for cyclist/pedestrian conflict.

We hope that within the 2015-2018 timeframe a good quality cycling route between Ngauranga and the CBD will be achieved, and connectivity between this route and the CBD will be important.

2. We support reorienting Frank Kitts Park towards the sea.

With the demise of the Streetcar races, this appears to be a “no brainer”. However resources may be better used in making improving the connections between the waterfront and the city, as recommended by the 2004 Gehl report - see below.

3. We support the development of protected cycle lanes on the Quays to provide a more attractive alternative for fast commuter cyclists.

An important issue for the waterfront is its connection with the CBD.

The 2004 Gehl report (2) recommended developing Jervois Quay as a City Boulevard, reducing the Quay from 6 lanes to 4, which would allow for protected cycle lanes to be provided. These would attract faster cyclists away from the Promenade, making the Promenade a more relaxed environment. As the Gehl report points out, the reduction in lanes would encourage people using cars to use alternative routes, such as SH1, or switch to other transport modes, which would be environmentally beneficial.

As an example, a similar stretch of waterfront in Portland Oregon has a shared path along the waterfront, and cycle lanes on the parallel Naito Parkway. (3)

4. Bike (including eBike) rental should be available on the Waterfront

Since cycling is an important transport mode on the waterfront promenade. To cater for tourists and people without convenient access to bikes, bike rental should be available on the waterfront. Ideally this would be through a city-wide public bike scheme, as has been popular in cities such as Lyon, Paris, Milan, London, and Montreal. However commercial rental should also be encouraged by providing premises at key points. eBikes (electrically assisted bicycles) which allow people of limited fitness to bike, should also be available.

Alastair Smith

Great Harbour Way/ Te Aranui o Pōneke

Ph +64 21 036 4443 (M)

<http://www.greatharbourway.org.nz/>

24 April 2015

REFERENCES

1. www.greatharbourway.org.nz
2. wellington.govt.nz/services/environment-and-waste/urban-development/city-to-waterfront-study/gehl-report
3. www.portlandoregon.gov/parks/finder/index.cfm?action=ViewPark&PropertyID=156&subareas=6

Introduction

We invite you to submit your feedback on our proposal to redevelop Frank Kitts Park and a new helicopter base on the outer-T of Queens Wharf as part of the consultation on the Waterfront Development Plan which closes on 24 April 2015.

Privacy Statement

All submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Frank Kitts Park Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield, and submitters have the right to access and correct personal information.

Submitter Details

First Name: **Alastair**
Last Name: **Smith**
Organisation: **Great Harbour Way**
Street: **PO Box 27120**
Suburb: **Marion Square**
City: **Wellington**
Country:
PostCode: **6141**
Daytime Phone: **+64 21 036 4443**
Mobile: **+64 21 036 4443**
eMail: **agsmith37@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
-

Submission

Waterfront Development Plan question

Do you have any comments relating to the Waterfront Development Plan?

Comments

See attached submission

Franks Kitts Park questions

How often do you visit Frank Kitts Park?

- Most days
 Once or twice a week
 Once 2-4 weeks
 Once every 2-6 months
 Once a year
 Never in the last 12 months
-

1339

Overall, how satisfied are you with the current Frank Kitts Park?

- Very satisfied
 - Satisfied
 - Neutral
 - Dissatisfied
 - Very dissatisfied
-

What do you like about the current Frank Kitts Park?

Comments

Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
 - I really like some of the proposed design
 - I like one or two aspects of the proposed design
 - I don't care either way
 - I don't like it at all
-

What do you think could be done to improve the current Frank Kitts Park?

Comments

What do you like about the proposed design for Frank Kitts Park?

Comments

How do you think the proposed design for Frank Kitts Park could be improved?

Comments

Helicopter Base question

What do you think about the proposed helicopter base?

Comments

Who are we reaching

I am

- male
 - female
-

My age is

- under 18 years
- 18-29 years
- 30-39 years

- 40-49 years
 - 50-59 years
 - 60 years or older
-

Which of the following best describes your household?

- Young couple without children
- Household with youngest child under 5
- Household with youngest child 5 to 13 years
- Household with youngest child 14 or over
- Older couple - no children or none living at home
- Single/one person household
- Flat - not a family member
- Other, please specify:

Other, please specify:

Which ethnic group do you belong to? (you can tick more than one box)

- New Zealand European
- Maori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Other issues/matters or general comments

Comments

Attached Documents

File
GHWsubmissiononWaterfrontDevtPlanAp15



Cycle Aware Wellington

www.caw.org.nz

info@caw.org.nz

(04) 934 8315 or 021 036 4443

<https://twitter.com/CycleAwareWgtn>

post office box: 27 120 Wellington

Wellington City Council Draft Waterfront Development Plan 2015 – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Andy Gow at andy.gow@gmail.com or 02040137231

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

Key points of our submission

- We highly recommend that WCC builds segregated cycle lanes on the waterfront Quays (Waterloo/Customhouse/Jervois Quay)
- Segregated cycle lanes on the Quays fit very well in with WCC's aims as listed in 'measurement of performance'.

Waterfront segregated cycle lanes are needed in Wellington

The current situation

At the moment, people who want to cycle along the waterfront must choose between the shared area on the waterfront itself, and battling traffic on **Waterloo/Customhouse/Jervois Quay (the Quays)**. The waterfront is busy with pedestrians, which puts fast cyclists and pedestrians in conflict.

Meanwhile the Quays are not an attractive alternative for people who want to cycle. They have no cycle provisions, six lanes of busy traffic, numerous side roads (Northbound), plus car dooring hazards. This translates to real casualties for people who ride bikes here. In 2013 ([according to NZTA's CAS](#)), 5 out of 33 crashes on the Quays involved people on bikes - that's 15% of all crashes and is disproportionately high given the proportion of cycles on the road to the rest of traffic.

Why the waterfront is important for people cycling

The waterfront is naturally a thoroughfare for anyone coming from the Southern and Eastern suburbs, to the northern CBD or beyond - in fact there is no alternative. More people than ever are now cycling in Wellington (twice as many as 10 years ago), and one good reason is because it is faster to ride a bike to/from these suburbs than via any other transport mode at peak time, whilst being inexpensive and convenient for parking.

People using the waterfront for commuting have different needs to leisure users, and will be travelling faster. But we think even leisure users would use segregated cycle lanes on the Quays - people on bikes tend to be going further than pedestrians.

This works with WCC's objectives for the waterfront (pages 6 and 7)

- **Readily accessible to all people** - Cycle lanes will make the waterfront paths more comfortable for pedestrians by removing faster people from the waterfront paths themselves. They increase accessibility to people who want to cycle commute.
- **Perceived to be safe at all times** - Currently the waterfront Quays are perceived to be very unsafe for cycling, whilst pedestrians would not perceive the presence of faster cyclists improves their safety. Where segregated cycle lanes separate footpaths from roads, pedestrian safety improves, as has been seen in New York.
- **An attractive place that draws locals and tourists alike** - Tourists will use such a path to commute between the tourist attractions on the waterfront (e.g. Te Papa, Queen's Wharf, Museum of Wellington, Frank Kitts Park), accommodation (e.g. YHA, Ibis, Bay Plaza, Youth Hostel, Museum Art Hotel Motorhome Park), and transport (e.g. Bluebridge, east-west ferry, train station, Interislander). Currently the Lonely Planet says Wellington "isn't really cut out for cyclists" and there is an opportunity to change that. Locals will use it for commuting as mentioned above in addition to leisure and for waterfront access as discussed.
- **Caters for a wide range of events and activities** - Making the waterfront more easy for people to cycle along will make it easier for people to visit the area and its attractions - particularly during events when the waterfront itself becomes too busy to cycle.
- **Improved access along the waterfront between the city and harbour** - Not just for cars and people walking.
- **An evolving waterfront experience** - For everyone.

In addition, it is in line with ideas towards moving the car transport corridor back towards State Highway One and away from the waterfront mentioned in the WCC Long Term Plan 2015. We mentioned in our submission to that plan, cycle lanes also help reduce council roading costs, help improve the health of residents, and reduce the accident rate. Similarly the [WCC's Gehl report \(2004\)](#) was recommending implementing cycle lanes and reducing car domination of the waterfront (a 'boulevard' approach) over ten years ago (p54).

This works in other cities

Portland, Oregon (USA) has a [waterfront park trail](#) like Wellington's waterfront, and segregated cycle lanes on the adjacent road ('Parkway'). Signs on the road encourage faster cyclists to choose the cycleway on the road, and the waterfront trail then has more share of people walking

and biking for leisure. This works very well for the city.

Please do it!

We think that segregated cycle lanes on the waterfront Quays will be one of the most beneficial changes to the waterfront, and help bridge it to the city. The existing roads are wide and can provide the space, and the need is as important as Kent/Cambridge Terrace or Victoria/Willis Streets if not more so - this is the key thoroughfare to the most dense part of the city from anywhere South/East of the CBD.

Nā mātou noa, nā Cycle Aware Wellington

24 April 2015

Introduction

We invite you to submit your feedback on our proposal to redevelop Frank Kitts Park and a new helicopter base on the outer-T of Queens Wharf as part of the consultation on the Waterfront Development Plan which closes on 24 April 2015.

Privacy Statement

All submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Frank Kitts Park Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield, and submitters have the right to access and correct personal information.

Submitter Details

First Name: **Andy**
Last Name: **Gow**
Organisation: **Cycle Aware Wellington**
Street: **101 The Ridgeway**
Suburb: **Mornington**
City: **Wellington**
Country: **New Zealand**
PostCode: **6141**
Daytime Phone: **02040137231**
eMail: **andy.gow@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
-

Submission

Waterfront Development Plan question

Do you have any comments relating to the Waterfront Development Plan?

Comments

We highly recommend a segregated cycleway is built alongside the waterfront on Customhouse/Waterloo/Jervois Quays.

Franks Kitts Park questions

How often do you visit Frank Kitts Park?

- Most days
 Once or twice a week
 Once 2-4 weeks
 Once every 2-6 months
 Once a year
 Never in the last 12 months
-

Overall, how satisfied are you with the current Frank Kitts Park?

- Very satisfied
 - Satisfied
 - Neutral
 - Dissatisfied
 - Very dissatisfied
-

What do you like about the current Frank Kitts Park?

Comments

Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
 - I really like some of the proposed design
 - I like one or two aspects of the proposed design
 - I don't care either way
 - I don't like it at all
-

What do you think could be done to improve the current Frank Kitts Park?

Comments

What do you like about the proposed design for Frank Kitts Park?

Comments

How do you think the proposed design for Frank Kitts Park could be improved?

Comments

Helicopter Base question

What do you think about the proposed helicopter base?

Comments

Who are we reaching

I am

- male
 - female
-

My age is

- under 18 years
- 18-29 years
- 30-39 years

- 40-49 years
 - 50-59 years
 - 60 years or older
-

Which of the following best describes your household?

- Young couple without children
- Household with youngest child under 5
- Household with youngest child 5 to 13 years
- Household with youngest child 14 or over
- Older couple - no children or none living at home
- Single/one person household
- Flat - not a family member
- Other, please specify:

Other, please specify:

Household

Which ethnic group do you belong to? (you can tick more than one box)

- New Zealand European
- Maori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Other issues/matters or general comments

Comments

We highly recommend a segregated cycleway is built alongside the waterfront on Customhouse/Waterloo/Jervois Quays.

Attached Documents

File
CAWDraftWaterfrontDevelopmentPlan2015Submission

Introduction

We invite you to submit your feedback on our proposal to redevelop Frank Kitts Park and a new helicopter base on the outer-T of Queens Wharf as part of the consultation on the Waterfront Development Plan which closes on 24 April 2015.

Privacy Statement

All submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Frank Kitts Park Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield, and submitters have the right to access and correct personal information.

Submitter Details

First Name: **Craig**
Last Name: **Palmer**
Street: **29 Moir Street**
Suburb: **Mount Victoria**
City: **Wellington**
Country:
PostCode: **6011**
Daytime Phone: **3850366**
eMail: **palmersgreen@actrix.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
-

Submission

Waterfront Development Plan question

Do you have any comments relating to the Waterfront Development Plan?

Comments

The outline of the three-year plan is overly prosaic. It could be presented with photos and artistic impressions to encourage enthusiasm and creative suggestions.

Franks Kitts Park questions

How often do you visit Frank Kitts Park?

- Most days
 Once or twice a week
 Once 2-4 weeks
 Once every 2-6 months
 Once a year
 Never in the last 12 months
-

Overall, how satisfied are you with the current Frank Kitts Park?

- Very satisfied
 - Satisfied
 - Neutral
 - Dissatisfied
 - Very dissatisfied
-

What do you like about the current Frank Kitts Park?

Comments

The tiered seating in a semicircle creates a sheltered small arena. It is ideally suited for visiting school groups to eat their lunch in the sun, sheltered from the wind. The grassed area in front of the seating provides an informal play area.

Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
 - I really like some of the proposed design
 - I like one or two aspects of the proposed design
 - I don't care either way
 - I don't like it at all
-

What do you think could be done to improve the current Frank Kitts Park?

Comments

Enlarge the main lawn and reorient it towards the harbour and incorporate small arenas sheltered from wind and rain.

What do you like about the proposed design for Frank Kitts Park?

Comments

Rather than segregating this public space into three features, two features, ie the lawn and the playground, could be expanded and integrated into a cohesive whole.

How do you think the proposed design for Frank Kitts Park could be improved?

Comments

It needs to be renamed. The opportunity could be taken to emphasise a New Zealand bicultural theme. One possible name is: O-Tara-Nui or Otaranui (the place of Tara the renowned).

Helicopter Base question

What do you think about the proposed helicopter base?

Comments

It is too noisy and potentially dangerous. It also reduces the options for eventually having a prominent, high quality facility on the outer T of Queen's Wharf.

Who are we reaching

I am

1349

- male
 - female
-

My age is

- under 18 years
 - 18-29 years
 - 30-39 years
 - 40-49 years
 - 50-59 years
 - 60 years or older
-

Which of the following best describes your household?

- Young couple without children
- Household with youngest child under 5
- Household with youngest child 5 to 13 years
- Household with youngest child 14 or over
- Older couple - no children or none living at home
- Single/one person household
- Flat - not a family member
- Other, please specify:

Other, please specify:

Which ethnic group do you belong to? (you can tick more than one box)

- New Zealand European
- Maori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Other issues/matters or general comments

Comments

The waterfront park is a less than ideal location for a Chinese garden. A site within the Botanic 1350

Gardens would create an ambiance more suited to quiet reflection and, being closed at night, would ensure that there is less likelihood of vandalism. Also the park needs to generate an appearance that is distinctive to New Zealand and gives prominence to our history and culture.

Attached Documents

File
No records to display.

sub 196.

47 Mairangi Road

Wellington 6012.

17th April 2015

DRAFT WELLINGTON WATERFRONT DEVELOPMENT PLAN – 3 years 2015/16-2017/18

The Promenade – We consider that the proposed 100% coverage of Site 10 North Kumutoto will form an unacceptable visual and physical barrier between the harbour and the CBD. We would refer you to Page 20 of the Framework which states “Important views and vistas from the city to the sea will be protected and important new ones created. Panoramic views from the water’s edge, along with framed views of the waterfront are important. There will be a public walkway/promenade along the length of the waterfront, predominantly at the water’s edge.” Also the North Queens Wharf Brief August 2002 states “The area needs to be consistent with the maritime character, with fishing and recreational boats continuing to be able to moor alongside the Tug Wharf.”

We have already made a submission against the 5/6 storey building on Site 10 and that the area should be a Welcome to Wellington for all visitors from cruise ships, bus and railway stations and the Waterloo backpackers hotel. Provision for an I-Centre, the hiring of cycles, scooters, crocodile bikes for visitors to make their way to Te Papa and Oriental Bay. Also sheltered seating to rest and enjoy our harbour and hills.

Seawall and Wharf Maintenance - We support the maintenance of wharves but understand the old Harbour Board did maintain and carry out repairs much of which was carried out in the 60’s.

Taranaki Street Wharf Precinct – With so many closures of the Diving Platform with pollution, a recent shark visit, and toilets provided under FKP, we have to question the excessive expenditure of \$400,000!

Frank Kitts Park Precinct - We have always supported a Chinese Garden in Waitangi Park and we consider a move to Frank Kitts Park is inappropriate. A Chinese garden should be place of rest and contemplation. Of concern is that the garden will reduce the size of the current recreation area. We would refer you to Page 37 of the Waterfront Framework 2001 where it is noted that “the Chinese community has indicated that the area to the east of Te Papa is its preferred location”.

With the historical interests in this area of Te Aro, ie old markets in Blair and Allen Streets, the church in Frederick Street and residences off Haining and Tory Streets, we do not consider a move to Frank Kitts Park is suitable. We have great sympathy for the CGS but now that the suggestion of further buildings on Waitangi are no longer supported, we consider Waitangi Park is the best location for the garden. Also, we consider that the beauty of a Chinese Garden would be compromised and the area of the many public activities in Frank Kitts Park would be reduced.

Children’s playground – We are totally opposed to the flattening of the current playground and moving it closer to the street and the southern end of the Event Centre.

In the last week we have observed that the current area for the Lighthouse slide and other equipment provide views out to the harbour and plenty of sunshine whereas the area proposed is in the shade. Only minor improvements are needed with the provision of more play equipment on the area where the swings currently are. In talking with families, comments were “awesome” and we

picnic here a lot and the children love the undulating grass surrounding the play area as they like to roll and tumble down the slopes”

The Lawn! - what you refer to as “The Lawn”, the majority of Wellingtonians refer to as the “Amphitheatre” which provides comfortable seating space for the many concerts, family entertainment, and last stop for Father Christmas parade. This well used area is the heart of the waterfront and continues to host many successful and varied events throughout the year, especially during the Festival of the Arts and Summer city. Its close proximity to the CBD makes it a favourite destination for many office workers, lunch hour keep fit classes and school parties who after visiting the Museum of City and Sea gather in the amphitheatre for lunch and games. The upper level of the amphitheatre and battlements (which have seats on the promenade side and display memorial plaques of events from the past). Many locals and visitors can be seen resting there with coffee or ice creams from Mr Whippy. Elevated vantage points for events on the harbour are provided (ie dragon boat races, yachts, speed boats and of course the Cancer Society’s Run for Life Relays). We can see no justification to allocate \$5million plus to bulldoze this park when there is only the need for a few repairs and some more play equipment.

Finally in the draft plan we received there is no reference to a name change for “Frank Kitts Park” but have since been to the “container” on the waterfront and requested a full copy of the Design brief. We have a copy of the leaflet put out by Lambton Harbour Management Limited and now Quote from this leaflet “The original Frank Kitts Park was created from a small area of reclaimed land in 1974. First known as Marine Park, it was later renamed Frank Kitts Park in 1979, after a former Mayor of Wellington”. With this long association with Sir Francis Kitts WE ARE TOTALLY OPPOSED TO A CHANGE OF NAME.

Queens Wharf Precinct - Reference is made to “appropriate opportunities to breathe new life into Shed 1, the north end of Shed 6 and the outer-T of Queens Wharf”. Whatever happened to the 2009 Blue Skies competition for the Outer T (refer to draft Waterfront Development Plan 2009/2010)?

However from an article in the Dompost 4th April 2015 there is to be a new Helicopter base at the southern end of the Outer T and feedback on this proposal is to be sought as part of this consultation process”.

We also understood that the Crocodile Cycle was to be located in the North end of Shed 6 but there is no reference to this in the plan

Kumutoto Precinct – As we understand from documents we have received, Site 10 is to go before the Environment Court and all future proposals for Site 9 will be subject to public consultation and Council approval.

We support the use of the Eastbourne Ferry Terminal building (listed heritage building) by the NZ Police and National Maritime Dive Squad but have grave concerns of the dwarfing of this building by the proposed building on Site 10.

Motorhome Park – We would like to see the Motorhome Park upgraded with trees and seats for all Wellingtonians and visitors to enjoy the views of the harbour and hills. We have spoken to a number of users and they like the closeness to the inner city

Movie Museum – As this is still under investigation no comment.

Depending on the time and date we would like to speak to our submission.

Pauline and Athol Swann
 P Swann Athol Swann

Proposed Waterfront Development Plan 2015-18

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Doug*

Last name *MILLER*

Street address *32 PEMBROKE ST*

Suburb *TAWA*

City *WELLINGTON*

Phone *04-232 7724*

Email *doug.miller@xtra.co.nz*

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Waterfront Development Plan questions

1) Do you have any comments relating to the Waterfront Development Plan?

Comments:

Frank Kitts Park questions

2) How often do you visit Frank Kitts Park?

Most days Once or twice a week Once 2-4 weeks Once every 2-6 months
 Once a year Never in the last 12 months

3) Overall, how satisfied are you with the current Frank Kitts Park?

Very satisfied Satisfied Neutral Dissatisfied Very dissatisfied

4) What do you like about the current Frank Kitts Park?

Comments:

- It has several distinct spaces that can be used for different activities all at the same time
- It has shelter from the prevailing northerly winds
- It has plenty of seating for visitors
- Good childrens play area, especially the lighthouse slide
- A little retail activity
- A large area that can be used for tents + marquees for

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design I really like some of the proposed design
 I like one or two aspects of the proposed design I don't care either way I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

- Freshen it up a little. It is obvious that little money has been spent on it recently and it is looking 'tired'. I suspect that the ~~the~~ maintenance budget has been constrained because of the pending redevelopment of the area.
- Improve the childrens play area and make the lighthouse better accessible from the harbour side

7) What do you like about the proposed design Frank Kitts Park?

Comments:

It does seem to refresh the area.
Why have a Chinese garden here?

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

- Keep a wide walking/jogging area next to the harbour as it is used a lot by commuters and other visitors.
- create a small bayne between the sea and the park to provide shelter from the prevailing northerly wind. This could be done with trees. The park designers should see the layout of the Southbank Park in Brisbane.
- The new park seems to split in two by the Chinese garden and would result in less area being overtake

Helicopter Base questions

9) What do you think about the proposed helicopter base?

Comments:

I consider that the allocated space is too small for the three helicopter pads indicated on the plan. Two pads would also ^{allow} more room and create a safer environment.
I ~~be~~ am happy that helicopters still use the area.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which ethnic group do you belong to? (You can tick more than one box)

- | | | |
|--|---|---|
| <input type="checkbox"/> Young couple without children | <input checked="" type="checkbox"/> Household with youngest child 14 or over | <input type="checkbox"/> Flat—not a family home |
| <input type="checkbox"/> Household with youngest child under 5 | <input checked="" type="checkbox"/> Older couple—no children or none living at home | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Household with youngest child 5 to 13 | <input type="checkbox"/> Single/one person household | |

Which ethnic group do you belong to? (You can tick more than one box)

- | | | | |
|--|--------------------------------------|----------------------------------|---|
| <input checked="" type="checkbox"/> New Zealand European | <input type="checkbox"/> Cook Island | <input type="checkbox"/> Chinese | <input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
Please state: |
| <input type="checkbox"/> Māori | <input type="checkbox"/> Tongan | <input type="checkbox"/> Indian | |
| <input type="checkbox"/> Samoan | <input type="checkbox"/> Niuean | | |

Which of the following best describes you?

- Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

- For large events such as dragon boat racing, fun runs, etc
- ~~But~~ Change the design to cater for multiple small events occur simultaneously but still allow separation between them.
 - Some thought needs to go into ^{large} vehicle parking especially for large events at the ASB Areas. Presently large trucks park on the walking/cycle path.
 - Improved lighting for personal safety.

Other issues

If the existing concrete bridge across Tenevis Quay is to be retained then the walking surface should be upgraded to prevent puddles forming ~~after rain~~. It is not a pleasant walk across the bridge after it has been raining.

General Comment

I have been walking through the Frank Kilts park area almost everyday for the last 30 years and have noticed a big improvement in the area since the rain.

1st fold here - fu folded

2nd fold here

Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke



FREEPOST 2199
Waterfront Development Plan
Wellington City Council
Democratic Services (COPO01)
PO Box 2199
Wellington 6140



Proposed Waterfront Development Plan 2015-18

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name **FRANCES**

Last name **LEE**

Street address **24 ORARI ST**

Suburb **NGAIO**

City **WELLINGTON 6035**

Phone

Email **fr24@clear.net.nz**

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Waterfront Development Plan questions

1) Do you have any comments relating to the Waterfront Development Plan?

WATERFRONT DEVELOPMENT PLAN

I find it extraordinary that this WCC form only highlights Frank Kitts Park and a new Helicopter Base. Who agreed to this 'spin' ??
Rather than provide details on other aspects of the waterfront, I FULLY SUPPORT the submission of Waterfront Watch Inc on this Proposed Waterfront Development Plan 2015-18.

Frank Kitts Park questions

2) How often do you visit Frank Kitts Park?

Most days Once or twice a week Once 2-4 weeks Once every 2-6 months
 Once a year Never in the last 12 months

3) Overall, how satisfied are you with the current Frank Kitts Park?

Very satisfied Satisfied Neutral Dissatisfied Very dissatisfied

4) What do you like about the current Frank Kitts Park?

Comments:

FRANK KITT'S PARK

I strongly OPPOSE the plans for this park – including the allocated budget of over **\$5 million**.
The current space is effectively used for a variety of purposes, with plenty of view shafts to the park and harbour for drivers/pedestrians on the quay roadway - a few 'titivating' changes are all that might be needed.
The Chinese Garden should be developed where originally intended (ie Waitangi Precinct) not as proposed for this site with its wide ranging restrictive effects.

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design
 I really like some of the proposed design
 I like one or two aspects of the proposed design
 I don't care either way
 I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

7) What do you like about the proposed design for Frank Kitts Park?

Comments:

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

Helicopter Base question

9) What do you think about the proposed helicopter base?

Comments:

HELICOPTER BASE

We are asked to comment on a proposed helicopter base on the waterfront. I OPPOSE this plan - no details have been provided and the public must have an opportunity to see what is envisaged for this prominent site on the Outer T. I am aware of this area permitting helicopter traffic for some years but it is quite another matter for a new building to be allowed there. It would seem that somewhere else in the CentrePort area, eg near the cruise ships wharves, would be much more suitable for any helicopter base.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which of the following best describes your household?

- | | | |
|--|--|---|
| <input type="checkbox"/> Young couple without children | <input type="checkbox"/> Household with youngest child 14 or over | <input type="checkbox"/> Flat—not a family home |
| <input type="checkbox"/> Household with youngest child under 5 | <input type="checkbox"/> Older couple—no children or none living at home | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Household with youngest child 5 to 13 | <input type="checkbox"/> Single/one person household | |

Which ethnic group do you belong to? (You can tick more than one box)

- | | | | |
|---|--------------------------------------|----------------------------------|---|
| <input type="checkbox"/> New Zealand European | <input type="checkbox"/> Cook Island | <input type="checkbox"/> Chinese | <input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali) |
| <input type="checkbox"/> Māori | <input type="checkbox"/> Tongan | <input type="checkbox"/> Indian | Please state: |
| <input type="checkbox"/> Samoan | <input type="checkbox"/> Niuean | | |

Which of the following best describes you?

- | | | | | |
|--|---|---|---------------------------------|--------------------------------|
| <input type="checkbox"/> Residential ratepayer | <input type="checkbox"/> Commercial ratepayer | <input type="checkbox"/> Residential and commercial ratepayer | <input type="checkbox"/> I rent | <input type="checkbox"/> Other |
|--|---|---|---------------------------------|--------------------------------|

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

Proposed Waterfront Development Plan 2015-18

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name MARY

Last name MURRO

Street address 1 Orari St.

Suburb Ngairi Wellington

City Wellington

Phone 04 479 3363

Email Mary.Munro@xtra.co.nz

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation Waterfront

Waterfront Development Plan questions

1) Do you have any comments relating to the Waterfront Development Plan?

Comments:

Please see attached document.

Frank Kitts Park questions

2) How often do you visit Frank Kitts Park?

Most days Once or twice a week Once 2-4 weeks Once every 2-6 months
 Once a year Never in the last 12 months

3) Overall, how satisfied are you with the current Frank Kitts Park?

Very satisfied Satisfied Neutral Dissatisfied Very dissatisfied

4) What do you like about the current Frank Kitts Park?

Comments:

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design I really like some of the proposed design
 I like one or two aspects of the proposed design I don't care either way I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

7) What do you like about the proposed design for Frank Kitts Park?

Comments:

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

Helicopter Base question

9) What do you think about the proposed helicopter base?

Comments:

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which of the following best describes your household?

- | | | |
|--|--|---|
| <input type="checkbox"/> Young couple without children | <input type="checkbox"/> Household with youngest child 14 or over | <input type="checkbox"/> Flat—not a family home |
| <input type="checkbox"/> Household with youngest child under 5 | <input type="checkbox"/> Older couple—no children or none living at home | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Household with youngest child 5 to 13 | <input type="checkbox"/> Single/one person household | |

Which ethnic group do you belong to? (You can tick more than one box)

- | | | | |
|---|--------------------------------------|----------------------------------|---|
| <input type="checkbox"/> New Zealand European | <input type="checkbox"/> Cook Island | <input type="checkbox"/> Chinese | <input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
Please state: |
| <input type="checkbox"/> Māori | <input type="checkbox"/> Tongan | <input type="checkbox"/> Indian | |
| <input type="checkbox"/> Samoan | <input type="checkbox"/> Niuean | | |

Which of the following best describes you?

- Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

Submission by Waterfront Watch (WW) on the Wellington City Council (WCC) Draft Waterfront Development Plan (WDP) 2015 – 18.

Name: Mary Munro (President)

Address: 1 Orari Street, Ngaio, Wellington

Email: Mary.Munro@xtra.co.nz

Phone: (04) 4793 363

I would like to speak at the submission hearing on behalf of Waterfront Watch.

This year marks 20 years since Waterfront Watch was formed. It has been a long 20 years with some significant battles being fought.

In its founding document WW states that the Wellington Waterfront is a community asset as unique and valuable as the Town Belt. It goes on to say:

- The Wellington waterfront should be a place of public open space for people and their children, now and for the future. It should be a natural environment where everyone can gain refreshment and relief from traffic, pollution, and the noise of streets and buildings.
- There should be at least a 20-metre walkway along the entire waterfront, free of vehicular traffic and there should be easy walking connections to the water from the city.
- At least 75 per cent of the waterfront should be retained as freely usable public space open to the sky, such as parks, walkways and squares, free of motor vehicular traffic. There should be comfortable places to linger - benches, ledges, seats and sheltered corners. There should be a defined cycle track, and space dedicated for skateboarding, separate from the walkways.
- There should be two major green open parks - Frank Kitts Park and Chaffers Park. Chaffers should have only low rise buildings for public, cultural or recreational purposes associated with the park.
- Native trees shrubs and flowers should be planted.
- There should be strong open, visual links between Te Papa and Civic Square.
- Views from the harbour to the hills and from the streets to the harbour should be preserved. There should be sunlight protection over the entire waterfront.
- All remaining heritage buildings should be restored and brought into use before any new buildings are permitted. The historic iron railings should be brought back into use.

- Any new development should be no higher than sheds 11 and 13 (i.e. 15m above sea level). Any new buildings should incorporate architectural excellence and should be in sympathy with their surroundings.
- All land should remain in public ownership.
- There should be public consultation on any future waterfront development and any new developments or buildings should require prior public notification.

Clearly, with the present Draft WDP, there is still a role for WW to play. Clearly, with the present Draft WDP there are on-going challenges to public open space, a promenade free of motorised vehicular traffic, the preservation of view shafts, sunlight protection, building heights and it seems the permanently vexed issues of public ownership and public consultation.

However, it would be churlish to not admit that great progress has been made and the Wellington Waterfront is arguably one of the most popular and attractive spots in town. It is well used, interesting and challenging – particularly on a windy day!

WW has been asked to comment on the key projects planned for the next 3 years¹.

1. The Promenade.

WW has submitted in opposition to the North Kumutoto developments. One of its biggest concerns is the planned development of public space particularly the promenade. We believe there are significant traffic issues to be resolved here with an underground carpark entry at the north end of the Site 10 building, an extension of Kumutoto Lane to the north, a service vehicle dock on the seaward side of the Site 10 building, and traffic entering and exiting the site from/to a 6-lane highway.

WW believes the waterfront promenade will be seriously under threat at this point and far from what was envisaged in the Waterfront Framework (p.13) – “... a shared pathway, designed to accommodate a range of nonmotorised uses including strolling, cycling, roller-skating, scooters, pushchairs and wheelchairs.”

¹ WW was approached on April 1 2015 by City Shaper, and asked to comment on the draft by April 24 2015. It was sent a text version of the Plan. It should also have been sent a copy of the Frank Kitts Park document (mentioned on the WCC website and obtained subsequently by WW after a direct approach to the WCC) as this re-development is a major feature of the Draft Plan. The FKP document contains photographs and drawings which are essential to have alongside the text version of the WDP.

The WDP mentions 11 key projects that are planned for the next three years. The WCC submission form asks questions about two of them only – the FKP (about which only limited information was sent – see previous paragraph) and the proposed helicopter base (about which, again, only limited text information was sent originally). Whilst there is one small box to comment generally about the WDP, the submission form appears skewed which is why WW has chosen to submit independently of it.

2. Seawall and Wharf Maintenance.

WW supports an idea from a submitter (No.43) on the Resource Consent Application for the North Kumutoto Development that: WCC should undertake an exploratory excavation along the line of the former wharf to investigate whether there are any remnants of the old wharf that still exist and, if so, whether it can be exposed and restored as an historic feature.

3. Waitangi Precinct

We note the distinct lack of success in filling the Open Space downstairs in the Herd Street building. The same problem arose with the Retail Centre on Queens Wharf and will, no doubt, be an issue with any building on Site 10. A small film museum may be possible in the Herd Street building until a more appropriate place is found, or a non-waterfront location identified for a purpose-built building.

The site for the Chinese Garden was originally in the Waitangi Precinct "east of Te Papa" and WW thinks that site should be re-considered.

4. Taranaki Wharf Precinct

\$400 000 for a public toilet and change facility seems excessive. Hopefully the facility would in no way replicate the Lobster Loos near Queens Wharf.

The siting of such a facility should be unobtrusive.

5. Frank Kitts Park (FKP) Precinct

WW has indicated its concerns about the re-developments planned for this very popular open space on many occasions over recent years. What is now proposed raises some significant issues for WW:

- a) The placement of a Chinese Garden which is walled and only able to be accessed from an entrance on Jervois Quay effectively cuts FKP in two. The effect will be to diminish the sense of open space, and that is to be deplored as this is such a well-used and popular area.
- b) The present amphitheatre works well so spending over \$5m to level it makes little sense. Events that are too big to be held there have further options e.g the Events Centre or the Kilbirnie Stadium.
- c) The site suggested for the Chinese Garden is problematic and far from where a Chinese garden was originally proposed (Waitangi Precinct, east of Te Papa – a site still currently unused, and with much stronger historical connections to the activities of the earlier Wellington Chinese community). The FKP site is windy and the garden will be inappropriately wedged between grassed areas often used for noisy and well-attended events e.g. Home Grown.
- d) In terms of the actual operation of the Chinese Garden, we are unsure about whether one will have to pay to enter; who will maintain it e.g. ensure blown debris is removed from the water feature; and how accessible it will be for

disabled people. We note that the Chinese Garden in Dunedin has an entry fee and is only 70% accessible for disabled (because of steps mainly).

- e) We are not clear from p.3 (unnumbered) of the WDP what the Garden of Beneficence includes. It says: The Council approved the Garden of Beneficence design for the proposed redevelopment of Frank Kitts Park in 2007. The design included including (sic) redevelopment of the children's playground, the lawn and construction of the Chinese Garden ...” This suggests the Garden of Beneficence is the name of the whole area. Is that correct?

We note in the material re the FKP which contain the photographs and artist impressions it states: The Chinese garden could be named the Garden of Beneficence, in honour of our generous Chinese partners. And each of the rooms could get their own name....”

We also note that if the Council approved the redevelopment of FKP back in 2007, that is rather a long time ago and it would be appropriate to further consult the public about whether or not they think this is still a good idea 8 years on. Unfortunately it would appear that the deal has been struck with the Chinese benefactors and the re-development, which includes levelling the amphitheatre, will occur regardless. (In this regard we note from WCC's Draft Long-term Plan 2015-25 the assumption that \$5.5million has been set aside for the park's redevelopment.)

- f) We are strongly opposed to re-naming Frank Kitts Park and can see no justification for that whatsoever. The name honours a well-respected and long-serving former mayor.

6. Queens Wharf Precinct including the proposed helicopter base on the outer-T of Queens Wharf

WW is interested in the WDP statement that “appropriate opportunities to breathe new life into shed 1, the north end of shed 6 and the outer-T of Queens Wharf will be sought.” What has happened to the ideas generated by the winners of the Blue Skies Ideas Competition held back in 2009? There were 6 designs preferred by the public, among them a Maritime Museum proposed by Martin Jenkins.

Presumably the WCC is not in a position to fund such a development so that there is a threat of further privatisation such as has occurred with Site 10 and at Clyde Quay. WW would strongly oppose this.

The WDP states that “following a competitive selection process in early 2015, WCC intends to select a suitably qualified (helicopter) operator with sufficient financial resources to undertake detailed investigations into the viability of development of a helicopter facility on the southern end of the outer-t along the lines of what was proposed in the 2009 Blue Skies Ideas Competition. Feedback on this proposal will be sought as part of this consultation process.”

From recent publicity in the DomPost (4.4.15) WW understands a lease has already been signed for the defunct Helipro base and the helipad on the outer-T; Garden City Helicopters, operating as Wellington Helicopters, will start flying in

May this year. So the decision to allow helicopters to operate from this site has already been made, without any public consultation, and now the public is being asked to consider a proposal for a building at the southern end of the outer-T to house three machines. We note that Helipro housed its helicopters in part of Shed 1 so we see no reason why that arrangement cannot continue.

Until such time as we have seen details of the height of the planned building, WW would oppose the proposal. We also think that WCC is using a piecemeal approach here, and that any building for the southern end should be left until plans for the northern end are finalised. In short, any building (s) will block harbour views and in this particularly strategic location, a commercial facility such as a helicopter hangar is totally inappropriate. Indeed many would argue that a helicopter operation per se on the Wellington waterfront is unnecessary.

7. Kumutoto Precinct

WW has already submitted (December 2014) on the WCC-Willis Bond plan to develop North Kumutoto. Our position is quite clear. We think Sites 8, 9 and 10 should remain as public open space and the whole area landscaped and developed as the main entrance to the Wellington waterfront. It should be primarily an area for pedestrians, skaters/skateboarders and cyclists; motor vehicular traffic should be discouraged.

However, the WCC has now effectively allowed Site 10 to be privatised and supports the building of a large office block there. There was never any “blue skies” consultation with the public – any consultation was on the basis that there would be buildings on Sites 9 and 10. WW feels strongly that the public was badly short-changed in terms of developments at this vitally-important part of the Wellington waterfront.

As the matter has now been referred to the Environment Court, it is not appropriate for WW to comment further here.

8. Motorhome Park

We do not support the proposed relocation of the Motorhome Park and would like to see the business case for such a move, given that the number of parks will be fewer and the land will have to be leased from Centreport. As this is part of developments with respect to the Kumutoto Precinct, WW does not wish to comment further at this stage.

9. Movie Museum

WW sees no justification for a Movie Museum being built on a site on the Wellington waterfront. The very nature of such a museum would mean high walls with few windows and such a structure would be obtrusive and block even more views of the sea from the city. However, if such a museum were able to be incorporated into an existing building or space (for e.g. the ground floor of the Herd Street apartments) then this could be considered.

Again, we note from the WCC’s Draft Long-term Plan 2015-25 that \$30m is provisionally budgeted for an international film museum. WW would oppose any

suggestion that such a museum were actually built on the waterfront and would suggest that such money be used to develop one of the Blue Skies winners' proposals e.g. the Martyn Jenkins Maritime Museum.

However, we must stress again that "the Wellington waterfront should be a place of public open spaces for people and their children, now and for the future. It should be a natural environment where everyone can gain refreshment and relief from traffic, pollution, and the noises of streets and buildings."

With this last sentence in mind we also remind the WCC of the seven objectives for the waterfront as set out in the Waterfront Framework:

- The waterfront is locally and internationally recognised for its design
- The waterfront is readily accessible to all people
- The waterfront is, and is perceived to be, safe at all times
- The waterfront is seen as an attractive place that draws Wellingtonians and visitors alike
- The waterfront successfully caters for a wide range of events and activities
- Significant heritage buildings are protected on the waterfront
- Activities on the waterfront are integrated with those on the harbour.

With these objectives to the forefront in Council planning for the waterfront over the next three years, no one could go far wrong.

Thank you for the invitation and the opportunity to comment.



Mary Munro

Wellington 23.4.15

Proposed Waterfront Development Plan 2015-18

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/have-your-say if you want to submit online. Submissions close 24 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name

KEN

Last name

CHAN

Street address

2 KABUL ST KHANDALLAH

Suburb

KHANDALLAH

City

WELLINGTON

Phone

4793 612

Email

KENCHAN_TADIX@MSN.COM

I would like to speak at a submission hearing

Yes

No

I am making this submission as an

Individual

Organisation

Name of organisation

WELLINGTON CHINESE GARDEN SOCIETY INC.

Waterfront Development Plan questions

1) Do you have any comments relating to the Waterfront Development Plan?

Comments:

CHINESE GARDEN WILL
WILL BOOST TOURIST
ATTRACTION

Frank Kitts Park questions

2) How often do you visit Frank Kitts Park?

Most days

Once or twice a week

Once 2-4 weeks

Once every 2-6 months

Once a year

Never in the last 12 months

3) Overall, how satisfied are you with the current Frank Kitts Park?

Very satisfied

Satisfied

Neutral

Dissatisfied

Very dissatisfied

4) What do you like about the current Frank Kitts Park?

Comments:

5) Overall, how much do you like the proposed design for Frank Kitts Park?

- I love it and wouldn't change the proposed design I really like some of the proposed design
 I like one or two aspects of the proposed design I don't care either way I don't like it at all

6) What do you think could be done to improve the current Frank Kitts Park?

Comments:

CHINESE GARDEN

7) What do you like about the proposed design Frank Kitts Park?

Comments:

GOOD

8) How do you think the proposed design for Frank Kitts Park could be improved?

Comments:

MORE LIGHTS

Helicopter Base questions

9) What do you think about the proposed helicopter base?

Comments:

EXCELLENT

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Which ethnic group do you belong to? (You can tick more than one box)

- | | | |
|--|---|---|
| <input type="checkbox"/> Young couple without children | <input type="checkbox"/> Household with youngest child 14 or over | <input type="checkbox"/> Flat—not a family home |
| <input type="checkbox"/> Household with youngest child under 5 | <input checked="" type="checkbox"/> Older couple—no children or none living at home | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Household with youngest child 5 to 13 | <input type="checkbox"/> Single/one person household | |

Which ethnic group do you belong to? (You can tick more than one box)

- | | | | |
|---|--------------------------------------|---|---|
| <input type="checkbox"/> New Zealand European | <input type="checkbox"/> Cook Island | <input checked="" type="checkbox"/> Chinese | <input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali) |
| <input type="checkbox"/> Māori | <input type="checkbox"/> Tongan | <input type="checkbox"/> Indian | Please state: |
| <input type="checkbox"/> Samoan | <input type="checkbox"/> Niuean | | |

Which of the following best describes you?

- | | | | | |
|--|---|--|---------------------------------|--------------------------------|
| <input type="checkbox"/> Residential ratepayer | <input type="checkbox"/> Commercial ratepayer | <input checked="" type="checkbox"/> Residential and commercial ratepayer | <input type="checkbox"/> I rent | <input type="checkbox"/> Other |
|--|---|--|---------------------------------|--------------------------------|

Privacy statement

Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Waterfront Development Proposal. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Other issues/matters or general comments

A GOOD SIZE
TEA ROOM
ALONG SIDE THE
CHINESE GARDEN
WILL ATTRACT
WEDDING PHOTOS!