

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee Rārangi Take | Agenda

9:30am Rāpare Thursday, 8 Pīpiri June 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Deputy Mayor Foon
Councillor Abdurahman
Councillor Apanowicz
Councillor Brown (Deputy Chair)
Councillor Calvert
Councillor Chung
Councillor Free
Pouiwi Hohaia
Pouiwi Kelly
Councillor Matthews
Councillor McNulty
Councillor O'Neill
Councillor Pannett
Councillor Paul (Chair)
Councillor Randle
Councillor Wi Neera
Councillor Young

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Kōrau Tūāpapa | Environment and Infrastructure Committee has responsibility for:

- 1) RMA matters, including urban planning, city design, built environment, natural environment, biodiversity, and the District Plan.
- 2) Housing.
- 3) Climate change response and resilience.
- 4) Council property.
- 5) Waste management & minimisation.
- 6) Transport including Let's Get Wellington Moving.
- 7) Council infrastructure and infrastructure strategy.
- 8) Capital works programme delivery, including CCOs' and Wellington Water Limited's capital works programmes.
- 9) Three waters

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 27 April 2023 will be put to the Kōrau Tūāpapa | Environment and Infrastructure Committee for confirmation.

1.5 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

The Chairperson shall state to the meeting:

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

The item may be allowed onto the agenda by resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

Minor Matters relating to the General Business of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Kōrau Tūāpapa | Environment and Infrastructure Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

WELLINGTON CITY COUNCIL HOUSING ACTION PLAN 2023 - 2025

Kōrero taunaki | Summary of considerations

Purpose

1. This report asks the Kōrau Tūāpapa | Environment and Infrastructure Committee to adopt the Wellington City Council Housing Action Plan for the 2023-2025 triennium.
2. If adopted, this will set the three-year work programme, contributing to the long-term outcomes of the Wellington City Council Housing Strategy (2018-2028).

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

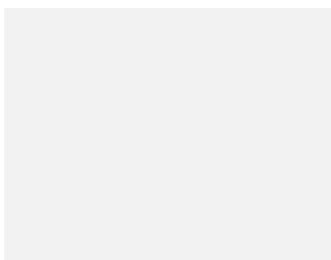
Relevant Previous decisions

On 21 June 2018, the City Strategy Committee approved the Wellington City Council Housing Strategy and an associated Housing Action Plan.

On 12 March 2020, the Strategy and Policy Committee approved the Wellington City Council Housing Action Plan for the 2020-22 triennium.

On 10 September 2020, the Strategy and Policy Committee received the Housing Action Plan 6-month Report. The committee approved an amended Housing Action Plan due to the impact of COVID-19 and a minor amendment to the Housing Strategy to include the Wellington Housing Affordability Model.

On 2 June 2021, the Social, Cultural and Economic Committee received the Housing Action Plan 6-month Report. The committee agreed that future reports on the Housing Action Plan include targets to increase the number of universal design / accessible units across the Council's portfolio, including Te Kāinga, to increase Wellington's accessible housing stock.



On 24 November 2021, the Planning and Environment Committee adopted an amended Housing Action Plan 2020-22 and agreed to the proposed scope of the Housing Strategy and Action Plan update.

On 9 June 2022, the Planning and Environment Committee received the final Housing Action Plan 6-month Report for 2020-2022.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

While Housing is of high significance, the Housing Action Plan 2023-2025 update proposed in this report is not seeking to change the existing Housing Strategy or Action Plan format fundamentally but to build on both with a revised plan and six monthly targeted updates. For this reason, the Housing Action Plan 2023-2025 update proposed is considered low significance.

Financial considerations

- Nil
 | Budgetary provision in Annual Plan / Long-term Plan
 | Unbudgeted \$X

Risk

- Low
 | Medium
 | High
 | Extreme

- The risk of the Housing Action Plan is reviewed regularly by the Housing Action Plan Advisory Group (Advisory Group) and reported to the Environment and Infrastructure Committee every six months. The Advisory Group will monitor the progress of projects currently featured in the Action Plan, assessing and mitigating any risks associated with the Housing Action Plan.

Authors	Hayley Moselen, Housing Strategy Lead Paul McCorry, Manager Housing Development
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.
2. Adopt the Housing Action Plan 2023-25, which sets the priorities and tangible actions for the next three years regarding the Council's work toward delivering on the long-term outcomes set by the Wellington City Council Housing Strategy (2018 – 2028).

Whakarāpopoto | Executive Summary

4. The Wellington City Council Housing Strategy (Strategy) was adopted in June 2018, setting the housing outcomes and vision for the next ten years. The Strategy has a long-term focus, and the Housing Action Plans (Action Plan) set the short to medium-term priorities and tangible actions to deliver on that Strategy.
5. Since adopting the Strategy, several new or revised Action Plans have been in place. Each Action Plan providing greater focus and structure than the previous, adjusting the timeframes to align better with the Council triennium and reflecting changes in response to the COVID-19 pandemic, which had widespread impacts.
6. On one end of the housing continuum, the pandemic provided an opportunity to substantially reduce instances of rough sleeping and increase the amount of transitional housing available in the city.
7. At the other end, the pandemic presented an unexpected market response of a housing boom, with mortgage interest rates dropping to historic lows. Wellington experienced a steep growth curve in property values, making housing affordability more challenging.
8. In recent years, with the sharp decline in property values, high inflation, increased mortgage rates, and the rising cost of living, the city is experiencing new and equally challenging affordability issues.
9. These events require the Council to evolve our approach, highlighting the importance of regularly updating the Action Plan to ensure that the proposed interventions are fit for purpose in the changing and dynamic housing market.
10. The Action Plan for 2023-2025 is now up for adoption and focuses on six priority work programmes. This report outlines the details of each programme in the Action Plan, including; Planning for Growth, Consenting Improvements, Mana whenua and Māori Housing, Homelessness, Social and Public Housing, and Affordable Housing.
11. Mana whenua and Māori Housing is a new priority programme that encourages the use and development of iwi and Māori land to realise Māori housing aspirations. Working closely and collaboratively with our mana whenua partners is also vital to the other priority programmes.
12. Delivery of the Action Plan will be supported by continuing to develop and formalise other strategic partnerships which ensure a collaborative approach to delivering housing outcomes for the city.

Takenga mai | Background

13. Improving housing outcomes is a significant priority for the Council. Having the security of a safe, warm, dry and affordable home is a crucial foundation for ensuring that individuals, families, and whanau can live well and achieve their aspirations. In turn, this supports broader community outcomes and ensures the city's full potential and wider socio-economic aims are realised.
14. In June 2018, the Strategy was adopted unanimously and developed based on extensive engagement, consultation through the Long-term Plan 2018-2028 and recommendations from the Mayor's Housing Taskforce.
15. The Strategy is put into effect by an Action Plan, with the first approved alongside the Strategy in 2018 and the second of which, the Action Plan 2020-2022, was adopted in March 2020.
16. The Action Plan 2023-2025 focuses on six priority programmes of work, supported by strategic partnerships that help the Council deliver on the vision of 'all Wellingtonians well housed.'
17. The priority programmes have been refreshed with new projects identified for the coming three years. One new priority programme, Mana whenua and Māori Housing, has been added to the Action Plan for this triennium, recognising Tūpiki Ora ngā Pae Hekenga and emphasising our Tākai Here Partnership Agreement, recognising our partnership responsibilities and accountabilities with mana whenua.

Kōrerorero | Discussion

18. The Strategy defines the outcomes the Council is working towards over a ten-year period. It acknowledges the vital role of the Council in leading the change required to see 'all Wellingtonians well housed.' The Strategy can be found on the Council's website: [Housing Strategy - Our 10-Year Plan \(wellington.govt.nz\)](https://www.wellington.govt.nz/housing-strategy)
19. The Strategy includes guiding principles such as the Council leadership role and establishing partnerships with central government and other housing sector stakeholders to improve housing outcomes in Wellington.
20. The Strategy also defines four long-term outcomes for Wellington City, these are:
 1. Wellington has a well-functioning housing system – working in coordination and partnership to achieve:
 - more availability and choice of housing,
 - more affordable homes, and
 - growth in supply.
 2. Homes in Wellington are of good quality and are resilient – through regulation, support and guidance, we will see:
 - more homes are safe, secure and resilient,
 - more homes are warm, dry and energy efficient, and
 - more homes are environmentally sustainable.

3. Homes meet the needs of Wellingtonians – we will monitor and respond to changes in the Wellington housing environment and work to ensure:
 - decisions reflect the housing need in Wellington,
 - more Wellingtonians can access a home, and
 - more Wellingtonians can sustain a home.
 4. Our housing system supports sustainable, resilient, and connected communities – we will engage with housing stakeholders and the wider community to ensure that:
 - housing supports wellbeing, particularly for the most vulnerable, and
 - housing supports connected communities and better placemaking.
21. The Strategy presents a vision and outcomes for the city and recognises Council's role in achieving those outcomes. The Action Plan details specific tangible actions that are the responsibility of the Council and specific partnerships that the Council engages in to achieve the outcomes.
 22. The vision of the Strategy is for all Wellingtonians to be well-housed; this is considered within the context of the housing continuum. The housing continuum presents six categories of housing, from emergency housing to private ownership.



23. Council is active in all parts of the continuum to some degree; in some areas, it is as the deliverer or operator; in others, it is through partnerships or as a regulator and facilitator.
24. Five years since adopting the Strategy, the context in which the Council now operates has changed significantly. Unforeseen events, primarily the COVID-19 pandemic, have impacted both ends of the housing continuum differently.
25. On one end, the pandemic provided an opportunity to substantially reduce instances of rough sleeping, and there was a significant increase in the amount of transitional housing available in the city.
26. There was also an increase in the provision of emergency housing, primarily in the central city, which does not provide the same level of tenant wrap-around support as transitional housing; this has, in some instances, resulted in sub-standard outcomes for the tenants and the community.
27. The Housing First services began providing wrap-around support to people who have experienced long-term homelessness or with high/complex needs. There has also been the introduction of sustaining tenancies services that aim to keep people housed.
28. At the other end of the housing continuum, the pandemic presented an unexpected market response of a housing boom; this was on top of an extended period of growth, then fueled by mortgage interest rates dropping to historic lows. Wellington, in

particular, experienced a steep growth curve in property values, making housing affordability more challenging.

29. In more recent years, with high inflation (international economic environment), the reserve bank has successively increased the Official Cash Rate (OCR) from this historic low to where it sits now in an attempt to arrest this increase in inflation.
30. Whilst this has resulted in a sharp decline in property values, the increase in OCR has translated to mortgage rates of 6-7%, which, combined with the general cost of living increases, has presented new and equally challenging affordability issues.
31. All of these aspects require Council to evolve our approach, highlighting the importance of the Action Plan being updated regularly to ensure that the proposed interventions are fit for purpose in the changing and dynamic housing market.

Action Plan Key Achievements 2018-2022

32. Since the inception of the first Action Plan in 2018, the Council's efforts to deliver on the strategic outcomes are highlighted here with key achievements covering the different priority programmes.
33. As part of the 'Our City Tomorrow - Planning for Growth' programme, in June 2021, the Council finalised and agreed a 30-Year Spatial Plan, which set the direction for engagement on the Draft District Plan and the notification of the Proposed District Plan in July 2022, which, along with central government policy moves, has more than tripled the housing capacity for the city.
34. A complete overhaul of the Council's consenting website pages was undertaken as part of the Consenting Improvements programme. This work ensures applicants can access practical and consistent information from the outset of any development project. In addition, a comprehensive suite of pre-application options has been implemented, enabling developers to present, discuss and identify any potential issues early, providing the opportunity to resolve these before the lodgement of a consent application.
35. As part of a strong partnership with the Wellington City Mission in reducing homelessness, the Council has supported the redevelopment of the former men's night shelter on Taranaki Street, Te Pā Maru. Opening in August 2023, this project will provide long-term, wrap-around support to people experiencing addiction, and residents will be supported to remain housed while managing the impacts of their addiction and associated health impacts.
36. Te Toi Mahana, the newly formed Community Housing Provider (CHP), will take over tenancy management and maintenance responsibilities for the Council's social housing portfolio from 1 July 2023. Te Toi Mahana is a fully independent charitable trust that can access the Income Related Rent Subsidy (IRRS) for new eligible tenants, making housing more affordable for those in need.
37. Araheke, a new housing development undertaken by Council on Harrison Street in Brooklyn, was formally opened in March 2023. The new social housing complex has nine fully insulated, family townhouses – three houses are Lifemark rated, meaning

they include design features that meet the needs of people of different ages and abilities, and one is fully accessible.

38. The Te Kāinga programme has delivered nearly 200 new secure, affordable and long-term rental accommodation units in Wellington that can be accessed by those on medium to lower incomes and may otherwise find it difficult to access appropriate housing options in the city.

Housing Action Plan 2023-2025

39. While the Strategy is city focused, the Action Plan is Council focused. It outlines Council's priority programmes and projects, which work toward delivering on the outcomes set by the Strategy.
40. From those outcomes, six priority programmes of work have been established. These programmes will deliver most effectively on the strategy's long-term outcomes and overall vision.
41. Strategic partnerships are implicitly part of the delivery of many priority programmes. It is critical to build strong partnerships and relationships for the Action Plan's success, working collaboratively and not in competition with each other.
42. The priority programmes will provide greater focus on building these partnerships with key partners, including Takai Here Partners, Hāpori Māori, Kāinga Ora (KO), Community Housing Providers, Universities, the Development Community, Ministry of Housing and Urban Development (MHUD), Ministry of Social Development (MSD) and Te Puni Kōkiri.
43. The priority programmes are summarised below and further defined in the Action Plan, Attachment 1.

Planning for Growth

44. Our city is growing, and the District Plan is up for review. In parallel, Central Government is reforming the resource management system with the intent of creating a more certain and efficient one. Both will enable development and improve housing capacity, supply, and affordability.
45. The Proposed District Plan was notified in July 2022, with nearly 500 submissions received. One hundred thirty-eight further submissions in support and opposition to those original submissions were received by the closing date in early December 2022.
46. The key issues raised by submitters are similar to concerns raised during the development of the Spatial Plan (2021) and the non-statutory Draft District Plan in late 2022. These concerns relate to housing affordability and lack of supply, housing intensification and enabled building heights, potential loss of character in the inner-city suburbs and areas where growth is signalled, climate change and biodiversity concerns, and the protection of significant natural areas and landscapes.
47. In February 2022, the Independent Hearings Panel (IHP) commenced hearings on the submissions received. The District Plan Hearings are proceeding according to the schedule [here](#) on the Council's website.
48. Decisions on the intensification parts of the District Plan Intensification Streamlined Planning Process (ISPP) is currently proposed to be issued by November 2023.

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49. The Proposed District Plan becomes 'operative in part' and partly replaces the current one from December 2023.
 50. Hearings on the remaining District Plan provisions will be completed in May 2024. These decisions can be appealed to the Environment Court, which could take up to two years to resolve.
 51. The whole District Plan will likely be fully operative in late 2025 or 2026.
 52. As part of the resource management reform, the Natural and Built Environment Act and Spatial Planning Act is expected to be passed before the general elections later this year. The Council will be actively involved and support the work to implement this legislation; however, this will take some time, with the impact taking effect in approximately 2028.

Consenting Improvements

53. This programme supports growth in the supply of houses in the private market by improving the ease and efficiency of engagement with the consenting processes. A series of improvements were made as part of the One Stop Shop programme. This work continues with initiatives to facilitate greater visibility of applications, consistent information, advice, and service.
54. This programme includes the development of a Customer and Stakeholder Engagement Strategy, fostering a shared understanding of regulatory requirements between the Council and its customers and stakeholders.
55. In addition, the Key Developments Management Strategy focuses on significant residential developments, providing the Development Community with a case manager who can coordinate across the City Consenting and Compliance business unit and broader Planning and Environment group while also providing the Development Community with the confidence that the Council is aware of their program, pipeline and priorities. With regular reviews, reporting for this project is aligned to feed into the Housing Action Plan 6-month reports.
56. Both strategies intend to ensure that Council gains a deeper understanding of Wellington's residential developers and help them navigate their consenting journey.
57. Unfortunately, current economic conditions, such as rising construction costs, interest rates, and reduced house prices, are adversely affecting some residential developments. Council is seeing this impact, with developers suspending existing consented supply and deferring lodging new consents. Land acquisitions are taking place as developers set themselves up for the next wave.
58. Following the Loafers Lodge fire tragedy in Newtown, the Council will work with Central Government to support its review into the adequacy of building regulations for high-density accommodation, such as hostels.

Mana whenua and Māori Housing

59. Mana whenua and Māori Housing is a new priority programme that supports whānau Māori getting into their own homes, with a focus on increasing Māori home ownership in Pōneke.

60. Working closely and collaboratively with our mana whenua partners is also vital to the other priority programmes, acknowledging Tūpiki Ora ngā Pae Hekenga and emphasising our Tākai Here Partnership Agreement, recognising our partnership responsibilities and accountabilities with mana whenua.
61. Housing is a priority for our Tākai Here partners, and the housing market's negative impacts disproportionately affect Māori. This new priority programme encourages the use and development of iwi and Māori land to realise Māori housing aspirations by:
 - Assisting with establishing or re-establishing marae and associated (kaumatua) housing traditionally coupled with marae
 - Supporting mana whenua to explore possibilities of creating papakāinga on iwi land
 - Collaborating with mana whenua to establish housing solutions allowing Māori to transition into a whare they own
 - Providing whānau with better access to support that helps them get into and out of temporary/emergency housing
62. Early in its formation and facilitated by Maataho Aronui, the team will coordinate actions across different groups within Council and Te Toi Mahana; this programme aims to remove barriers in developing iwi and Māori land for housing outcomes and make the process more accessible and more affordable for whānau to get into a home. With regular reviews, reporting for this project is aligned to feed into the Housing Action Plan 6-month reports.
63. This programme also supports a number of the objectives outlined in MAIHI Ka Ora – the National Māori Housing Strategy surrounding māori housing supply and support.

Homelessness

64. The Council plays a key role in responding to and ending homelessness in Wellington through a range of strategic and operational initiatives in collaboration with mana whenua, government, and non-government organisations.
65. Council has made financial contributions towards two Wellington City Mission projects that will be operational over the next two years. Te Pā Maru, the former night shelter on Taranaki Street, will provide housing support services that aim to minimise the harm caused by addiction. Whakamaru, a new facility opening in late 2024, will provide residential apartments providing long-term supported transitional housing and an inclusive intentional community living environment.
66. The broader financial investments Council has made through grants and contracts toward homelessness amounts to more than \$3.3 million over the last decade. A review is underway into the effectiveness of those financial contributions to understand the impact of the Council's investment in homelessness prevention and response.
67. Engagement with mana whenua on addressing the drivers contributing to people experiencing homelessness is progressing through a joint mana whenua and Council group, Te Tākai Maru Tangata. This group started with setting a vision and will turn to actions to deliver on the shared vision, which may link to supply opportunities and the viability of using underutilised Council land to develop papakāinga-style transitional housing.
68. The development of a Housing Pipeline Map, which includes affordable, public/social, transitional, and emergency housing, is underway. The pipeline map is a cross-agency

data-sharing project (MHUD, KO, MSD and the Council) aiming to improve insights and support evidence-based decisions about new housing supply (to match need), supporting good housing outcomes for the city.

69. The projects outlined in the early period of the Homelessness section of the Action Plan reflect that the landscape has changed significantly since the previous Action Plan, and there is a need to review the effectiveness and impact of the Council's current response. As this review progresses, the Action Plan will be updated to reflect new actions, including a potential new Homelessness Strategy, if a need for one is identified.
70. The Council is also working with government organisations, including HUD and MSD, other Councils in the region, mana whenua partners and emergency and transitional housing providers to contribute to the Emergency Housing System Review and the development of a place-based solution to the challenges experienced in the Wellington Region.

Social and Public Housing

71. The Council is entering a different operating arrangement with the newly established community housing provider, Te Toi Mahana. The Council retains ownership of the majority of the housing assets, which are leased to Te Toi Mahana. Te Toi Mahana will provide social housing accommodation and services to people in housing need.
72. Te Toi Mahana will take effect on 1 July 2023. The transition phase for Te Toi Mahana is underway, and this work is reflected in Action Plan in the first two project lines.
73. Te Toi Mahana and Council will jointly agree on future property divestment and development decisions through regular asset management plans. This means the Strategic Housing Investment Plan (SHIP) delivery becomes redundant, and a decision seeking the SHIP to be formally dissolved will be submitted for Council approval in December 2023.
74. As the asset owner, the Council will remain responsible for delivering the major housing upgrade programme (HUP2) that it has agreed with central government, and the implementation of Healthy Homes upgrades.
75. The Council will continue to work to bring all social housing units up to the Healthy Homes Standards. Investigations into what is needed for all housing units are complete, with the project on track to complete the upgrades by the July 2024 deadline.
76. The HUP2 planning of the housing portfolio upgrade is underway, comprising of approximately 1000 units across 32 sites. The programme will prioritise building work on a Multi-Criteria Analysis, including seismic assessment results, with Council approval for the HUP2 Programme Business Case being sought by mid-2024.
77. As part of the HUP2 Programme Business Case, the Council will explore opportunities for intensification and redevelopment of existing housing assets, increasing the quality and quantity of housing supply for Pōneke. The Action Plan will be updated as these opportunities progress and funding is established.

Affordable Housing

78. This programme focuses on facilitating and participating in the development of more affordable housing in the city.
79. Council's active role in housing provision has seen a growing focus on affordable housing for those not eligible for social housing but struggling to meet market rentals, often termed the 'missing middle.'
80. Housing affordability is a broad term covering various aspects, from raising a deposit and servicing the debt on a house and house values; this also includes rental affordability and people's ability to manage the cost of living increases.
81. Affordable housing solutions have not been the focus of Central Government interventions, meaning this work of the Council is more important than ever. Core to the affordable housing supply approach is the Te Kāinga programme.
82. Rents in the Te Kāinga apartment buildings are set below market rate for the inner city. They are assessed against the [Wellington Housing Affordability Model](#) to understand what is affordable and for whom. Rent for these apartments also includes new whiteware, Wi-Fi, recycling, refuse collection and bicycle parking.
83. Three Te Kāinga apartment buildings currently provide 174 units to the Wellington rental supply. Six of these units are accessible as the team begins to deliver on the target of 10% of future units being accessible/universally designed. Reaching full occupancy on the third building, Te Pu, is the current focus, and the team is exploring the options to facilitate a flat-sharing forum to support this.
84. The Council is not immune to the current economic challenges within the housing market and is considering refreshing the Te Kāinga programme settings to ensure effective delivery can continue.
85. The Council partners with private developers to increase the affordable housing supply. Further work is underway to investigate best practice delivery vehicles for affordable housing throughout New Zealand and internationally through entities such as Council Controlled Organisations.
86. The focus of international research will be on the build-to-rent model, which is popular in Europe and is growing in Australia and North America. In particular understanding how to access central government settings designed to increase the attractiveness of build-to-rent in New Zealand, such as the interest deductibility tax incentives proposed in March of this year.
87. Build-to-rent is a model by which new build residential dwellings (typically multi-unit apartments) are developed specifically for the rental market and are not unit titled and sold off to individual buyers. Often, once completed, these developments are sold in totality to institutional investors and provide good quality, affordable accommodation with secure long-term tenure for the resident.
88. In Germany and Denmark, where build-to-rent is an established product and over 40% of the population rent, investment in this asset type is proportionally larger than retail, office, industrial and hotel combined (53% and 59%, respectively). Across Europe, build-to-rent investment accounts for over one-third of total real estate investment.
89. Investors are attracted to the build-to-rent market as, despite the challenges posed by the COVID pandemic, the trend of rapid urbanisation and projected population growth continues whilst the affordability of homeownership declines, compounded by the cost of living inflationary challenges and modest earnings growth. Additionally, build-to-rent

offers investors with diversification of their portfolio not seen in other real estate categories.

90. In established build-to-rent urban areas such as Berlin, Copenhagen and Stockholm, investment yields have reduced in recent years to between 2-3%; in effect, meaning that investors have to spend more purchase capital to receive rental from these assets and, as a result, have been looking at overseas markets to receive a higher rate of return (lower purchase price to receive the same rental income). This presents an opportunity for Wellington on an international scale where investment yields are comparatively higher for residential multi-unit properties ranging from 5.00-5.25%.
91. Given intensification changes to the Council District Plan, as described in the Planning for Growth programme, there will be future housing development opportunities. Work to evaluate Council assets and underutilised land will be progressed through 2024, including land for papakāinga style transitional housing.
92. Housing Development projects include joint ventures with various partners, specifically prioritising opportunities with Mana Whenua. Projects will achieve accessibility targets and Homestar 6 for new builds and, where feasible, for large-scale retrofits. Three projects are underway at different stages of development, including a site on Owen Street, Newtown, the Old Johnsonville Library and St Johns in Karori; when complete, all will achieve affordable housing outcomes for Wellington.
93. Council has a role in supporting our young people with accommodation options. To support this, the Action Plan proposes a quarterly forum for the Council and Wellington Universities to keep connected and address affordable student housing for the city.
94. The team will also consider other strategic programmes for further opportunities, particularly, Let's Get Wellington Moving, given the programme aims to densify around the mass rapid transport route and stations, creating housing with some commercial/retail space. As future housing development opportunities emerge, officers will work closely with the Urban Development Team and LGWM programme to ensure any opportunities are maximised for housing outcomes, with the Action Plan updated as this progresses.
95. The Wellington Regional Leadership Committee has adopted the Regional Housing Action Plan (RHAP). Officers are closely associated with this work and are core to the implementation group. The RHAP includes activities that are closely aligned to several of the Council Action Plan priority programmes, such as investigating land opportunities, rolling out the Te Kāinga model regionally ("regional build-to-rent model"), standardising planning provisions and supporting iwi-led māori housing provision.

The State of Housing Project

96. The State of Housing Project supports the Strategy and Action Plan by providing data to inform long-term outcomes 1–4 and the priority programmes of Social and Public Housing and Affordable Housing.
97. The State of Housing Project seeks to bring together trusted and accessible housing data in one central location to:
 - Provide visualisations and insights into the current state of housing in Wellington City, in the context of regional and national perspectives.

- Provide the Council, stakeholders, and the public with an accessible dataset and interactive information to facilitate enquiries into the state of housing in Wellington City, and
 - Inform policies such as the Housing Strategy and Housing Action Plans.
98. At a high level, the State of Housing Project has been developed to understand the following questions:
- What is the depth and breadth of Wellington City's housing crisis?
 - What demand and supply imbalances currently exist in Wellington City?
 - What affordability issues are present across different population groups?
99. Through iterative data-gathering processes, the State of Housing Project has defined six categories that relate to housing in Wellington City. Overall conclusions related to demand, supply, and affordability will be informed by insights derived from all six categories:
- *Wellington City Overview* - Indication of the population and economic health of Wellington City
 - *Housing Stock* - Current picture of who is living in Wellington City, housing stock characteristics (rentals, owned homes, new builds, public/emergency/transitional housing, Te Kāinga housing), and future development potential
 - *Living Standards and Sustainability* - Indication of housing stock resilience, health, crowding, accessibility, and sustainability
 - *Cost and Affordability* - Movement within the housing market, incorporating rates, property values, and affordability
 - *Perceptions* - Residents' perceptions of Wellington City, incorporating urban development, transportation accessibility, neighbour interactions, sense of community, safety, and home suitability
 - *Economy and Employment* - Economic health of residents, incorporating deprivation, income, and employment status.
100. The initial outputs for the State of Housing Project will be a static report, visualisations and insights presented through dashboards, and a data repository for publicly accessible data (housed in an online Hub). The State of Housing Project is expected to be completed by December 2023.
101. An update on the State of Housing Project will be provided with the Housing Action Plan 6-month report and risk assessment in December 2023.

Urban Design Panel for Wellington City Council

102. The City Design team is currently exploring options for how the Council might implement an Urban Design Panel (Panel).
103. A Panel is an independent group of leading professionals in their respective fields that have demonstrated experience, mana and knowledge to undertake complex urban design reviews of significant and place-changing projects.
104. The overarching purpose is to influence and assist in achieving a high standard of urban outcomes by identifying areas for improvement early in the design process

before consent lodgement. The proposed trigger for the Panel for residential development is:

- Any residential development that has 30 units or more
- A mixed-use development with 15 or above units.

105. Panels are an optional process developers can engage in before lodging resource consent. Panels allow developers to identify and resolve urban design issues early in the design process, which can result in faster and more certain consenting processes.

106. The Panel has not been included in the Action Plan, given it is still in the development phase, and due consideration to who pays for the service (user or rates funded) is yet to be determined; this may be considered part of the Long Term Plan 2024-2034.

Considerations outside the scope of the Housing Action Plan 2023-2025

107. Consideration was given to the Renters United Healthy Homes Commitment (Commitment) for inclusion within the Action Plan but agreed as not being the most effective mechanism for dealing with issues with rental housing quality.

108. The Commitment is based on a rental housing standard agreed by the New Zealand Green Building Council and the University of Otago and Councils using powers under the Health Act 1956 to authorise someone to visit the property and perform an inspection.

109. There are several issues with the enforceability of the provisions in the Commitment, and it does not consider the operating costs to implement this. For instance, the Council could issue a notice to fix or closure, and if those were not complied with could go to the District Court (costing thousands of dollars) to seek to fine the landlord, with a maximum penalty of \$500; and employ inspectors or contract inspection services to undertake the work. The Council previously tested a voluntary housing warrant of fitness; for the same reasons, the Council had limited ability to enforce this standard.

110. The Public Health team will undertake inspections where specific complaints are received on housing quality and enable tenants to take information to the Tenancy Tribunal or to engage with landlords. With that said, it is acknowledged that there could be hesitancy from tenants to make a complaint to the Tenancy Tribunal about housing quality issues for fear of potential repercussions from landlords.

111. The residential tenancies system is the best (or generally the most appropriate) mechanism for dealing with issues with rental housing quality.

112. Some mechanisms are available to Council, but these typically require a very high threshold (dangerous/insanitary buildings) and do not generally seek to redress the affected tenant (beyond 'fixing' the property).

113. There is a lower threshold for enforcement through the residential tenancies system. If the Healthy Homes Standards are breached, the affected tenant can seek to fix the issue and receive both compensatory and exemplary damages (damages are not available for a tenant through the Council's enforcement processes).

114. The Public Health team can work with the Tenancy Services Compliance and Investigations Team at Ministry of Innovation and Employment (MBIE), where the Council are aware of non-compliant rental properties.

115. The Residential Tenancies Act also allows the Tenancy Services Compliance and Investigations team to take action on behalf of a tenant, providing a practical and valuable activity for the Public Health team to work alongside the Tenancy Services Compliance and Investigations team to address problematic properties.
116. The most effective way to deal with rental housing quality issues is for Council to work with the Tenancy Services Compliance and Investigations team within the Healthy Homes Regulatory Framework, as it is the more appropriate avenue and has a better range of powers, penalties and remedies which best support a tenant's position.
117. However, alongside this, there may be an opportunity to take a broader approach alongside MBIE and agencies like Sustainability Trust etc., to support improving rental housing standards and green building approaches in the future and may be considered part of the Long Term Plan 2024-2034. Officers would need to engage with MBIE to explore what the potential options are in this area.

Kōwhiringa | Options

118. Adopt Housing Action Plan 2023-2025 (attachment 1) (*preferred*)
119. Adopt Housing Action Plan 2023-2025 with changes; not recommended if changes introduce budget and resource impacts.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

120. Affordable, resilient, and safe housing is a priority objective of the Council's Long-term Plan 2021-31. The Housing Strategy delivers on this objective.
121. The benefits of good housing and the impacts of poor housing are wide-ranging. Several strategies cross over with the Housing Strategy or that the Housing Strategy aligns with, the more prominent of these are outlined here.
122. *Our City Tomorrow engagement, the Spatial Plan and the proposed District Plan* – engagement on these three pieces of work over the last five years will transform how we live. The District Plan is critical to enabling and encouraging housing supply, choice, and affordability.
123. *Te Mahana* – this strategy to end homelessness has come to an end. To set the vision, direction and actions to address homelessness, a partnership with our mana whenua partners has been formed – Te Tākai Maru Tangata Rōpu. This group aims to take a joint approach between Council, Mana Whenua and Māori to address homelessness in Wellington.
124. *Tupiki Ora* – Housing for Māori is a long-term priority for our Tākai Here partners and hāpori māori across Pōneke. Tupiki Ora details inside Pae Hekenga 4 - He Whānau Toiora – that the Council will work in partnership with Mana Whenua to develop housing initiatives and to actively seek solutions to prioritise putting whānau Māori into quality, safe, warm, and affordable housing.
125. *Te Atakura* – Building performance and construction waste are considered through Council's Affordable Housing programme. Officers will consider opportunities to do more through this work programme, aligning with Te Atakura and Āhurangi Waiwhakaaro objectives by ensuring projects achieve Homestar 6 for new builds and, where feasible, for large-scale retrofits. Officers will consider opportunities to do more,

through the Te Kāinga programme, in conjunction with the Environmental and Accessibility Performance Fund.

126. *Economic Well-being Strategy and Children and Young People Strategy* – shortage of affordable housing and high cost of living was a key feedback piece through the economic well-being strategy and children and young people strategy consultations. To align with the Economic Well-being Strategy, in 2022, the committee agreed to broaden the criteria of Te Kāinga with the objective of full occupancy to include, but not limited to, job creation industries. The economic concerns of children and young people regarding housing supply and affordability are a consideration of the Housing Action Plan 2023-2025, with an action committing to quarterly forums for the Council and Wellington Universities to keep connected and address affordable student housing for the city. In addition to this work, activities are underway through the Children and Young People's Strategy addressing the drivers of homelessness, which involve advocating for other social determinants of wellbeing, such as employment and education.
127. *Aho Tini 2030 Arts, Culture and Creativity Strategy* – adopted in 2021 Aho Tini engagement saw extensive feedback about the impact of housing on the arts and creative sector. The Aho Tini Action Plan includes an action to "Ensure the Housing Strategy considers the needs of artists and creative communities in Wellington, including opportunities to support creatives through future Te Kāinga developments."

Engagement and Consultation

128. Engagement and consultation plans are in place for projects within the Housing Action Plan. These will be aligned across the Action Plan, where relevant to do so, through the Housing Action Plan Advisory Group.

Implications for Māori

129. Housing is a priority for our Tākai Here partners, and the housing market's negative impacts disproportionately affect Māori. For these reasons, the Te Tākai Maru Tangata Rōpu, the new Mana whenua and Māori Housing priority programme and our partnerships with iwi on specific projects are a focus for this Housing Action Plan 2023-2025.
130. This Action Plan can contribute positively to housing aspirations for Māori within Pōneke, supporting the well-being of whanau and community and potentially relieving some of the issues relating to low housing stock levels.

Financial implications

131. Projects within the Housing Action Plan have budgets that are managed at the project level. Any additional financial implications will be managed at the project level, and LTP funding will be requested as required alongside any community engagement or consultation.

Legal considerations

132. There are legal considerations at a project level when considering property and joint development projects; these are assessed and managed at the project level.

Risks and mitigations

133. Risks to delivering on the Housing Strategy outcomes are managed at a project level. The Housing Action Plan Advisory Group, which includes project owners and business unit managers from each of the six priority programmes, meet every six weeks and will review the risks and mitigations of the Action Plan.
134. Programme oversight through the Housing Action Plan 6-month reports, including a risk assessment, will be reported to the Environment and Infrastructure Committee.

Disability and accessibility impact

135. In 2021, the Committee agreed to target 10% fully accessible/universally designed apartments across the Te Kāinga programme. This decision has driven the provision of 6 accessible units in the second building of the Te Kāinga programme, 203 Willis St. Growing focus on accessible housing is an outcome sought from the Housing Action Plan 2023-2025, with future projects in the Affordable Housing programme aiming to achieve accessibility targets.

Climate Change impact and considerations

136. Building performance and construction waste are considered through Council's Affordable Housing programme. Officers will consider opportunities to do more through this work programme, aligning with Te Atakura and Āhurangi Waiwhakaaro objectives by ensuring projects achieve Homestar 6 for new builds and, where feasible, for large-scale retrofits.
137. Providing higher density housing in the central city, inner suburbs, and on key public transport routes will be critical for meeting Wellington's zero carbon goal.

Communications Plan

138. Communications plans are in place at the project level. Following the adoption of the Action Plan 2023-2025, the Action Plan will be published on the Council website.

Health and Safety Impact considered

139. Project Health and Safety is considered at the project level.

Ngā mahinga e whai ake nei | Next actions

140. Following the adoption of the Action Plan 2023-2025, the Action Plan will be published on the Council website. Officers will continue proactively engaging with strategic delivery partners, ensuring a collaborative approach to delivering housing outcomes for the city.
141. The Environment and Infrastructure Committee can expect to be presented with the Housing Action Plan 6-month report and risk assessment in December 2023.

Attachments

Attachment 1. Housing Action Plan 2023-2025 (draft) [!\[\]\(95b425611cbd2b8716a140cf67c81822_img.jpg\) !\[\]\(98475352b625a273242ad989dd0cabc3_img.jpg\)](#)

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Housing Action Plan 2023-25

As our population grows, we want to ensure everyone has access to safe and affordable quality housing. The Housing Strategy 2018 sets out the long-term outcomes for Housing over ten years. Refer to the Strategy for these outcomes. The Housing Action Plan captures the priority programmes of work the Council will deliver to meet the vision of ‘All Wellingtonians well-housed.’

Strategic Partnerships

We’re working with many partners to deliver this Plan and housing outcomes for the city. Over the three years of this plan, we will continue to develop these partnerships with Takai Here Partners, Hāpori Māori, Kāinga Ora, Universities, Community Housing Providers, Development Community, Ministry of Housing and Urban Development, Ministry of Social Development and Te Puni Kōkiri.

Key

Six monthly reporting/review ★
Target date for project milestone ●
Project works ongoing →

Projects		2023	2024	2025	
<p>Planning for Growth</p> <p>Our city is growing, and the District Plan is up for review. In parallel, Central Government is reforming the resource management system with the intent of creating a more certain and efficient one. Both will enable development and improve housing capacity, supply, and affordability.</p>	Hearings are held on the Proposed District Plan (Feb 2023 – May 2024)	→			
	Decisions are made by Council on the intensification parts of the District Plan Intensification Streamlined Planning Process (ISPP) (Nov 2023)	●			
	The Proposed District Plan becomes ‘operative in part’ and partly replaces the current one (from Dec 2023)	●	→		
	Any appeals made to the Environment Court are heard and resolved (June 2024 – May 2026)		→		
	The whole District Plan is likely to be fully operative between 2025 - 2026			→	
	The new district plan is monitored for its effectiveness			→	
	Setting the region up for the future with our Future Development Strategy and refreshed Regional Housing and Building Assessment (engagement Oct 2023) and adoption by the region (Dec 2023)	● ●			
	As part of the resource management reform, the Natural and Built Environment Act and Spatial Planning Act are expected to be passed before (Sept 2023); the Council will be actively involved and support the work to implement this legislation	●	→		

Projects		2023	2024	2025	
<p>Consenting Improvements</p> <p>This programme supports growth in the supply of houses in the private market by improving the ease and efficiency of the consenting processes. A series of improvements were made as part of the One Stop Shop project. This work continues with initiatives to facilitate greater visibility of applications, consistent information, advice, and service.</p>	Develop a Customer and Stakeholder Engagement Strategy, fostering a shared understanding of regulatory requirements between the Council and its customers and stakeholders (roll out June 2023) with continuous refinement (Oct 2023 ongoing)	● ●	→		
	The Key Developments Management Strategy will be continually improved, focusing on significant residential developments with regular reviews, including:				
	• Case management services for significant residential developments		★	★	★
	• Working with key housing providers to ensure their experience of the consenting process informs whole of process improvements		★	★	★
	• Provide Mana Whenua partners with case management services and seek their consenting process experience feedback as they progress housing developments that prioritise putting whānau Māori into safe, warm, and affordable housing		★	★	★

Mana whenua and Māori Housing

This programme supports whānau Māori getting into their own homes, with a focus on increasing Māori home ownership in Pōneke.

Projects
Encourage the use and development iwi and Māori land to realise Māori housing aspirations by:
<ul style="list-style-type: none"> Assisting with establishing or re-establishing marae and associated (kaumatua) housing traditionally coupled with marae
<ul style="list-style-type: none"> Supporting mana whenua to explore possibilities of creating papakāinga on iwi land
<ul style="list-style-type: none"> Collaborating with mana whenua to establish housing solutions allowing Māori to transition into a whare they own
<ul style="list-style-type: none"> Providing whānau with better access to support that helps them get into and out of temporary/emergency housing

2023	2024	2025
★	★ ★	★ ★
★	★ ★	★ ★
★	★ ★	★ ★
★	★ ★	★ ★

Homelessness

The Council plays a key role in responding to and ending homelessness in Wellington through a range of strategic and operational initiatives in collaboration with mana whenua, government, and non-government organisations.

Projects
Council has made a financial contribution toward the Wellington City Mission rebuild of the former Wellington Night Shelter on Taranaki Street, called Te Paamaru, including 33 supported units (operational mid 2023)
Council has made a financial contribution toward the Wellington City Mission new build called Whakamaru, including 50 units, 35 to be supported (operational August 2024)
Review into the effectiveness of the Council's financial investments toward reducing homelessness (complete by end of 2023)
Capturing and understanding the voices of people who have lived experiences of homelessness, so people impacted informs the Council's efforts and investments (complete Dec 2023)
Continue to engage with mana whenua on addressing the drivers that contribute to people entering and experiencing homelessness (ongoing)
Develop a Housing Pipeline Map that includes affordable, social, transitional, and emergency housing (Dec 2023)

2023	2024	2025
●		
	●	
→ ●		
→ ●		
→		
→ ●		

	Projects	2023	2024	2025
		<p>Social and Public Housing</p> <p>The Council is entering a different operating arrangement with the newly established community housing provider, Te Toi Mahana. The Council retains ownership of the majority of the housing assets, which are leased to Te Toi Mahana. Te Toi Mahana will provide social housing accommodation and services to people in housing need.</p>	<p>Council is working with Te Toi Mahana, to plan the transition phase, including the transfer of the Council's systems, services and tenants and the employment change process for Council staff. (Complete July 2023) Te Toi Mahana and Council continue to work together to establish the new trust and transition off the Council systems (July 2024)</p> <p>Te Toi Mahana takes over tenancy services and facilities maintenance from Council. (July 2023) The Trust to set their vision and strategy with the new relationship management, monitoring and reporting arrangements to take effect. Three monthly reporting for the first two years, then six monthly (beginning Oct 2023)</p> <p>As the housing asset owner, Council will:</p> <p>Continue to deliver portfolio upgrades to meet the standards of the Healthy Homes Guarantee Act (complete July 2024)</p> <p>Delivery of the Housing Upgrade Phase Two (HUP2) programme. The HUP2 programme will prioritise building work on a Multi-Criteria Analysis, including seismic assessment results, with Council Approval for Business Case for programme (June 2024).</p> <p>Develop a Procurement Strategy for the HUP2 programme, aligning with Tūpiki Ora objectives by ensuring social procurement outcomes are included in delivery processes (complete mid-2024)</p> <p>Return Granville Flats land to Wellington Tenth Trust. All tenants will be re-housed in alternative Council homes (Dec 2023), and Council will remove the buildings, clearing the site before returning it to the Trust (subject to negotiations, late 2025/early 2026)</p> <p>Request to dissolve the Strategic Housing Investment Programme (SHIP) (Council decision Dec 2023), given that decisions about property divestment and development will be jointly agreed upon by Te Toi Mahana and Council (in place of the SHIP) through regular asset management plans</p> <p>As part of the HUP2 Programme Business Case, the Council will explore opportunities for intensification and redevelopment of existing housing assets, increasing the quality and quantity of housing supply for Pōneke. The Plan will be updated as these opportunities progress and funding is established (ongoing)</p>	

	Projects	2023	2024	2025
		<p>Affordable Housing</p> <p>This programme focuses on being prepared and open to maximising opportunities for greater provision of affordable housing supply.</p>	<p>Te Kāinga programme targets 1000 affordable units delivered or under contract by June 2026</p> <p>First Te Kāinga building, Aroha (52 units) and the second building, Te Aka (48 units), reached full occupancy (Feb 2023). The third, Te Pu (74 units), was complete and operational in March 2023 with a target to reach full occupancy (Dec 2023)</p> <p>Investigate best practice delivery vehicles for Affordable Housing throughout New Zealand and internationally through entities such as Council Controlled Organisations (complete June 2024)</p> <p>Evaluate Council assets and underutilised land for future housing development opportunities given intensification changes to the Council District Plan, including land for papakāinga style transitional housing (complete Dec 2024)</p> <p>Housing Development projects include joint ventures with various partners, specifically prioritising opportunities with Mana Whenua. Projects will achieve accessibility targets and Homestar 6 for new builds and, where feasible, for large-scale retrofits, these include:</p> <ul style="list-style-type: none"> Owen Street, Newtown (10 units, long-term affordable) pre-development planning, potential access to govt funding (August 2023) with construction start (end 2023) and project complete (end 2025). Old Johnsonville Library - remove development barriers to increase attractiveness for future development (completion end of 2023) St Johns, Karori, continue with the disposal process of the site to achieve affordable housing outcomes (March 2024) <p>Convene regular quarterly meetings to provide a forum for the Council and Wellington Universities to keep connected and address affordable student housing for the city (beginning May 2023)</p> <p>Work closely with the Urban Development Team as future housing development opportunities emerge from the Let's Get Wellington Moving strategic programme; the Plan will be updated as these opportunities progress (ongoing)</p>	

SUBMISSION ON THE CLIMATE CHANGE COMMISSION'S ADVICE TO GOVERNMENT FOR THE SECOND EMISSIONS REDUCTION PLAN

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee to review and approve the submission and attached documents in response to the Climate Change Commission's draft advice relating to the government's second emissions reduction plan.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

2. The submission itself has no financial implications. The content of the submission asks for higher levels of government support for climate action.

Risk

- Low Medium High Extreme

3. The submission is in alignment with our previous submission on the advice provided by the Climate Change Commission on the first emissions reduction plan, and is in alignment with our current strategic positions (Te Atakura, Zero Waste Strategy, Economic Wellbeing Strategy, etc).

Author	Alison Howard, Manager Climate Change Response
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.
2. Approve the submission and covering letter to the Climate Change Commission (due 20 June 2023).
3. Authorise the CEO to make minor editorial changes to the cover letter and submission to give effect to any feedback from Councillors.

Whakarāpopoto | Executive Summary

4. Wellington City has set a goal of net zero carbon by 2050, as part of our declaration of a climate and ecological emergency in June 2019, and in 2021 set a science-based target of reducing 2020 emissions by 57% by 2030. As a Council, we have a significant role to play in enabling the City to achieve this goal, however we will only achieve our targets in partnership and collaboration with others, including continued support from central government in policy, regulation, and funding.
5. Overall, we are strongly supportive of the Commission's second draft advice to the government. The Commission has given central government credible, relevant, and useful advice, and asked good questions such as whether we need to shift to a greater focus on gross emissions reduction to avoid over investment in forestry, and what level of gross emissions reduction is appropriate for New Zealand.
6. In the draft letter to the Commission (attached) we outline some of the work we are doing to support Wellington to reduce emissions and give examples of further work central government could undertake to enable us to reach our targets. We hope these examples and our detailed responses are useful to the Commission in finalising their advice. We also outline the key things we are hoping to see in the government's second emissions reduction plan.
7. One area of climate action that is not covered in Commission's advice is the role of central government in telling the story to communities and individual citizens about what collectively is possible in trying to create a society no longer dependant on fossil fuels, and resilient in the face of a warming climate. The simple premise being that the more we collectively act to reduce our emissions now (here and globally) the less adaptation we will need to do in the future. Framing this story positively, explaining the new opportunities for our social and economic systems, will also go a long way to ensure this narrative will endure.
8. In officers view, storytelling, and taking the lead on generating and maintaining social and cultural support for climate action, are essential parts of the response required, and they are not mentioned in the advice. Neither is the field of behaviour change. This is a strange omission given the IPCC report on climate mitigation referred to the need to both shift the systems that individuals use in their day-to-day life to make low carbon options more accessible, and to also use behaviour insights to support individuals to take up those options.

9. Also omitted from the advice is a discussion of the intersection between disability, accessibility and climate action, or any specific advice for government on what policy provisions should be put in place to address this intersection, although there is useful advice on policies that would ensure an equitable transition, particularly in transport.

Takenga mai | Background

10. The Climate Change Commission is legislatively required to provide advice to the government on how Aotearoa can meet its 1.5C target under the Zero Carbon Act, specifically regarding budgets, enabling policies, and specific measures to include in the government's emissions reduction plan. Their full draft advice report is available at <https://www.climatecommission.govt.nz/our-work/advice-to-government-topic/advice-for-preparation-of-emissions-reduction-plans/2023-draft-advice-to-inform-the-strategic-direction-of-the-governments-second-emissions-reduction-plan-april-2023/full-report/>.

Kōrerorero | Discussion

11. In the context of Wellington City Council's strong focus on the climate emergency, and our need for significant increases in central government policy settings and funding, it is important for us to submit strongly on the Climate Change Commission's advice, in order to achieve our City's 2030 and 2050 targets.

Kōwhiringa | Options

12. We could choose not to submit, or to submit in support with no commentary, however not submitting strongly on the CCC's advice may mean that the advice is not sufficient for the City to reach its 2030 and 2050 targets.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

13. This submission aligns to our climate action strategy Te Atakura – First to Zero, our Zero Waste Strategy, and our Economic Wellbeing Strategy, as well as Tūpiki Ora.

Engagement and Consultation

14. This submission has been formed based on the views of officers across a wide variety of teams across Council. Officers have also been involved in conversations with officers from other councils and attended a variety of information sessions from the Climate Change Commission. The key points of the submission are also in alignment with our previous submission on the Climate Change Commission's draft advice to the government's first emissions reduction plan.

Implications for Māori

15. Chapter 5 of the Climate Change Commission's advice specifically addresses implications for Māori ([Chapter 5: Whāia Ngā Tapuwae | Advancing Iwi/Māori climate change leadership – following in the footsteps of tūpuna.](#)) and we strongly support the Commission's recommendations.

Financial implications

16. There are no financial implications in making the submission. The Commission's advice does not require us to increase our funding requirements.

Legal considerations

17. As this is a submission on advice to government, there are no legal implications at this stage.

Risks and mitigations

18. Minimal. This submission is in line with our public position on climate action.

Disability and accessibility impact

19. These are not mentioned in the draft advice.

Climate Change impact and considerations

20. This submission is about climate change.

Communications Plan

21. We plan to put the submission on our website on 9 June 2023, and we will issue a press release closer to the time of the submission deadline.

Health and Safety Impact considered



22. Not applicable.

Ngā mahinga e whai ake nei | Next actions

23. The cover letter and submission will be made available on our website on 9 June 2023.

24. Our cover letter and submission will be submitted to the Climate Change Commission by 20 June 2023.

Attachments

Attachment 1.	Climate Change Commission submission letter final attachment ↓ 	Page 33
Attachment 2.	WCC submission on CCC Advice to Govt on Second Emissions Reduction Plan ↓ 	Page 36

20 June 2023

Attn: Submissions analysis team
Climate Change Commission
PO Box 24448
Wellington 6142

Wellington City Council submission on 2023 Draft advice to inform the strategic direction of the government's second emissions reduction plan

The Wellington City Council (WCC) welcomes the opportunity to provide input into the Climate Change Commission's advice to government for the second emissions reduction plan, and we value the role that the Climate Change Commission has in shaping central government policy.

Overall, we are supportive of the advice the Climate Change Commission is giving to Government in this advice. However, we would once again encourage the Commission to use its unique position to push for more ambitious action.

Recent extreme weather events in New Zealand have only further highlighted how important it is that all countries, cities, businesses, and households reduce their emissions at scale and with urgency. Our City's science-based target, as outlined in our plan for climate action, Te Atakura – First to Zero, is for a 57% reduction in emissions between 2020 and 2030. This City target can only be achieved in collaboration and partnership with others, and is highly dependent on clear direction, funding, and specific policies from central government.

From our perspective, the key things we are hoping to see in the government's second emissions reduction plan are:

- A commitment to **be upfront with the public about the scale of the response required**, communicating regularly about the challenges, and bringing the community along on the journey.
- **Investment in tactical on-the-ground education and support** for communities, business, and mana whenua to shift their practices as the systems shift and more options become available.
- **Funding to support a Māori-led approach** to an equitable transition for Iwi/Māori and the Māori economy
- A **significant increase in investment to transform the transport sector**, as well as the supporting policy positions. For example, Wales has committed to only investing in roading projects that improve active and public transport.
- Start the conversation now on which sources of emissions in which sectors are going to be the hardest to remove from our economy, to **give clarity to business** on which sectors will need to remove fossil fuel consumption from their business models by 2050.
- Make sure **all new policy positions from all parts of govt align with the emissions reduction plan**, and don't undermine the achievement of carbon budgets.
- A willingness to **make tough decisions at pace** in recognition of the climate emergency declared by Aotearoa in 2019.
- Maintained commitment to **a fair, inclusive and equitable transition**, including specific policy addressing the intersection between disability, accessibility and climate action.

Central government has a role to play in communicating how much needs to change to pull us back as a society to within planetary boundaries, and how much will change if we don't. Storytelling, and

taking the lead on generating and maintaining social and cultural support for climate action, are essential parts of the response required.

The draft advice does not cover this need for a communications surge. Put simply, the more we reduce our emissions now (here and globally) the less adaptation we will need to do. And there is an opportunity to frame this story positively. Explaining the new opportunities for our social and economic systems as we transition, will go a long way to ensure this narrative will endure.

Many central government policies and initiatives, several shaped by the Commission's advice on the first emissions reduction plan, have positively contributed to the 9% reduction in emissions achieved in Wellington City between 2020 and 2022. In addition to strong storytelling from central government, there are specific areas where we need to see increased support to fulfil our local government role in this important challenge.

Key themes to help local government:

- We are committed to supporting mana whenua and Māori led climate action and welcome opportunities to integrate mātauranga Māori local responses to climate change
 - AND we need central government to ensure that the right frameworks are in place that follow tikanga Māori and respect Te Tiriti o Waitangi, with funding available to support mana whenua involvement
- We have a comprehensive programme for public and active transport infrastructure, both delivered by this Council and developed in partnership with regional and central government
 - AND we will need central government to provide further *significant* targeted investment in public and active transport infrastructure, to transform our urban transport system and to support increase housing supply that delivers higher density, lower carbon living options.
- We have commenced with the roll out of EV charging infrastructure
 - AND now we need central government to help address the barriers which are slowing down the electrification of the city, including those associated with electricity distribution networks.
- We have created the regulatory settings through our district plan to create a low carbon, compact city
 - AND now we need central government to support this shift in urban form by aligning national land use policies to support emissions reduction.
- We have incentivised building owners to adopt the highest standards of building performance to deliver emissions reductions
 - AND now we need government to deliver on performance standards for buildings to bring all buildings into line with emissions reduction.
- We have invested in landfill gas capture and have put in place measures to divert waste from landfill successfully demonstrating that food waste can be diverted
 - AND we will need central government support to deliver the necessary local waste infrastructure to achieve significant diversion of waste and a functioning circular economy to help address the difficult waste streams.

These points paint a clear picture that while our city is pushing hard on emissions reduction, there are elements where we are highly dependent on the actions of central government to create transformational change. Our submission identifies specific feedback where Council wishes to see more action from Government to address policy gaps, accelerate action and strengthen existing action.

We welcome the opportunity to engage directly with the Commission where appropriate to discuss our feedback and provide the context of a major centre.

Yours sincerely

Mayor Tory Whanau

DRAFT

**Climate Change Commission Draft Advice to Government
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WCC Submission on the Climate Change Commission's draft advice

Section	Question	Answer
Your details	1. Name	Alison Howard – Manager Climate Change Response
	2. Email	Alison.howard@wcc.govt.nz
	3. Are you submitting as an individual, or on behalf of an organisation?	I am submitting on behalf of an organisation. Wellington City Council
	4. Privacy Statement	Yes – I have read and agree to this privacy statement [Note our submission is public]
	8. Are you here to tell us your one big thing?	
	9. Upload a file	Upload cover letter
Chapter 1: Introduction	10. In your view, are these frameworks effective for identifying the key actions for the Government to take as part of its second emissions reduction plan to ensure that: <ul style="list-style-type: none"> emissions budget 2 is achieved, and Aotearoa New Zealand is well situated for emissions budget three and beyond? 	Fully agree
	11. Are there any other issues related to our approach that you think should be addressed in our final advice?	The potential of the mitigation opportunity, policy, or enabler for meeting the second emissions budget needs to be given greater emphasis, given the summary of the advice given at the beginning of the report that “action is needed now” and “greater action is required to meet Aotearoa New Zealand’s climate change objectives”
	12. Other evidence Is there additional evidence or reference material related to this chapter that you think the Commission should consider as we generate the final advice we provide to government? This might include things like: <ul style="list-style-type: none"> Reports from expert bodies Examples of actions from other jurisdictions 	WCC facilitated a stakeholder conversation in 2021 to develop design principles to prioritise initiatives that deliver emissions reductions for Wellington city: <ul style="list-style-type: none"> Gross emissions reduction (not net) Genuine partnerships with iwi and fulfil Te Tiriti obligations Transformation, not tweaks Focus on the next eight years (now seven) Deliver reductions in Wellington, or are Wellington based Climate action opportunities must be accessible and equitable for all Partnership and cooperation is crucial to long term sustainability and carbon reduction We note that these are similar principles to the Commission’s list.
Chapter 2: The task for the second emissions budget	13. Do you agree with our findings regarding the government’s first emissions reduction plan policy impact assessment and its implications for meeting the second and third emissions budgets?	Fully agree We agree with the Commission’s assessment that the first emissions reduction plan has laid some of the foundations but that further policies are needed.
	14. Have we missed any important information regarding the task for the second emissions budget?	No.
Chapter 3: A path to net zero	15. Do you agree that gross emissions reductions are required to achieve and sustain net zero emissions?	Fully agree
	16. Do you agree with our assessment of the risks and implications of carbon removals in meeting and maintaining net zero emissions?	Fully agree
	17. Do you agree with our proposed recommendation 1? Proposed recommendation 1 <i>We propose that in the emissions reduction plan for the second budget period the Government:</i> <ol style="list-style-type: none"> <i>Commit to a specific level of gross emissions for the second and third emissions budgets, no less ambitious than 362 MtCO₂e and 322 MtCO₂e respectively and ensure that its policy choices align with delivering this outcome.</i> 	Strongly agree We support the need for both a focus on gross emissions and greater clarity on the role that actual emissions reductions will play versus a reliance on removals by forestry. This aligns with our own targets for the city which are based on reducing gross emissions and recognises the co-benefits that our city’s residents can experience from improved air quality; warmer, drier homes; better access to transport; and potential new employment and business opportunities. Note that we have not taken the time to analyse what budgets would align to a reduction pathway consistent with 1.5 degrees achieved through domestic action, so we don’t have an opinion as to whether the gross emissions budgets proposed are sufficient.
	18. Do you agree with proposed recommendation 2? Proposed recommendation 2	Strongly agree

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	<p><i>We propose that in the emissions reduction plan for the second budget period the Government:</i></p> <p>2. <i>Communicate indicative levels of gross emissions and carbon dioxide removals from forestry out to 2050 and beyond to guide policy development.</i></p>	We support the need for both a focus on gross emissions and greater clarity on the role that actual emissions reductions will play versus a reliance on removals by forestry.
	19. Are there any other issues related to how setting a path to 2050 influences actions in the second emissions budget period that you think should be included in our advice?	We note that by 2050 we will need a long-term carbon sink to offset residual emissions from “hard to abate” sectors that are expected to be emitting beyond 2050. Given the investment and forward planning required to create this sink, we consider that the government should be engaging with New Zealanders on what exactly these sectors are and providing an opportunity for feedback on whether this is in line with the priorities of citizens. This would create a fair, transparent and democratic process for deciding which parts of our economy are able to continue to emit beyond 2050 versus those that must be at zero emissions by this date.
	20. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	No.
Chapter 4: Emissions pricing	21. Do you agree that the NZ ETS should play an important role in driving decarbonisation?	Fully agree
	22. Do you agree with our assessment that the current NZ ETS structure creates a high risk that afforestation will displace gross emissions reductions?	Fully agree
	23. Do you agree with the first part of our proposed recommendation (proposed recommendation 3a)? Proposed recommendation 3a <i>We propose that the emissions reduction plan for the second budget period must:</i> 3. <i>Make the emissions pricing system consistent with delivering the specific levels of gross emissions for the second and third budgets, and with the 2050 net zero target, by:</i> a. implementing an amended NZ ETS that separates the incentives for gross emissions reductions from those applying to forestry.	Fully agree Consistent with our earlier point, we are supportive of any changes to the ETS that will put the impetus on actual emissions reductions rather than fuelling short-term afforestation.
	24. Do you agree with the second part of our proposed recommendation (proposed recommendation 3b)? Proposed recommendation 3b <i>We propose that the emissions reduction plan for the second budget period must:</i> 3. <i>Make the emissions pricing system consistent with delivering the specific levels of gross emissions for the second and third budgets, and with the 2050 net zero target, by:</i> b. developing an approach that can provide durable incentives for net carbon dioxide removals by forests through to and beyond 2050.	Fully agree We are interested to see the details of how this might be achieved, given the inherent risks of climate change to forests.
	25. Other aspects that should be included Are there other aspects of the NZ ETS or emissions pricing that you think should be covered in our advice?	We strongly agree with the Commission that ETS setting should deliver on the recommended strategy – that the ETS be used to incentivise gross emission reductions in alignment with the second budget period.
	26. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	No.
Chapter 5: Advancing Iwi/Māori climate leadership	27. Do you support the overall advice in this chapter?	Fully support We strongly support these recommendations. We agree that stronger Te Tiriti partnerships by central and local government with iwi/hapū/Māori will lead to more enduring and equitable outcomes. It will also support moving us more quickly towards a thriving, climate resilient and low emissions Aotearoa. We also agree iwi/hapū/Māori need to be resourced to do this.
	28. Do you agree with our proposed recommendation 4?	Fully agree

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	<p>Proposed recommendation 4 We propose that the emissions reduction plan for the second budget period must:</p> <p>4. Accelerate Iwi/Māori emissions reductions in conjunction with climate change initiatives, by exploring and implementing a mechanism to allocate resourcing direct to Iwi and increase funding to Māori landowners (Te Ture Whenua entities).</p>	<p>We agree that iwi/hapū/Māori need to be resourced to accelerate their emissions reductions and climate change adaptation initiatives. We also support direct resourcing to iwi and increased funding to Māori landowners to enable this as Māori are often leading innovators in this space and closely connected with their communities.</p>
	<p>29. Do you agree with our proposed recommendation 5? Proposed recommendation 5 We propose that the emissions reduction plan for the second budget period must:</p> <p>5. Ensure Iwi/Māori can drive the integration of mātauranga Māori into policy design, development, and implementation at central and local government level, by delivering sufficient resources to Iwi/hapū.</p>	<p>Fully agree We welcome opportunities to collaborate with iwi/hapū/Māori to understand and apply mātauranga Māori to local climate responses. However, we suggest that the recommendation 5 should also incorporate wording to ensure the process by which iwi/hapū to share their mātauranga needs to be in line with Te Tiriti o Waitangi and follows a tikanga approach.</p>
	<p>30. Other evidence Is there additional evidence or reference material that you think we should consider? Is there any evidence that you would like to provide on ao Māori, Māori responses to emissions reduction or the Crown-Māori relationship that could increase our knowledge of key issues and risks?</p>	<p>There are some emerging examples/frameworks, including from the Wellington Region (e.g. Mauri Tūhono https://maurituho.org.nz/ and https://www.metuauru.co.nz/)</p>
Chapter 6: Maintaining and enhancing wellbeing through the transition	<p>31. Do you support the overall draft advice in this chapter?</p>	<p>Fully support</p>
	<p>32. Do you agree with proposed recommendation 6? Proposed recommendation 6 We propose that the emissions reduction plan for the second budget period must:</p> <p>6. Enable a fair, inclusive, and equitable transition for New Zealanders by expanding the scope of the Equitable Transitions Strategy to include compounding impacts of climate change and adaptation as well as mitigation.</p>	<p>Fully agree As recent weather events have reminded us there are communities and socio-economic groups that are at greater risk from the impacts of climate change and are less able to adapt. We support the move to broaden the scope of the Equitable Transitions Strategy to consider adaptation needs.</p>
	<p>33. Do you agree with proposed recommendation 7? Proposed recommendation 7 We propose that the emissions reduction plan for the second budget period must:</p> <p>7. Make use of existing mechanisms to manage impacts of climate policies in the interim, rather than delaying climate action.</p>	<p>Fully agree We support the recommendation to utilise the range of existing mechanisms available to government to ease cost of living pressures for people rather than weakening climate specific policies or delaying action.</p>
	<p>34. Are there any other issues or aspects of wellbeing that you think should be addressed in our advice? Are there any gaps in our advice related to opportunities and barriers for maintaining or enhancing wellbeing through the transition to a thriving low-emissions resilient economy?</p>	<p>It would be good to see in the advice a discussion of the intersection between disability, accessibility and climate action, or any specific advice for government on what policy provisions should be put in place to address this intersection.</p>
	<p>35. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?</p>	<p>No.</p>
Chapter 7: Agriculture		<p>[As Wellington City has very limited agriculture within its boundary, we have not answered the questions related to this chapter]</p>
Chapter 8: Built environment	<p>41. Do you support the overall draft advice in this chapter?</p>	<p>Fully support</p>
	<p>42. Do you support our proposed recommendation 10? Proposed recommendation 10 We propose that the emissions reduction plan for the second budget period must:</p> <p>10. Implement an integrated planning system that builds urban areas upward and mixes uses while incrementally reducing climate risks.</p>	<p>Fully support We strongly support the need for an integrated planning system that enables the type of compact urban form that Wellington City set out in the Spatial Plan, and which is being delivered through Proposed District Plan. It is positive to see the Commission making a strong connection between transport investments and urban development. As the Commission points out, higher density development needs to be in the right places. Alongside avoiding climate impacts this should also include maximising the use of existing infrastructure (transport, electricity, water etc) and minimising greenfield developments. The Let's Get Wellington Moving mass rapid transit project is a good example of</p>

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	<p>integrated urban form and transport planning and will deliver both carbon reductions in transport and additional housing located along transport corridors.</p> <p>While we firmly agree that the right urban form and transport investments will contribute to lower Vehicle Kilometres Travelled (VKTs) we don't agree that the target for VKTs is ambitious enough. Our view is that this target is currently flawed as it is referenced to a baseline that is projected for 2035. We would support a review of this target, both the percentage reduction and how it is calculated. This target is not sending the right signal on how transformational the change in urban form needs to be in the next 10 to 15 years.</p> <p>We agree that policy direction should also address climate risks and create co-benefits alongside reducing emissions. We believe that to truly understand and make good decisions on urban form with consideration of all three aspects there needs to be stronger investment in better information systems (e.g. digital twins) that would enable coordination of low carbon and climate resilient development in cities.</p>
<p>43. Do you support our proposed recommendation 11? Proposed recommendation 11 <i>We propose that the emissions reduction plan for the second budget period must:</i> 11. <i>Incentivise comprehensive retrofits to deliver healthy, resilient, low emissions buildings.</i></p>	<p>Fully support We support the incentivisation of retrofits for buildings to improve health, resilience and deliver low emissions buildings. We recognise this as a current gap that is being partially filled in the residential space by the Warmer Homes programme and at a local level through local government support such as the Home Energy Saver programme in Wellington.</p> <p>We would also like to see the government's building for climate change programme of work accelerated, to increase building standards more quickly, and provide support to the building sector to implement the changes.</p>
<p>44. Do you support our proposed recommendation 12? Proposed recommendation 12 <i>We propose that the emissions reduction plan for the second budget period must:</i> 12. <i>Prohibit the new installation of fossil gas in buildings where there are affordable and technically viable low emissions alternatives in order to safeguard consumers from the costs of locking in new fossil gas infrastructure.</i></p>	<p>Fully support We agree with the shift in terminology to "fossil gas" which helps to send a clear signal to consumers that this is an energy source that is not a part of a low carbon future. We believe that the prohibition of new installations of fossil gas needs to be much clearer on what the exceptions are, since there are a proven range of alternative technologies that are now available and affordable.</p> <p>Looking out beyond this next emissions reduction plan there should be consideration of what building blocks can be put in place to enable and encourage the development of local energy systems that use efficient central heating and cooling plants, combined heat and power (CHP), or geothermal systems. These systems can serve multiple buildings or a specific locality, reducing individual energy demands and optimising energy generation.</p>
<p>45. Are there any other aspects of the built environment sector that you think should be covered in our final advice?</p>	<p>The emissions across the lifecycle of infrastructure can be significant (as the Commission points out). We believe that given the potential for large scale infrastructure builds in the second and third emission budget periods (for low carbon energy and transport requirements) there needs to be a specific recommendation that requires a consideration of carbon through the planning, design and procurement process for infrastructure.</p> <p>This will require complimentary measures to ensure that there is sufficient funding and resources to understand low carbon materials along with the design and construction techniques that can support this. An international example of this is the Dark Matter labs work supporting efforts to decarbonise construction using low embodied carbon, bio-based materials and the transition to more circular construction practices.</p> <p>To ensure a robust evidence base we also suggest that the government should be establishing monitoring and reporting mechanisms in New Zealand to track the emissions performance of infrastructure projects.</p> <p>Stronger direction in the form of standards is also required to ensure that where we are delivering infrastructure to support the low carbon economy this does not result in future assets being compromised or stranded due to climate change impacts. At present we rely on guidance (e.g. Coastal Hazard Guidelines) which are not consistently applied between agencies or across the country.</p>

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		<p>There will be opportunities to achieve emissions savings and build in better resilience to climate impacts where infrastructure planning occurs in an integrated way across the various sectors that are delivering infrastructure and with local authorities that are determining urban form.</p> <p>RECOMMENDATIONS</p> <p>Prioritise infrastructure projects that can demonstrate they have fully accounted for carbon emissions across the lifecycle of the infrastructure, achieved significant savings against the status quo and have met standards for resilience to future climate impacts. This will then reinforce the objectives laid out by the CCC in the recommendations around the Circular and Bioeconomy in Chapter 15.</p> <p>Develop suitable standards for low carbon and climate resilient infrastructure.</p>
	46. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	As above.
Chapter 9: Energy and industry	47. Do you support the overall draft advice in this chapter?	Fully Support
	48. Do you support our proposed recommendation 13? Proposed recommendation 13 <i>We propose that the emissions reduction plan for the second budget period must:</i> 13. <i>Prioritise and accelerate renewable electricity generation build and ensure electricity distribution networks can support growth and variability of demand and supply.</i>	<p>Fully Support</p> <p>Achieving Wellington’s emissions targets will only be possible with increases in the proportion of renewable electricity and sufficient growth in generation to match demand. While we agree that higher electricity prices may cause hardship, we agree with the Commission’s commentary in the equitable transition section, that the government should seek to utilise complementary measures to address equity and distributional impacts.</p> <p>We are also heavily dependent on our local distribution network to be able to provide the necessary capacity, flexibility and resilience in the face of changing demand and supply conditions, brought about by decarbonisation of transport, heating, cooking and cooling, along with potential climate impacts. We support the Commission’s recommendation in respect to distribution networks. We see the distribution networks having a key role in enabling residents to manage their electricity consumption in a way that reduces peak demand on electricity generation and therefore reduces emissions.</p>
	49. Do you support our proposed recommendation 14? Proposed recommendation 14 <i>We propose that the emissions reduction plan for the second budget period must:</i> 14. <i>Pursue more widespread process heat decarbonisation and establish mechanisms for other industrial sectors and processes to decarbonise.</i>	<p>Fully Support</p> <p>We are supportive of continued moves to decarbonise process heat and other emissions from industry.</p>
	50. Are there any other aspects of the energy and industry sector that you think should be covered in our final advice?	No
	51. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	No
Chapter 10: Forests	52. Do you support the overall draft advice in this chapter?	Fully Support
	53. Do you support our proposed recommendation 15? Proposed recommendation 15 <i>We propose that the emissions reduction plan for the second budget period must:</i> 15. <i>Set and implement integrated objectives for the role of forests with respect to emissions mitigation and adaptation, while giving effect to the principles of Te Tiriti o Waitangi/The Treaty of Waitangi</i>	<p>Fully Support</p> <p>We are supportive of the need for clearer direction on the future of forestry and its role in achieving the 2050 target. The implications for the land required to remove the amount of remaining carbon dioxide needs to be calculated, and the trade-offs with other land uses made explicit. This has implications for urban planning as well as agriculture, and supports the above recommendations about increasing densification</p>

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	54. Are there any other aspects of the forests sector that you think should be covered in our final advice?	No
	55. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	No
Chapter 11: Transport	56. Do you support the overall draft advice in this chapter?	<p>Somewhat support</p> <p>We are generally supportive of this section of the advice which seeks to reprioritise the transport system away from a focus on private vehicles through addressing urban form and enabling more public and active transport.</p> <p>Investments into public transport and active transport infrastructure are linked with the government targets for reducing Vehicle Kilometres Travelled (VKTs). Our view is that this target is current flawed as it is referenced to a baseline that is projected for 2035. We would support a review of this target, both the percentage reduction and how it is calculated.</p> <p>We agree that the second emissions budget period is a key timeframe for enabling significant infrastructure projects and to achieve the city's emissions targets there needs to be shift away from funding infrastructure for private vehicles.</p>
	57. Do you support our proposed recommendation 16? Proposed recommendation 16 <i>We propose that the emissions reduction plan for the second budget period must:</i> 16. <i>Simplify planning and increase funding of integrated transport networks that optimise public and active transport. For major population centres, the Government should also complete cycleway networks by 2030 and take steps to complete rapid transport networks by 2035.</i>	<p>We strongly support the Commission's recommendation for public and active transport. We agree with the timebound recommendations for the Government in respect to cycleways and we are planning to complete our Paneke Pōneke (Bike Network Plan) programme by 2030.</p> <p>We also agree with the recommendation to complete mass rapid transit projects before 2035. The Let's Get Wellington Moving mass rapid transit project is projected to be complete in the mid-2030s and we look forward to the government's continued support. This project is a good example of integrated urban form and transport planning and will deliver both carbon reductions in transport and additional housing located along transport corridors.</p> <p>In our experience the costs of delivering infrastructure for active transport are inflated due to the other infrastructure improvements that are provided at the same time for example renewal of underground services or seawalls, better management of stormwater or new green infrastructure (tree trees, rain gardens etc). This often leads to comments about cycle lanes being "gold-plated" when in fact the actual cycle lane itself is a relatively cheap piece of infrastructure to deliver.</p>
	58. Do you support our proposed recommendation 17? Proposed recommendation 8 <i>We propose that the emissions reduction plan for the second budget period must:</i> 17. <i>Rapidly resolve the barriers to scaling up vehicle charging infrastructure.</i>	<p>Fully Support</p> <p>We strongly support the recommendation to address barriers to scaling up vehicle charging. In Wellington City we have low levels of off-street residential parking (approximately 30% of Wellingtonians do not have access to off-street home parking) that create a different situation to other major centres with more reliance on access to public charging infrastructure. We have experienced a number of barriers to increasing vehicle charging infrastructure, particularly the challenges of working with our local electricity distribution company who are trying to balance out capacity constraints and stay within their regulatory framework. This is not necessarily conducive to a technology where supply needs to be put in ahead of demand in order to provide confidence to EV purchasers.</p> <p>WCC has consistently called for a phase out date on ICE vehicles to ensure that we as a country we do not get caught out either with an over-supply of ICE vehicles or the inability to source EVs. We support the Commission raising this again in the advice, but we suggest that given the challenges that have been laid out in the advice there should be a specific recommendation for this next emissions reduction plan.</p> <p>We support the proposal to work in partnership with local government to identify and reduce the barriers in funding and regulatory provisions. This would benefit from more support on how the public and private sectors work together on providing a futureproofed network.</p>

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	<p>One of the major barriers we have observed is uncertainty over the longer-term future of EV charging in respect to the types of charging (CCS/ChAdeMO/Tesla/AC vs DC, wireless, battery swap) and how the increasing capacity of EV batteries will be accommodated. This uncertainty is an issue for both the private sector and local government who are concerned with having stranded assets.</p> <p>There should also be consideration of the broader transport system particularly how EV charging infrastructure integrates with infrastructure for active modes and public transport.</p> <p>While we welcome the support for EV uptake, we do have some concerns that there is an over reliance on EV uptake in the demonstration path. According to the Commission's demonstration path 100% of cars entering New Zealand by 2035 need to be electric. We question whether this is feasible and whether the Commission should be advising the government to push harder to reduce VKTs by private vehicles.</p> <p>Our own sustainable transport hierarchy places private motor vehicles as a low priority regardless of whether they are electric or not. Our focus is on creating the urban form that helps to reduce VKTs and enables our residents to access active modes, public transport as well as car sharing and car-pooling. This hierarchy delivers emissions savings cost effectively and helps to address transport inequity. With high upfront capital costs, EVs are a part of the solution but do not support our lower socio-economic groups to participate in the low carbon transition.</p>
<p>59. Do you support our proposed recommendation 18? Proposed recommendation 18 <i>We propose that the emissions reduction plan for the second budget period must:</i> 18. <i>Develop incentives to accelerate the uptake of zero emissions commercial vehicles, including vans, utes, and trucks.</i></p>	<p>Fully Support We are supportive of the recommendation to incentivise the uptake of zero emissions commercial vehicles. We are particularly keen to see targeted support for those vehicles providing the 'last mile' delivery as this aligns with our plans to create "people friendly city streets" and improve air quality in the CBD.</p> <p>We are conscious that the world-wide demand for these zero emission commercial vehicles is very high and New Zealand needs to act urgently and in a co-ordinated manner to secure supply. Early signalling of the level of incentives that will be provided will help businesses to plan for what will be a significant upfront capital cost. It would also be worth the government benchmarking incentives against other countries to better understand what might be required to secure a commitment from businesses.</p>
<p>60. Are there any other aspects of the transport sector that you think should be covered in our final advice?</p>	<p>No</p>
<p>61. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?</p>	<p>No</p>
<p>Chapter 12: Waste and fluorinated gases (F-gases) 62. Do you support the overall draft advice in this chapter?</p>	<p>Somewhat Support WCC has a strong focus on waste diversion with an operational approach that combines contracts, contracts, behaviour change, compliance and enforcement. Achieving high levels of diversion comes with high operating costs and these are only set to increase as we seek to divert more from landfill. We believe that the waste levy will only go so far in covering these costs and the Commission should be advising the government to consider incentives to achieve the rates of diversion and emission reduction required. Otherwise, pressure will be on tax/rates solely to generate the funding for those resources.</p> <p>We support the need for a long-term waste infrastructure plan but in the interim we see the need for improved incentives to establish the resource recovery infrastructure that is required now to enable organics waste to be diverted away from landfills.</p> <p>We are supportive of the precautionary approach being taken to waste to energy technology but note that there can be benefits for treating specific hard to recycle waste streams which cause environmental harms when landfilled.</p>
<p>63. Do you support the first half of our proposed recommendation (19a)?</p>	<p>Fully support</p>

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To Inform the Strategic Direction of the Second Emissions Reduction Plan**

	<p>Proposed recommendation 19a We propose that the emissions reduction plan for the second budget period must:</p> <p>19.</p> <p>a. Apply regulatory and policy instruments to achieve the optimal use and efficiency of landfill gas capture systems and technologies at all landfills.</p>	
	<p>64. Do you support the second half of our proposed recommendation (19b)?</p> <p>Proposed recommendation 19b We propose that the emissions reduction plan for the second budget period must:</p> <p>19.</p> <p>b. Improve the accuracy and transparency of landfill gas capture data by reviewing and strengthening relevant regulatory and policy tools.</p>	Fully support
	<p>65. Are there any other aspects of the waste sector and F-gases that you think should be covered in our final advice?</p>	<p>WCC has a strong focus on waste diversion with an operational approach that combines contracts, contracts, behaviour change, compliance and enforcement. Achieving high levels of diversion comes with high operating costs and these are only set to increase as we seek to divert more from landfill. We believe that the waste levy will only go so far in covering these costs and the Commission should be advising the government to consider incentives to achieve the rates of diversion and emission reduction required. Otherwise, pressure will be on tax/rates solely to generate the funding for those resources.</p> <p>We support the need for a long-term waste infrastructure plan but in the interim we see the need for improved incentives to establish the resource recovery infrastructure that is required now to enable organics waste to be diverted away from landfills.</p> <p>We are supportive of the precautionary approach being taken to waste to energy technology but note that there can be benefits for treating specific hard to recycle waste streams which cause environmental harms when landfilled.</p>
	<p>66. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?</p>	No
<p>Chapter 13: Research, science, innovation and technology</p>	<p>67. Do you support the overall draft advice in this chapter?</p>	<p>Fully support We strongly support a mandate to provide open access to climate change data and information to help inform better decision making. This is particularly relevant for making decisions on adaptation and building resilience.</p> <p>We consider open-source information a critical key enabler for equitable action. For WCC, we have paid several times to access climate change data from NIWA; and have spent a significant percentage of climate change budgets on information assessments which takes away from ability to take action.</p>
	<p>68. Are there any other aspects of the Research, Science, Innovation and Technology sector that you think we should consider as we prepare our final advice?</p>	No
	<p>69. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?</p>	No
<p>Chapter 14: Funding and finance</p>	<p>70. Do you support the overall draft advice in this chapter?</p>	<p>Fully Support We acknowledge that climate impacts are already causing significant damage that needs to be funded. However, we are aligned with the Commission on the need to ensure that investments to reduce emissions are not sacrificed to fund the recover from climate-related events.</p>

**Climate Change Commission Draft Advice to Government
To Inform the Strategic Direction of the Second Emissions Reduction Plan**

		We support the need for the full suite of government investments to align with climate goals.
	71. Are there any other aspects of the funding and finance sector that you think we should consider as we prepare our final advice?	No
	72. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	No
Chapter 15: Circular economy and bioeconomy	73. Do you support the overall draft advice in this chapter?	<p>Fully support WCC have produced an Economic Wellbeing Strategy in the last 12 months with the creation of a zero-carbon circular economy a key outcome that the strategy intends to deliver. We see the circular economy as being a key solution in delivering prosperity that is inclusive and doesn't leave people behind and doesn't negatively impact on the environment.</p> <p>We have also recently investigated consumption-based emissions that has provided a more complete picture of our city's emissions profile and makes it clear that Wellington is a consumer city where the circular economy principles are essential for reducing emissions.</p> <p>For Wellington to substantially address waste to landfill a circular economy approach to organics and construction waste streams will be critical.</p> <p>We agree with the barriers that the Commission has identified particularly the absence of emissions data for specific goods and services; the lack of a market for materials; and the need to shift mindsets and redefine values.</p>
	74. Are there any other aspects of the circular and bioeconomy sector that you think should be covered in our final advice?	No
	75. Other evidence Is there additional evidence or reference material that you think the Commission should consider as we generate the final advice we provide to government?	No
Publishing and data	76. Publishing permission May we publish your submission?	Yes
	77. Reasons to withhold parts of your submission	None

FRANK KITTS PARK DEVELOPMENT PLAN AND FALE MALAE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee requests Councillor approval of the proposed Frank Kitts Park Development Plan and confirming that, as part of the first stage of Landowner approval, that the Fale proposal is in accordance with the Waterfront Framework.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

LTP Funding: Chinese Garden of Beneficence

Sept 2021: Pūroro Āmua | Planning and Environment Committee approved demolition of the car park (and adjoining footbridge), further investigation of a Fale Malae in Frank Kitts Park and a subsequent development plan for the park.

Significance

The decision is **rated high significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

2. Financial considerations are detailed within this paper however the funding decisions are to be determined through the Long-Term Plan approval process.

Risk

- Low Medium High Extreme

3. The overall level of risk is considered to be low, this paper relates to the approval of a development plan and first stage of landowner approval. No final approval or financial decisions are to be made as part of this paper.

Author	Rachael Watts, Development Manager Urban Regeneration
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information
2. Agree to the preferred development plan for Frank Kitts Park and request officers to prepare resource consent submission.
3. Agree to approve the initial stage of landowner approval for the proposed development plan, ensuring compliance with the Waterfront Framework and the Significance and Engagement Policy. Noting, therefore, this does not trigger the strategic asset transfer process.
4. Note that final landowner approval is subject to the following:
5. Resource Consent Approval
6. WCC Funding for Frank Kitts Park integration works through the LTP
7. Commercial Terms approved by Council and the Fale Malae Trust
8. Note that officers will come back to Council to seek the approval of the Key Commercial Terms and Operational Principles that would inform a lease between Council and the Fale Malae Trust, prior to Resource Consent.
9. Note that funding will be allocated as part of the 2022/23 Year-End Capital Carry Forward & Prioritisation process to support resource consent lodgement.

Whakarāpopoto | Executive Summary

4. A new design for Frank Kitts Park (FKP) is proposed in response to the earthquake prone status of the carpark building, and the Fale Malae proposal. The Children's playground is excluded from the proposal.
5. At the September 2021 Pūroro Āmua- Planning and Environment Committee, Councillors endorsed in principle the Fale Malae Trust's (the Trust) proposal to continue investigating FKP as the preferred development site for the Fale Malae and directed officers to prepare a development plan and report back to Council by June 30, 2022. This paper outlined Council's landowner approval process and the subsequent proposed development plan for FKP.
6. To proceed with the Trust's proposal, the first stage of landowner approval needs to be granted by Council.
7. Council officers followed a two-stage engagement approach to assess the Fale Malae proposal and the associated FKP development plan. The aim of this assessment was to determine whether the Fale proposal satisfies the conditions of the landowner approval process.
 - Stage 1 consisted of workshops with Mana Whenua partners and key interest stakeholders to establish a purpose and a set of principles to inform the design development. This was completed in July 2022.

- Stage 2 involved wider public engagement which concluded in April 2023, the results of this engagement are summarised in this paper.

Takenga mai | Background

Current Built State

8. FKP is an important open space on the Wellington Waterfront in the heart of the Central City. The approximate 2ha area is bounded by the water's edge to the east, TSB Arena to the north, Jervois Quay to the west and the Whairepo Lagoon to the south.
9. The current park is defined by three main sub-areas:
 - I. The children's playground, occupying the northern part of the site and the upgrade of which is not part of this project;
 - II. Ampitheatre, lawn areas and trees in the central area: and
 - III. A subterranean carparking building with lawn, trees and hard landscaping on its roof, and small-scale 'boat-shed'-style tenancies fronting the waterfront and promenade and Whairepo Lagoon in a combination of commercial, recreational, community and storage uses.
10. These three sub-areas are delineated, and connected by a collection of paths, terracing and informal open spaces.

History

11. The timeline below provides a overview of the development history of the park:
 - **1990** Frank Kitts Park opened.
 - **1996** Last Nissan Mobil Super- Car 500 race held circumnavigating Wellington's Waterfront (including FKP).
 - **2001** The Wellington Waterfront Framework was published stating:
 - There is a concern that the park faces the city and does not open out to the water's edge.
 - There is an opportunity to do more with the water's edge, both to make it possible for people to actually get to the water from the park and to enhance activities on the water by creating an "intermediate harbour". This could be by means of a breakwater, or pontoons or other alternatives.
 - ...It is recognised as a major green open space¹
 - **2007** June design competition, with the Wraight + Associates and Athfield Architects scheme selected. In December Council approved the design.
 - **2010** Chinese Garden Design agreed with sister cities Beijing and Xiamen.
 - **2014** New Memorandum of Understanding (MoU) regarding Chinese Garden of Benificence developed and signed.
 - **2015/2016** FKP design developed and Resource Consent process initiated.

¹ Page 35: The Wellington Waterfront Framework: Report of the Waterfront Leadership Group April 2001

- **2018** in April the Resource Consent for FKP redevelopment was formally granted (Appeals declined by Environment Court).
- **2018/19** Playground area is identified as first stage of redevelopment works to be constructed.
- **2020** Detailed Seismic Assessment (DSA) completed on the carpark assessed the structure as having a seismic rating of 15% NBS (New Building Standard).
- **2021** Councillors approved further investigation of a Fale in FKP as well as the demolition of the car park and footbridge given its 'very high' life-safety risk impact to users. Consequently, officers were asked to prepare a development plan to consider the re-design of the park.

Existing Consent

12. The current resource consent issued in 2018 to redevelop the park, had the following components:

- An expansion and enhancement of the children's playground;
- The creation of a new central 'harbour lawn';
- The development of a Chinese Garden of Benificence (CGB);
- A 'city lawn' on the roof of the existing carparking building;
- Establishment of raingardens as part of a 'green edge' to Jervois Quay where the existing memorial plaques were to be relocated; Jervois Quay promenade and entrance to the CGB; and
- The waterfront promenade and lagoon edge retained in their current dimensions and form.

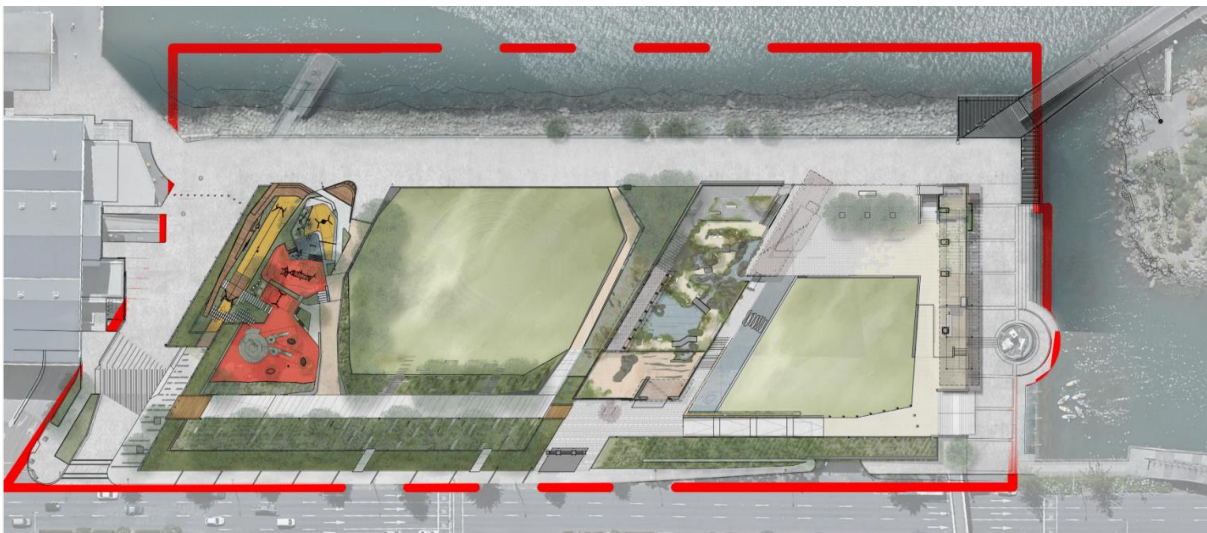


Figure 1 2018 Consented Design

Why Re-design of the Park is Required

13. The earthquake prone (EQP) status and the request from the Trust for a Fale Malae provided an opportunity to reconsider how the current FKP, and the previous

redevelopment proposal, provides a fit for purpose response to the changing needs of the city.

14. A re-design of FKP also presents the following opportunities:
 - Changes and improvements to the original CGB consented design, supporting a more integrated park;
 - Inclusion of Mana Whenua aspirations;
 - Better alignment with current Council strategies and policies such as the Green Network Plan;
 - Improved accessibility and safety.

Fale Malae Trust Proposal

15. In March 2020 Council gave in-principle, landowner support for a Fale Malae to be located on Bunny St. This was later determined by the Trust to not be feasible following a review undertaken by Cheops Holdings that identified issues relating to heritage, viewshafts, access, as well as size/scale.
16. Following a search for a replacement site, the Trust investigated the viability of the south-west corner of FKP, on the site of the carpark. The Trust presented this concept to councillors in April 2021 as the most suitable site.
17. The “transition site”, next to Museum of New Zealand Te Papa Tongarewa (Te Papa), was considered but was not deemed suitable by the Trust. The Civic Trust wrote to Council requesting a parallel investigation be undertaken for the transitional site as an alternative site for the Fale Malae. Officers approached the Fale Trust who reaffirmed their position that the transition site was not an appropriate site. Officers respect their position and therefore carrying out such work would not be necessary or appropriate. The Trust considers FKP to be the preferred location due to its prominent location, connection to the ocean, design feasibility and viability, integration within a precinct of cultural diversity, and alignment with the Trust’s vision and objectives (paragraph 19).
18. In September 2021, the Planning and Environment Committee agreed to provide in principle support for further investigation of the Fale Malae in FKP. This has allowed the Trust greater certainty to continue their planning, including accessing central government funding.
19. The Trust’s objectives are:
 - a) To be responsible for the planning, development, construction, ownership, operation, and maintenance of the Fale Malae as a celebration of Aotearoa New Zealand’s Pasifika identity through arts, culture, and education, for the benefit of the people of Aotearoa New Zealand and the Pacific region.
 - b) To promote Pasifika academic research and scholarship;
 - c) To showcase Pasifika arts, theatre, music and cultural performance;
 - d) To hold a wide range of community and educational events;
 - e) To hold significant national and international meetings and conferences to advance arts, culture and education;
 - f) To encourage and facilitate displays and other activities that support or are ancillary to the Fale Malae.

-
20. Landowner approval is required by the Trust for the Fale (building) only. The Malae space, although culturally tied to the Fale concept is a large area of green space which will remain under Council ownership and management and serve multiple purposes.
 21. The total area of the Fale building, including adjacent outdoor hard standing space (known as the PaePae) is approximately 1,215sqm (subject to change through detailed design). The footprint of the building excluding the Paepae is approximately 708sqm.
 22. The core use of the Fale building will be to support learning and storytelling. It is proposed that there will be three key spaces within the building: café, community/talanoa room and the ceremonial Fale space. The trust notes that:

“Being in the capital city, it will provide a platform to represent New Zealand’s identity and role in the Pacific. For residents and visitors to Wellington, the space will become a vibrant part of the cultural fabric of the city and strengthen Wellington’s rich cultural reputation. The waterfront location will provide an accessible means for locals and visitors to easily engage with and enjoy the space.”
 23. The Trust considers that the proposed café will provide significant amenity to the park and waterfront. It will provide for the day-to-day users of the park as well as providing an attraction that integrates with the CGB.
 24. The Trust’s Operational Principles are as follows:
 - The building is self-sufficient, and the operating model is financially sustainable (i.e., generates sufficient revenue to cover operating expenses)
 - The building is owned by the Trust, which operates a non-profit entity. Any additional revenue will be reinvested back into the building and/or facilitate community access to the building.
 25. The Trust will seek input and feedback from Council to inform the preferred operating model to ensure alignment with Council’s expectations.
 26. Should the first stage of landowner approval be supported for the Fale, the Trust will be seeking to appoint a fundraising lead. Prior to Resource Consent the Trust will focus on pledges for major sponsorship and gifts.
 27. The Trust’s fundraising targets are as follows:
 - \$8m from major gifts and corporate sponsorships
 - \$6.5m from trusts and foundations
 - \$500k from appeals, small donations, and community fundraising.
 28. Further information regarding the Trust’s Fale proposal is detailed in Attachment 1.

Previous Public Engagement

29. FKP is an area providing significant amenity to, and used and valued by, residents and visitors to Wellington City. That, combined with its location on the waterfront means it is also regarded as a strategic city asset. The Waterfront Framework states, *‘Wellingtonians want to be involved in making decisions for the area’*.
30. There has been a significant level of public and stakeholder level engagement throughout the history of the FKP redevelopment.

31. The Council previously sought public feedback on its draft proposed Waterfront development plan through a public consultation process in March-April 2015 which included the proposed upgrade to the playground and introduction of the CGB.
32. 240 submissions were received in 2015 with general support for the proposed redevelopment of FKP exceeding opposition by 3:1.

Recent Public Engagement

33. In June and July 2022 as part of Stage 1, three workshops with Mana Whenua partners and key interest stakeholders² were held to develop the parks purpose and principles (Paragraph 35&36). The designers have used these to inform the development of the design, which was then tested more broadly in Stage 2.
34. Through the workshops the following purpose and principles were developed:
35. **Purpose:** FKP is a centerpiece for our city, it draws us to Te Whanganui a Tara, to play, reflect, celebrate, and commemorate.
36. **Principles:**
 - Embodiment of the place for Mana Whenua.
 - A vibrant centrepiece of community life for all
 - Welcoming
 - Accessible
 - Reflecting the diversity of our city
 - To gather, play, celebrate and commemorate
 - Mana Moana, Mana Whenua, Mana Tangata (connect to the waterfront, moana, and city)
 - Cohesive design for the whole park, integrated to the waterfront and city.
37. The purpose of the public engagement (Stage 2) was to gather feedback in relation to the Trust's proposal for a Fale Malae in FKP and to support officer assessment of the proposal against the Waterfront Framework.
38. The following engagement strategies were used in Stage 2:
 - To understand community feedback, an online survey was developed to provide feedback against the Waterfront Framework and to understand the broader opportunities and concerns for the Fale Malae. The online survey went live on 10 March 2023 and was open for four weeks, three days. The survey was hosted on Council's 'Korero Mai- Let's talk' website. To encourage participation in the online survey, links to the survey were shared across social media, through newsletters, and QR codes and emails were sent out to Wellington City residents' groups.
 - Briefings were provided to key stakeholders and community groups which included:
 - Mana Whenua
 - Youth Council
 - Inner City Residents Association reps

30. ² Workshop attendee list:

Port Nicholson Block Settlement Trust, Tenth's Trust, Ngāti Toa, Civic Trust, Wellington Sculpture Trust, Inner City Residents Association, Dragon Boat representatives, Homegrown, Wellington Chinese Garden Society, Fale Malae Trust, Youth Council Rep (WCC), Skateboard Rep (WCC).

-
- Civic Trust
 - Plaques and memorials representatives
 - Dragon Boats Festival
 - Play and Active recreation representatives
 - Sculpture Trust
 - Wellington NZ including some event organisers.
- WCC Website provided all up-to-date information as well as relevant FAQ's.
 - The media strategy included social media comms, digital advertising, advertisement boards, and information boards in the park.
39. Further engagement was undertaken with the following Council Advisory Groups.
- Pacific Advisory Group (PAG) - The role of PAG is to advise Council on how to help grow a great City, where Pasifika peoples thrive and contribute to Council's priorities (see Attachment 2)
 - Technical Advisory Group (TAG) - TAG's roles and responsibilities include providing advice and recommendations to the Council on major matters of design and implementation (See Attachment 3).
 - Accessibility Advisory Group (AAG) - The role of the AAG group is to advise Council on how to help grow a great and accessible City, where barriers to people with impairments are minimised (See Attachment 4).

Frank Kitts Park Development Plan

40. The purpose of the development plan is to understand, at a high level, how all the existing, planned, and proposed elements within the park could work together.
41. Councillors in the 27 May 2021 Long Term Plan committee asked officers to come back with "*...a future plan for FKP that integrates the aspirations of the Chinese Garden Society and the Fale Malae Trust.*"
42. This was reinforced in the September 2021 Planning and Environment Committee when officers were asked to prepare a development plan and come back to Council.
43. In addition to the Fale Malae proposal, there is a significant amount of work proposed in the park area, including the children's playground and the CGB.
44. The development plan (attachment 5) has been developed by Wraight + Associates and Len Hetet (Māori Design lead) and was used as part of the public engagement material to get feedback from the public.
45. Should landowner approval be granted, officers, in partnership with Mana Whenua, the Chinese Garden Society and the Trust would progress the design for Resource Consent submission.
46. This report provides recommendations to approve the proposed development plan, noting that whilst the detailed design will be developed, the key components of FKP will incorporate Mana Whenua design aspirations, CGB, The Fale and two main open green spaces. Details such as final plaque/ sculpture location, landscaping as well as and detailed engineering will be determined prior to resource consent.

Kōrerorero | Discussion

Outline Business Case

47. An outline business case (pre-business case feasibility assessment) will be developed in support of the 2023/24 Long-Term Plan considerations for the FKP development plan.
48. The case for change originates from the seismic integrity of the building. As a result of a 2019 DSA of the carparking building by Holmes Consulting, an earthquake prone notice was issued in 2020. This requires strengthening or removal of the structure by 2034.
49. There are several decisions which have previously been made by Councillors creating multiple drivers for considering this investment:
- A commitment has been made to develop the CGB with \$6.5m allocated in the current LTP.
 - Options to strengthen the carpark structure were considered early on by officers however, due to the cost, the potential on-going uncertainty in the ground conditions strengthening and the strategic fit to continue to invest in a car park on the waterfront, Councillors made the decision to demolish in September 2021, subject to timing.
 - A commitment has been made to further investigate a Fale in FKP.
50. The options considered are detailed below:

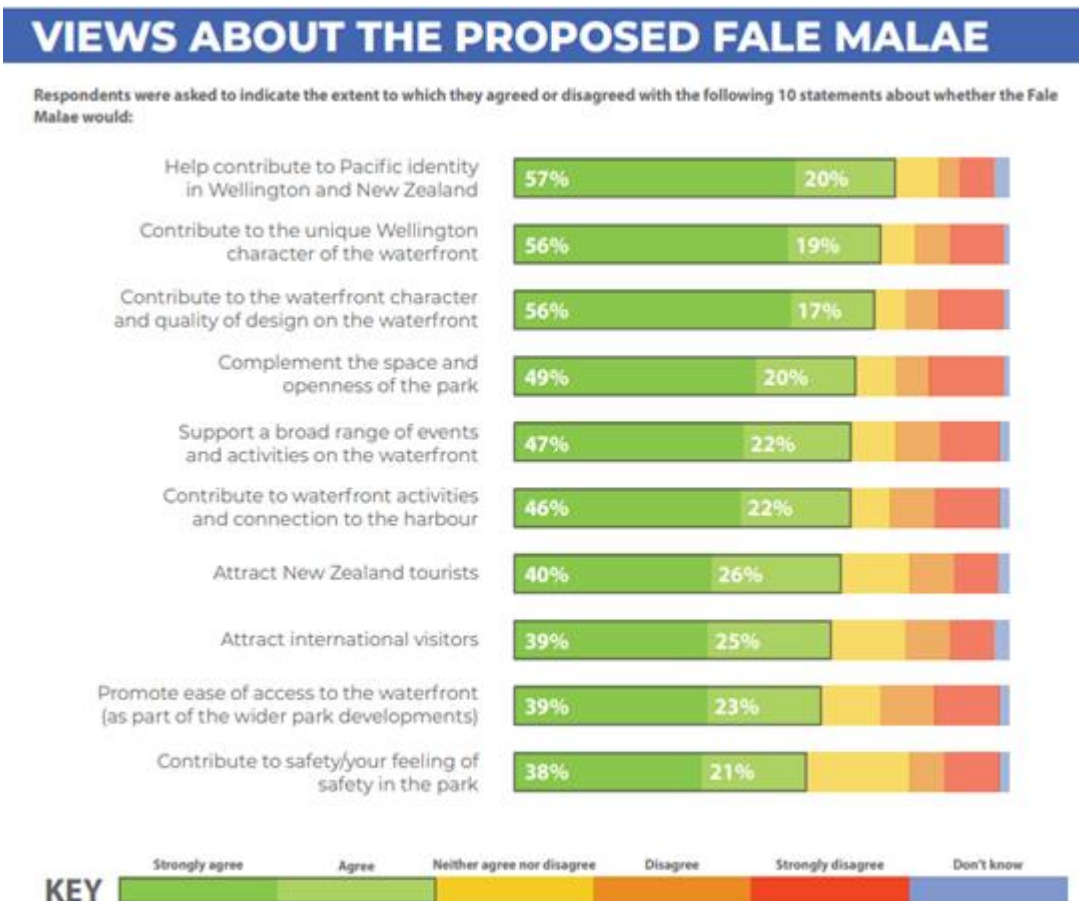
Options	Considerations
Option 1: Strengthen carpark (67% NBS) and develop the CGB.	<ul style="list-style-type: none"> • Previously discounted by Councillors • Approval to demolish provided in Sept 2021, subject to timing.
Option 2: Demolish carpark, level ground and hydroseed. <i>Note: No CGB and public facilities, dragon boat storage and waterfront storage/waste management are not replaced.</i>	<ul style="list-style-type: none"> • This would not allow council to deliver on a CGB. • This option does not allow for replacement public toilets, dragon boat and waterfront management storage.
Option 3: Demolish carpark and develop the CGB <i>Note: Dragon boat storage and waterfront storage/waste management are not replaced.</i>	<ul style="list-style-type: none"> • This option does not allow for replacement of the public toilets, dragon boat and waterfront management storage.
Option 4: Demolish carpark, develop the CGB and provide alternative public facilities (to be scoped and funded by Council).	<ul style="list-style-type: none"> • Council would be required to scope and fund replacement public facilities and storage. • Given that the Fale is not a Council-led project there are limited benefits (financial as well as community outcomes).
Option 5 (Preferred Option): Demolish carpark, develop the CGB and the Fale Male plus WCC contributions for replacing the public toilets, dragon boats and waterfront storage.	<ul style="list-style-type: none"> • Full redevelopment with all Council commitments achieved.

51. Final Landowner approval transfer is subject to both Council agreeing to funding park redevelopment and integration works as part of the LTP.

52. Any Council contributions to the replacement facilities within the Fale will be established through the key commercial terms which are to be brought back to Council prior to Resource Consent.

Public Engagement Analysis

53. There was a high response rate to the engagement between 10 March and 10 April 2023 with 2,143 responses received. There were 2,133 online survey responses, nine email submissions and one independent conducted survey by the Inner-City Residents Association.
54. The analysis of the public engagement feedback was undertaken by a third-party analyst, Global Research.
55. The full engagement report is available at Attachment 6.
56. The survey questions were split into two parts, the first was a set of multiple-choice questions which align with the principles and objectives as outlined in the Waterfront Framework Strategy. The key findings are detailed below:



57. Overall, there were strong levels of agreement that the Fale Malae aligned to the themes as outlined in the Waterfront Framework Strategy.
58. The second half of the survey allowed members of the public to provide their feedback on what value they thought the Fale Malae would add to the park and the waterfront and raise their concerns in relation to the proposal.

59. The key themes raised from a value perspective were:
- The Fale Malae would represent and recognise Pasifika culture in Wellington
 - The Fale Malae would add visual appeal
 - The Fale Malae would help to celebrate and connect with Pasifika culture
 - The Fale Malae would enhance the waterfront
 - The Fale Malae would be a better use of the space.
60. The key themes raised in relation to the concerns on the Fale Malae development were:
- Concerns about disruption to current uses
 - Concerns about loss of open/green space
 - Concerns about cost
 - Concerns about construction time and disruption
 - Concerns about the functionality of the building.
61. Some of these concerns have been, or can be through further development, addressed by officers. The details of which follow.

Disruption to current uses

62. Concerns were raised regarding the potential disruption to existing facilities, particularly dragon boat storage and changing rooms.
- The Fale building provides provision for future dragon boat storage, toilets and changing facilities within the basement of the building adjacent to the existing boat ramp within the Whairepo Lagoon.
63. Other concerns were raised in relation to the impact on festivals and other events in the park.
- The Trust envisages that the Fale will support a wide range of community and cultural activities (both internally and externally), as well as being available for 'passive' enjoyment. The Trust understands the importance of open space for large events on the waterfront.
 - The redesign of FKP will better deliver the requirements of a destination park by incorporating a greater diversity of uses than currently. However, the redesign will cause some disruption as to how the park currently operates. The current park was never designed for the multiplicity of uses that are undertaken with uses and events 'fitting' into the existing environment. The new design includes two new unobstructed lawn spaces for multi-use flexibility. Further work will be undertaken in the detailed design phase to confirm the maximisation of uses in the new park and well as the capacity for events, acknowledging that FKP supports the larger Waitangi Park, which houses large events.
 - The Malae (open green space area) would remain under control and management of Council. The Trust will not be able to stipulate what events happen in this space and there are no cultural sensitivities with the consumption of alcohol near the Fale.

Loss of Open Space

64. A key concern raised as part of the public engagement and stakeholder workshops has been the loss of open space.

- The redevelopment of FKP is a key deliverable of the central city Green Network Plan (GNP) which was signed off by Council at the Pūroro Āmua, Planning and Environment Committee on 12 May 2022. The GNP was a key action out of the Planning for Growth Spatial Plan to support growth in the central city, as well as helping address the climate and ecological emergency.
- The GNP classifies different types and sizes of spaces. The largest and most important space are identified as destination parks, of which FKP is one:

A large urban destination or an anchor place. As a green space it will have high cultural, social, and recreational importance to the central city. They will accommodate a mix of uses, respite, recreation, planned events, tourism, and large gatherings of people.

- The GNP also sets four key targets:
 - No net loss
 - Double the number of trees in the city (to 4000)
 - Improve the greening of 20 existing urban spaces
 - Deliver 2 new parks
- As per the TAG report in attachment 3, “TAG sees a significant benefit in substituting an accessible at-grade open space for the present underground carpark, elevated lawn, and above-ground concrete walls. This change will deliver significant improvements to the public’s promenade experience”.
- The total sqm of open space under the proposed redevelopment of FKP will be confirmed following further design development and prior to Resource Consent. As per the Sept 2021: Pūroro Āmua compensatory open green space will be provided where required as part of the GNP objectives.

65. Concerns were also raised in relation to the loss of mature trees on site.

- A comparison of tree numbers between what is in the park currently, what was proposed through the original consented design and the 2023 development plan is detailed below.
- The number of trees in relation to the 2023 design is subject to change as detailed design develops however, as in line with the Green Network Plan, the aim is to significantly increase the number of proposed trees.

Design	No. of Trees
Existing Park	109 Trees
2016 Consented Design	98 Trees proposed
2023 Development plan	147 Trees proposed

Financial Cost

66. Concerns surrounding the cost were raised in relation to priorities for rate payers, funding should be focused on upgrading degrading infrastructure as well as better communication on how the council allocates budgets.
- There is currently \$6.5m in the Council's Long-Term plan (LTP) for 2024/2025 allocated to the CGB which is unable to proceed prior to the demolition of the car park.
 - The Outline Business Case section at paragraphs 47-52 explains the justification and costings for the preferred development plan option.
 - The Fale project is not a Council-led project. The Council and the Trust, through commercial negotiations will agree upon any required contributions to the Fale for the replacement public facilities which will be incorporated into final design costings and brought back to Council.

Construction time and disruption

67. Concerns were raised by members of the public in terms of demolition/ construction delays and the impact on access and regular events/ activities in the park.
- Whilst it is acknowledged that construction disruption will need to be managed carefully, the car park is earthquake prone and requires strengthening or demolition by 2034. A detailed demolition and construction plan will be developed which will aim to limit disruption as much as possible.

Functionality of the building

68. Concerns were raised by members of the public in relation to design of the building and useability in terms of indoor/outdoor seating and shelter.
- As the Fale is only in a preliminary design phase, the detailed functional planning is yet to commence. These concerns however will be considered as part of the next stages of the design process and assessed by officers to ensure the functions compliment the wider park.
 - As part of Council's key commercial terms with the Trust, Council will be required to sign-off on final detailed design and operational management plans.

Waterfront Framework

69. For the purposes of the Significance and Engagement Policy, there is a need to test whether the proposed development plan is in accordance with the Wellington Waterfront Framework and therefore transferring control of the land does not engage the strategic asset transfer process.
- The Technical Advisory Group (TAG) has tested whether the proposed development plan is in accordance with the Waterfront Framework. Their report is attached at Attachment 3.
 - TAG has found that the proposed (concept) development plan for FKP, inclusive of the Fale Malae, is consistent with the themes, values, objectives of the Waterfront Framework, and the Framework's aspirations for FKP.
 - The Waterfront Objectives have set a benchmark for waterfront development so that designs can be tested against these objectives:

Waterfront Objectives	Officer Comment
The waterfront is locally and internationally recognised for its design	56% of respondents strongly agreed and 19% agreed that the Fale building would contribute to waterfront character and quality of design on the waterfront. TAG outlined in their report that <i>“the building demonstrates conceptual elegance and clarity of design and has a scale and form that is entirely appropriate on this part of the waterfront”</i> .
The waterfront is readily accessible to all people	39% of respondents strongly agreed and 23% agreed that the Fale would promote ease of access to the waterfront (as part of the wider park developments). Consultation has also been undertaken with the Accessibility Advisory Group who contributed design and design detail questions and looked forward to a closer look the detailed design development of the Fale Malae Proposal
The waterfront is and is perceived to be safe at all times	38% of respondents strongly agreed and 21% agreed that the Fale proposal would contribute to safety/ their feeling of safety in the park. A Crime Prevention through Environmental Design (CPTED) assessment will be undertaken to inform detailed design development both in relation to the Fale and wider park proposals.
The waterfront is seen to be an attractive place that draws Wellingtonians and visitors alike.	40% of respondents strongly agreed and 26% agreed the Fale proposal would attract NZ tourists. 39% of respondents strongly agreed and 25% of respondents agreed that the Fale proposal would attract international visitors. 56% of respondents strongly agreed that the Fale proposal would contribute to the unique Wellington character of the waterfront.
The waterfront successfully caters for a wide range of events and activities	47% of respondents strongly agreed and 27% of respondents agreed that the Fale would help support a broad range of events and activities on the waterfront. 46% of respondents strongly agreed and 22% agreed that the Fale would contribute to waterfront activities and connection to the harbour.
Significant heritage buildings are protected on the waterfront.	There are no heritage buildings in FKP.

70. The Waterfront Framework objectives set the expectation of the quality of design work that is considered appropriate. The first objective directs this position and overall, in TAG’s view:

- *“The Proposal (for the park) originated as the winning entry in an invited design competition (in 2007). In its current state including the Fale Malae at the southern end of the park, as a developed sketch design, the new configuration has the potential to achieve design excellence.”*
- *“The proposed Fale building has a very beautiful and inspiring form. The conceptual elegance and clarity of design that was seen in the initial concept has been maintained and enhanced through these first stages of design development.”*

71. TAG’s more detailed assessment can be reviewed in their report, but in summary TAG has found that:

- *The Fale is a positive addition to FKP and will considerably enrich the cultural responsiveness and public experience of the waterfront.*
- *The building demonstrates conceptual elegance and clarity of design and has a scale and form that is appropriate on this part of the waterfront.*
- *Design revisions to FKP to accommodate the Fale achieve a high-quality open space outcome, including successful relation to a smaller CGB. Some matters of park design detail remain to be confirmed.*
- *The new public and community focused activity introduced by the Fale will support public use of the park and the waterfront in general.*

72. As noted, there are matters of detail to be worked through, but these issues will be resolved through the next phases of design development.

73. It is officers’ recommendation that the development of a Fale on the site aligns with the Waterfront Framework.

Stakeholder Principles

74. The Fale proposal and proposed development plan are considered alongside the principles developed in the original Mana Whenua partner and stakeholder workshops below:

Stakeholder Principles	Officer Comment
Embodiment of the place for Mana Whenua.	<p>Mana Whenua have provided support to the Trust for their proposal.</p> <p>Mana Whenua have been integral to the wider park development with cultural aspirations imbedded within the design.</p>
<p>A vibrant centrepiece of community life for all</p> <ul style="list-style-type: none"> ○ Welcoming ○ Accessible ○ Reflecting the diversity of our city ○ To gather, play, celebrate and commemorate 	<p>The results of the public engagement show a strong support for the Fale proposal.</p> <p>The Fale and wider FKP proposal provides an opportunity to establish a cultural precinct, extending to the Wharewaka and Te Papa.</p> <p>The design of the park continues to provide a flexible open space available to be used in a variety of different ways and will support a variety of existing and future events.</p>
Mana moana, Mana Whenua, Mana Tangata (connect to the waterfront, moana, and city)	The demolition of the car park provides an opportunity for greater connection and visibility between city and sea.

	The work being developed in partnership with Mana Whenua also provides opportunities to recognise the importance of this site prior to reclamation for Māori.
Cohesive design for the whole park, integrated to the waterfront and city.	As per TAG's report, The Fale Malae is conceptually strong and fully integrated within a whole-of-park design.

Landowner Approval

75. Council owns the land upon which the Fale Malae is proposed to be constructed, through its shareholding of Wellington Waterfront Limited. The land is waterfront land, which is listed in the Council's Significance and Engagement Policy as a strategic asset.
76. A decision to transfer the control of a strategic asset, such as waterfront land, can only be undertaken if it has been explicitly provided for in the Long-term plan³; or if the decision is *"to facilitate the development of the waterfront in accordance with the Waterfront Framework or similar policy"*⁴.
77. Landowner approval is contingent on several downstream decisions, including LTP funding for integration works, and approving the commercial terms which will result in the actual transfer of control to the Trust. However, landowner approval starts the process and therefore it is considered prudent to ensure legislative and policy compliance are included in the decision-making process from the outset.
78. Officers are confident that the decision will facilitate the development of the waterfront in accordance with the Waterfront Framework.
79. The development's compliance with the Waterfront Framework will also be a relevant matter during the resource consent process. If any matters arise which question the conclusion that the development is in accordance with the Waterfront framework these matters can be raised when the commercial terms are brought back to Council for approval.
80. On the above basis, officers are confident that the consultative process has been appropriate, and there is no need for the transfer to be explicitly provided for in the strategic asset transfer process.

Next Steps

81. Subject to decisions on the recommendations in this report, the FKP Development plan will be used to guide considerations on the key projects in the park.
82. Further design and planning work will be required between June 2023 and Jan 2024 to support Resource Consent lodgement prior to LTP funding. As such the next steps are dependent on being allocated as part of the 2022/23 Year-End Capital Carry Forward & Prioritisation process
83. The programme below outlines the key next steps in the FKP programme.

³ s 97 Local Government Act 2002

⁴ Significance and Engagement Policy at p 9

Milestone	Timeframe
Approval of Development plan and Stage 1 of Landowner approval.	June 2023
Design Development for Resource Consent	June-November 2023
Council approve Key Commercial Terms and Operational Principles.	December 2023
Long Term Plan Submission	December 2023
Resource Consent Submission	January 2024
CEO Approve Council and Fale Trust Commercial Agreement (Full transfer of Land to Fale Trust).	TBC Subject to RC and funding*
Long Term Plan Sign-off	June 2024
Demolition/Construction and Operational Planning Commence	

Risks to Council

84. There are several regulatory and Council approvals prior to the Fale Malae and wider park integration works proceeding which provides Council with sufficient control.
85. The key risks in relation to the progression of the development plan and subsequent Fale Malae Landowner approval are detailed below.

Issue/risk	Likelihood	Response/Mitigation
Fale Malae does not receive Resource Consent.	Medium-High	Re-design of the development plan required to re-consider minor changes to CGB and provision of replacement facilities (toilets and storage).
Council does not receive Resource Consent for car park demolition, remediation works and changes to the CGB.	Low	Modifications to consent strategy.
Council does not approve the LTP funding for park integration works.	Low-Medium	Re-phase to later date in LTP or consider alternative 'do minimum options'.
Fale Malae does not raise relevant funding for the project.	Medium	Confirmation of pledges prior to RC will be required.
Council is not satisfied with either the operational management plan, commercial/ financial viability of the Trust.	Low-Medium	On-going negotiations and liaison with the Fale Trust.

Kōwhiringa | Options

86. In relation to the Preferred development plan Council could:

Preferred Option

- Adopt the Preferred development plan

This allows for both the Trust and Council to proceed to the next steps of detailed design and Resource Consent submission utilising funding through the 2022/23 Year-End Capital Carry Forward & Prioritisation process).

Alternative Option:

- Not proceed/ place on hold the preferred development plan.

Council to note that the car park is to be either strengthened or demolished by 2034. This decision may also result in the Trust's proposal being withdrawn.

87. In relation to the Trusts request for landowner approval Council could:

Preferred Option:

- Agree to approve the initial stage of landowner approval for the proposed development plan, confirming compliance with the Waterfront Framework and the Significance and Engagement Policy. Noting, the transfer of land will not be completed until:
 - Wellington City Council Long Term Plan funding approval for FKP Integration works.
 - Resource Consent Approval.
 - Council's approval on the key commercial terms.

This allows for both the Fale Malae Trust and Council to proceed to the next steps of detailed design and Resource Consent Submission.

Alternative Option

- Not proceed with the Trust's request for Landowner approval.

Council officers to further investigate alternative solutions in FKP which will likely require a yet unknown level of financial input from Council to design and fund alternate community facilities.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

88. As detailed within this report, the development plan and Fale proposal are in alignment with the Waterfront Framework.

89. The detailed design proposal will also be considered in relation to the relevant District Plan on submission of resource consent.

Engagement and Consultation

90. This report outlines the communication and engagement approach in line with Council's Significance and Engagement policy.

Implications for Māori

91. There is strong alignment with the Tūpiki Ora Māori strategy and its key outcomes by creating space for Māori identity and history, adding to the use of te reo Māori across the city whilst ensuring Mana Whenua are represented and actively participate in decision making and direction setting of this project.
92. A co-design approach has been established with Taranaki Whānui Ki te Upoko o Te Ika to continue the narrative of Te Ara Tupua, the Tupua of our Te Whanganui a Tara Tupua Horonuku and Tupua Hororangi.
93. Mana Whenua's aspirations have been embedded within the wider development plan by cultural lead Kura Mohea and designer Len Hetet in partnership with landscape architects Wraight and Associates.

Financial implications

94. The landowner approval decision is subject to funding.
95. Any next steps are subject to funding being allocated as part of the 2022/23 Year-End Capital Carry Forward & Prioritisation process to support design development and Resource Consent lodgement prior to Long-Term Plan funding approvals for the park redevelopment and integration works.

Legal considerations

96. To the extent that legal risks arise in the context of a landowner approval process, considerations are within the body of the paper and no further legal issues arise at this stage.

Disability and accessibility impact

97. The re-design of the park will increase and improve accessibility for disabled people/ people with access needs. With the demolition of the car park and footbridge, opportunities arise for at grade crossings, ramped access, and improved surfaces.
98. Officers and the Trust presented to the public engagement concept to AAG in April. AAG provided some key feedback which will be taken on board through the next stages of design.
99. Throughout the developed and detailed design process engagement with WCC Senior Accessibility advisor will be undertaken.

Climate Change impact and considerations

100. The designs incorporate aspects of Council's Te Atakura Strategy, enabling more sustainable and resilient use of the site.
101. An initial climate change risk assessment and adaptation strategy has been undertaken by both Council for the wider park and the Trust for the building.
102. The park is free from flooding under current climate conditions however a large portion of the site is at risk in the future. The proposed development plan reduces flood risk overall for the park however flooding is still expected in the TSB Arena area and along Jervois Quay.
103. Further work will be undertaken to understand how the design could improve flood risk as well as respond to other climate change risks as part of the detailed design development.








104. The summary memo on flooding is detailed in attachment 7.

Communications Plan

105. A FKP communications and engagement plan has been developed and is regularly updated as new information arises. Council has been continuously updating key partners and stakeholders of the broader FKP area. Health and Safety Impact considered

106. No demolition or construction work has been planned to date.

Attachments

Attachment 1.	Fale Malae Trust Proposal ↓ 	Page 65
Attachment 2.	Pacific Advisory Group Feedback ↓ 	Page 75
Attachment 3.	Technical Advisory Group Report ↓ 	Page 76
Attachment 4.	Accessibility Advisory Group Feedback ↓ 	Page 83
Attachment 5.	Proposed Frank Kitts Park Development Plan ↓ 	Page 86
Attachment 6.	Public Engagement Report ↓ 	Page 89
Attachment 7.	Flood Modelling Results Memo ↓ 	Page 151



Fale Malae Proposal

Background

Aotearoa New Zealand is a Pacific nation enriched by people from diverse and vibrant cultures who have made it their home. We share close historical, cultural, economic, and sporting ties with our Pacific kin and neighbours. Te Iwi Māori and Pacific peoples share the same cultural and social values, which shape and influence New Zealand's international identity today.

Our capital city is an international hub that connects New Zealand to the world. Nowhere is this connectivity clearer than in our relationship with the Pacific. The Pacific is an essential part of New Zealand's identity, yet our country does not have a significant landmark in our capital to represent this important relationship.

The Fale Malae Trust's (the Trust) vision is to establish a contemporary Pasifika Fale Malae on Wellington's waterfront. It will be a national cultural institution that celebrates Aotearoa New Zealand's place in the Pacific and the contribution of Pacific people to our national identity.

At its core, the Fale Malae will be a place of learning, storytelling, and culture. Being in the capital city, it will provide a platform to represent New Zealand's identity and role in the Pacific. For residents and visitors to Wellington, the space will become a vibrant part of the cultural fabric of the city and strengthen Wellington's rich cultural reputation. The waterfront location will provide an accessible means for locals and visitors to easily engage with and enjoy the space.

The Fale Malae provides an opportunity to act as a catalyst to enhance a well-loved, but physically neglected, part of the waterfront. As a building of national significance, it will stitch together the surrounding arts and cultural precinct which includes including Te Papa Tongarewa, Te Wharewaka o Pōneke, the Chinese Garden of Beneficence, Te Ngākau Civic Square Precinct, Wellington City Gallery, and Wellington Museum.

Design Narrative

Refer to attached floor and site plans.

The Fale seeks to embrace a contemporary expression of thousands of years of rich architectural history. It seeks to express the sociological, political, spiritual, artistic and historical relationships our Ocean dwelling peoples expressed through their built environment.

The design of the Fale Malae will make for a highly activated public building from 360 degrees, a dynamic and equitable space, set within a public realm that further enhances the surrounding park.

The three main architectural design concepts that are highlighted through the design are:

1. Carving out a space for Tangata Moana within the whenua: from the moana, to the Malae, and under safe and protective shelter this is the taonga that relates us back to one another.
2. The roof is the symbol of the Tau'olunga: The Tau'olunga is the last dance in cultural ceremonies. The sculptural roof form symbolises the clasping of the two hands evoking the important relationship between Aoteatoa and Tangata Moana. It also represents the coming together of Tangata Whenua and the Tangata Moana represented by the mirrored roof forms designed to protect and provide shelter.

3. Providing essential cultural markers to retain ceremonial traditions within the Fale: For example, through placement of specific Pou to denote the location of high ranking/ chiefly titles.

Other key design drivers include:

- Building positioned as a pavilion in the park to support surrounding activities, including dragon boat access to the boat ramp and café integration with the Chinese Garden of Beneficence.
- Minimal and efficient building footprint to limit the extent of in-ground remediation.
- Maximised open space between the building and promenade to support a range of existing and future events and activate the surrounding area.
- Improved Jervois Quay pedestrian environment.
- Minimal potential impact of the back-of-house functions on the surrounding context by housing most functions within the basement.
- Low impact servicing strategy with concealed rubbish storage underneath the paepae.
- Designed for Wellington's climate to ensure comfort, as well as mitigation against climate change and natural hazard risks.
- Provision for dragon boat storage and four externally accessible public toilets.
- Flexible and highly functional spaces that can be used for wide range of uses.

The design team completed the Preliminary Design Stage in late 2022. This stage of design has provided more certainty on the feasibility of the building design in its proposed location through the integration of structural, geotechnical and building services design with the architectural design. Since then, the team have been focused on integrating the building into the wider park design, resolving engineering challenges identified during the preliminary design, seeking feedback from stakeholder groups, further developing the servicing and functionality of the building, and incorporating other amenities into the building footprint (dragon boat storage, public toilets, Council storage).

Proposed Usage

Principles:

1. Usage must align with the objectives of the Trust
2. Establish partnerships with organisations as a key revenue stream and facilitating preferential access for community usage.

While the Trust, a not-for-profit entity, will need to operate the building to meet outgoing expenses, the Fale Malae will be a community space that will enhance and complement Wellington's waterfront as a landmark building of cultural significance. The Trust envisages that the Fale Malae will support a wide range of community and cultural activities (both internally and externally), as well as being available for 'passive' enjoyment. This has been a pivotal aspect to the current design concept and demonstrates a significant change from the design and overall functionality of the earlier proposed Bunny Street concept. The Trust strongly supports the waterfront being an inclusive place to be enjoyed by all and understands the importance of ensuring public accessibility to a building in this prominent location. Across all of the specific types of usage, the core purpose of the Fale Malae will be to support learning, culture, and storytelling. The ground floor is made up of three key spaces: café, community room, and the ceremonial fale.

Community room and ceremonial fale

Civic and community events

The Trust understands the importance of open space for large events on the waterfront. It considers that all events that currently take place on the Frank Kitts Park Upper Lawn (e.g. Homegrown, Dragon Boat Festival, Gin Festival, Matariki, running/walking charity events, Fried Chicken Festival) will be able to continue to use the southern end of Frank Kitts Park under the proposed redevelopment plan. The building itself could support major waterfront events, including as a performers/event organisers space for Homegrown, wet weather venue for food and beverage festivals, and the café providing hospitality for outdoor events that are set up within the open space of the park (e.g. Dragon Boat Festival). Mock set-ups for Homegrown and the Dragon Boat Festival are attached, which show that these events could continue to take place with a similar layout and volume of people.

The malae/open green space would not be under the control or exclusive use of the Fale Malae. It would form part of the contiguous open park space that is managed by WCC. The Trust will not be able to stipulate what events happen in this space and there is no cultural sensitivity with consumption of alcohol.

The Trust envisages that the public could passively use the building within agreed hours of operation and not otherwise booked/in use.

Arts, culture, creativity

The Fale Malae proposal strongly aligns with Council's Aho Tini (Arts, Culture and Creativity) Strategy, particularly the focus areas Aho Mahi and Aho Whenua. The Trust will work in collaboration with Council and the creative arts sector to enhance and create opportunities for Wellingtonians to access and participate in arts, culture, and creativity.

The Fale Malae Trust has a strong relationship with Te Papa. We consider there are opportunities to collaborate as an extension of their Pacific collection.

In the next phase of the design, we will explore opportunities to learn about the history of the Pacific through integrated virtual technology solutions (similar to the Discovery Wall at Christchurch Library) to provide a unique experience for tour groups and school groups.

Other opportunities that our team are exploring as the project and design progresses:

- Artist residency programme to display art in the café
- Integration of Pasifika art into the building fabric by renowned Pasifika artists. Our artist team will be led by Michel Tuffery
- Pacific national language week celebrations
- Markets (similar nature to the previous Underground Market), which could be held inside the Fale and/or on the malae area.
- Using the building façade to share the nation's stories (e.g. [Pacific stories projected over Whairepo Lagoon during Matariki](#))
- Minimising barriers for artists and performers to access a venue.

The community room would be able to be used as a supporting space/green room for performances/large events taking place in the fale.

Education

Victoria University will be a cornerstone partner and user of the facility.

Victoria University is committed to encouraging significantly more Pasifika enrolments, retention, and graduates. The Fale Malae proposal aligns with the University's Strategic Plan through:

- Providing a gateway to higher education for Pasifika families to encourage significantly more Pasifika student enrolments, retention and graduates
- Providing a holistic learning, teaching and student experience
- Deepen engagement with communities and celebrate Pasifika arts and culture in Aotearoa
- Address pressing societal issues and deliver more equitable outcomes for Pasifika.

A long-term utilisation agreement will be progressed between the Trust and University alongside developing the facility's operational model. This agreement will be beneficial to both parties to provide revenue certainty (for the Trust) and availability certainty (for VUW).

As a key partner, the Trust will continue to work closely with the University to understand their requirements based on their expected uses. Initial feedback from university staff suggests that the space will have an important role in bringing people together to support teaching, learning, and engagement and inclusivity through the following potential uses:

- **Teaching:** given that the building is not located on an existing campus, it is more likely to be used for one-off lectures/tutorials/seminars and short courses, including:
 - Pasifika spotlight lectures across a range of faculties and schools, including Humanities and Social Science, Education, Architecture and Design Innovation, Law, Business and Government, Health.
 - Micro-credential courses
 - Bespoke courses with a high focus on community engagement and less suited to a traditional lecture-style delivery
 - Expand teaching and developing capacity in the wider Pacific region
 - Centre for Strategic Studies, New Zealand Contemporary China Research Centre require neutral spaces to work with stakeholders
- **Workshops, meetings and training:**
 - Faculty/School/Group planning/away days
 - Faculty and Advisory Board meetings
 - Co-design curriculum workshops for Masters students
 - Writing and language workshops
 - Exhibition space for Masters programmes
 - Fono to support the Improving Pasifika Legal Education Project
 - Wellington Uni-Professional (professional development workshops)
 - Leadership programmes
- **Conferences:**
 - Educational conference space was in high demand pre-Covid, with many university spaces being unavailable due to programmed lectures/courses. Conferences are run across various Faculties for 100+ attendees and require a destination that brings various stakeholder groups together.
 - Conferences with a focus on Oceania and Pacific matters
 - Pasifika Student Council annual conference
 - Regional health fono
- **Awards, ceremonies, events:**
 - Information evenings (undergraduate, post-graduate, recruitment expos)

- University outreach events to the wider student community
- Centres of Asia-Pacific Excellence Events
- Pasifika Student Festival
- Pasifika emerging writers' festival
- Book launches
- Guest lectures/seminars hosted by the university and open to wider attendees
- Alumni events and awards
- Hosting international delegations
- Performances
- Graduations

Corporate/government

Corporate/government uses will occupy a large portion of the weekday availability for both the community room and fale. Uses include:

- Training venue for professional institutes
- Board meetings and AGMs
- Small functions
- Co-design workshops
- International and national forums/workshops/conferences, particularly supporting dialogue and issues of importance to the Pacific region
- Dinners, awards, presentations
- Diplomatic events.

The Trust is also progressing discussions with Te Papa and Tākina to use the Fale Malae as a satellite venue for larger exhibitions or conferences.

Café

The café will provide significant amenity to the park and waterfront. It will support day-to-day users of park as well as providing an attraction that integrates with the Chinese Garden of Beneficence.

While an operator is yet to be engaged, it is likely to be daytime operation (weekdays and weekends) that will seat approximately 50 people inside and up to 70 people on the paepae/terrace connecting to the Chinese Garden of Beneficence (some covered seating). The café could also be used as a restaurant at peak times of the week or as an evening function venue.

The café will provide a modern Pasifika offering.

Partners and stakeholders

Manuta Taonga

In Budget 2020, the Government allocated \$10 million to the project with \$1 million immediately available to progress planning and design work, including securing a suitable site.

The Trust is required to meet agreed milestones, such as resource consent, building consent, securing fundraising, before the remaining funding from central government can be made available for capital works.

Central government remains a committed partner to the project.

WCC

The Trust is committed to working in a collaborative basis and in partnership with WCC to enhance positive outcomes for all parties.

The Trust acknowledges the value of publicly accessible spaces that can be used for various activities in alignment with the Waterfront Framework. Ensuring the Fale Malae is a high-quality development that meets public expectations and is integrated within the wider park and Waterfront precinct is paramount to the project.

The Trust has invested a significant amount of funding into the Fale Malae proposal at Frank Kitts Park. There are significant benefits for Wellington city through the enhancement of Frank Kitts Park with the Fale Malae, at minimal cost to Council and ratepayers. As the landowner of Frank Kitts Park, Council's support to realise the project is crucial.

While detailed commercial terms (Lease and Development Agreement) need to be developed, the Trust's expectations for Council contributions to the project are:

- WCC to provide land for the building under a long-term lease for a peppercorn rent. Further, WCC will be responsible for the cost of removing the existing carpark and providing a clear site for construction of the building;
- WCC will be responsible for all landscaping and groundwork costs outside the agreed scope for the Fale building; and
- WCC will be responsible for the capital costs associated with providing recreational/dragon boat storage, Council storage, and external public toilets, and delivered in cooperation with the Trust and its contractors.

Mana whenua

Te Āti Awa, Ngāti Toa, and Wellington Tenths Trust have expressed their support for the Fale Malae project. See attached letters of support.

Dragon Boat community

The Fale Malae Trust strongly supports the dragon boat community and the vibrancy the sport brings to Wellington's waterfront. Our team is working collaboratively with the Dragon Boat Festival and Central Region Dragon Boat Association (CRDBA), including addressing the feedback raised through Wellington City Council's consultation. We will continue to work with these groups during developed and detailed design.

Our design team have worked extensively to incorporate a fit for purpose recreational storage area within the building footprint that meets the requirements for accommodating the dragon boats.

The preliminary design concept provides a storage area for the provision of:

- Twelve dragon boats (three across, stacked four high);
- Two changing rooms;
- Other paddling gear (life jackets, paddles etc.);
- Administrative space.

The Dragon Boat Festival and CRDBA have confirmed their support the Fale Malae proposal at Frank Kitts Park.

Additional key organisations that have expressed support for the project:

- Te Papa
- Wellington NZ
- Wellington Chamber of Commerce
- Pacific Business Network Trust
- Ministry for Pacific Peoples
- Pacific Island Heads of Mission
- Tāwhiri
- Creative NZ
- Chinese Garden Society
- Te Wharewaka o Pōneke

Operational model

Principles:

1. Operating model is financially sustainable (i.e. generates sufficient revenue to cover operating expenses)
2. Building is owned by the Fale Malae Trust, which operates as a non-profit entity. Any surplus profits will be reinvested consistent with the Fale Malae Trust’s objects, which include showcasing Pasifika arts and culture, education and research, and facilitating community use of the building.

There are a number of different operating models for the day to day management of the facility. The Trust is yet to determine the preferred operating model (see options below). The Trust will seek feedback from Council officers once it determines its preferred choice. Should one of options 2-4 be selected, the Trust will appoint the venue and/or café operator before starting Developed Design. This is to ensure that the facility operator can input into the design process before construction drawings are completed.

Potential operating models include:

Operating model	Description
1. Internal: In-house provision	The Trust could directly operate the venue, including directly employing staff to manage booking and support events. The Trust would receive all revenue from bookings but would be fully responsible for all related event expenses and risks.
2. External: Commission model (single operator)	The Trust would enter a contract with an external operator on a commission-based model. The Trust would pay a fixed management fee to the operator, but receive a portion of room hire, catering and AV revenue as commission. The model has successful precedent in the Wellington market and may enable some efficiencies by appointing a pre-existing operator that manages other facilities. The operator agreement would be subject to utilisation agreements the Trust holds with other organisations, as well as ensuring agreed access for community activities.
3. External: Lease model	The Trust would enter a lease arrangement with an external operator who would more independently manage the Fale in accordance with the Trust’s objects and priorities. The Trust would receive a largely fixed lease payment.
4. Hybrid model	The Trust could explore a hybrid model of any of the above options, including a lease model for the café alone, an external operator to run the facility efficiently for corporate usage within agreed hours of operation, and the Trust directly managing all other community usage.

Revenue sources and allocation of usage

Depending on the selected operating model, the Trust's core revenue streams will likely come from:

- Café lease
- Revenue or commission from venue hire, food and beverage, AV use.

Use by corporate/central government/university users (similar to the Wharewaka and Te Papa conference facilities) will be primarily during the Monday-Friday daytime periods for the March-November portion of the year. Assuming three slots per day (morning, afternoon/lunch, evening/dinner), the daytime slots would account for 10 of the available 21 spots per week, over 9 months. This represents 36% of the potential utilisation, with most of the revenue being generated in this period. This will leave a significant amount of time for the use of the main Fale and community room as a space for use by other community and cultural groups. Revenue from the 'commercial' market will subsidise the community usage of the facility through a tiered pricing model.

The Trust has developed an indicative revenue and expenditure model that will continue to be updated and will be reviewed by Council officers in the assessment of the facility's commercial viability. The Trust is seeking to minimise major operating costs through the design process while ensuring sufficient provision for long-term maintenance and periodic upgrades.

Alongside this, the Trust is seeking to minimise its ongoing capital and operating expenses through the whole-of-life building design. This includes seeking to reduce energy costs, selecting durable and sustainable materials, and selecting a suitable insurance model.

Building operations

The Fale building will be different (and likely operate under a different model) to other buildings on the waterfront. It is not a commercial building yet will be complementary to other facilities on the waterfront. It is also much smaller than other waterfront buildings with a ground level footprint of approximately 690m². To provide an indication of relative size, the building footprint of the Wharewaka and the Boatshed is 972m² and 1,007m², respectively.

No onsite carparking will be available for guests or staff. There will be a drop off zone for building/park users and building servicing (e.g. rubbish and recycling collection, inwards good deliveries, maintenance).

The Trust is working with Greater Wellington Regional Council and Let's Get Wellington Moving to ensure that future public transport stops consider the location and movement of people to/from Frank Kitts Park. For events or individuals that require direct drop-off, there will be shared vehicle/pedestrian access off Jervois Quay. Cars and shuttles can then be moved to a nearby parking building – there are 291 public parks at TSB Arena and 239 public parks at Victoria Street Parking Centre.

Fundraising strategy

Fundraising is the third key pillar to the Trust's funding model. The foundational shared funding arrangements with central government and Victoria University underpins the project and will encourage further philanthropic funding.

The Fale Malae's fundraising strategy has a number of elements, with the primary focus being to secure major gifts (six and seven figure gifts) from philanthropic organisations and individuals. Reflecting on other significant capital works fundraising projects being undertaken in the region, a

key learning from these is the importance of having a sense of certainty that the project will progress (including committed partners to the project) before soliciting philanthropic funding.

The Trust's indicative fundraising targets are:

- \$8 million from major gifts and corporate sponsorship
- \$6.5 million from Trusts and Foundations
- \$500k from appeals, smaller donations and community fundraising

If WCC provides first stage landowner approval, the Trust will be seeking to appoint a Fundraising Lead. This person will report to the Trust's Fundraising and Engagement sub-committee of trustees and will be largely responsible for the cultivation, solicitation and stewardship of potential project donors. The Trust will also seek other categories of funding to support the project's capital costs and future operating costs.

It is often a requirement for organisations with competitive philanthropic funding applications to have project aspects like resource consent in place before applying.

Resource consent strategy

The Trust has engaged Alistair Aburn/Urban Perspectives to provide planning and consenting advice to the Trust. Chapman Tripp are providing resource management legal advice.

We are currently working with our advisors to determine the appropriate approach and timing of a resource consent submission. If the Fale Malae receives first stage landowner approval, we will co-ordinate with the Council as to:

- (a) timing of their application(s); and
- (b) integration of the Fale Malae development with the revised Chinese Garden of Beneficence and other adjoining spaces.

Programme management

The Trust was formally established in 2019, with its origins going back to the Victoria University of Wellington's Komiti Pasifika in 2012. The Trust is made up of ten trustees who bring wide ranging skills, passion, experience and cultural mana, including representation of mana whenua. The core activities of the Trust are the development, funding, construction and operational governance of an authentic Pacific space of national significance.

The project is managed in accordance with project management standards, process and procedures agreed by the Trust Board, using accepted good practice. The Trust Board provides governance oversight over the development of the project and the trustees have been selected based on their skills and expertise to initiate the project. The Trust Board will continue to provide governance once the building is operational.

The Board has engaged a programme manager and development adviser who are involved in the day-to-day management of the project.

The design team engaged by the Trust includes Jasmax architects, Aurecon, Dunning Thornton, Tonkin & Taylor, Holmes, Michel Tuffery.

The Trust also receives support from Chapman Tripp, KPMG, and Grant Thornton.

Timeline

Key Activities	Indicative timings
Present full proposal to Environment and Infrastructure Committee for decision against Waterfront Framework	June 2023
Preparation for resource consent – further design work, technical assessments, evidence preparation	June – December 2023
Initiate fundraising plan	July 2024 onwards
Resource consent application (estimated 12-months)	January 2024 – January 2025
Appoint operator	February 2024
Undertake developed and detailed design	February 2025 – July 2025
Apply for building consent	July 2025 – September 2025
Construction (18-24 month build period)	October 2025

Pacific Advisory Group Feedback

Received during the March-April Public Engagement Period

Value

Cultural connections - between tangata whenua, residents, tourists and visitors alike, and to our Pacific island nations across the Pacific ocean.

It would add to, and reflect, the cultural diversity of the city and country.

It would link well to the Wharewaka and Te Papa, and be a place where Pacific communities and others, can come together for community events, have public events, share about and celebrate the diversity of Pacific cultures in this city and nation.

It could be a drawcard venue for Pacific focused events, and others too, and be a hub for Pacific delegates to gather as well e.g. conferences, Pacific language week celebrations, visiting Pacific and other delegations.

The Fale Malae came about from previous PAGs years ago, and it is great to see its progress.

Concerns

The design of the Fale Malae itself will need to be consulted on thoroughly with those who it is meant to represent and who would be more likely to use it e.g. Pacific communities. The architectural design as it currently stands would need to be tested with Pacific communities on the ground - does it look and feel like an apt representation of different Pacific cultures? Some current sentiments are that it doesn't quite look or feel 'Pacific', and questions about the open seam along the roof as this isn't common across Pacific structures. Community support from the Pacific will be especially crucial to help ensure the Fale Malae's success, both in terms of its use and promotion and long term sustainability.

There are many questions about the facilities that will be incorporated and made available to reflect communities wants and needs e.g. a under and above ground oven for communal cooking like a lovo (Fijian - underground) or umu (Samoan - above ground). Will there be parking to allow for community events onsite as community events mean people will likely travel in groups? Is it one big open space? Is the location safe given climate changer over the medium and long term? Who would be the 'host' group for formal events held onsite? For instance, local iwi Ikike Te Āti Awa would be a formal host for events held on a marae or other significant events - who would do the same for the Fale Malae and with whose support?

WCC Waterfront Technical Advisory Group

Summary assessment of the Fale Malae and revised Frank Kitts Park design



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- 2 GENERAL DESIGN REVIEW OBSERVATIONS
 - Summary
 - Scale form and appropriateness of the Fale
 - Frank Kitts Park re-design
- 3 WATERFONT FRAMEWORK REVIEW
 - Waterfront Themes
 - Waterfront Values
 - Waterfront Objectives
 - Key Features of the Waterfront (Frank Kitts Park)
- 4 CONCLUSION

Technical Advisory Group Members:

Stuart Gardyne	Architect
Chris McDonald	Urban Designer
Graeme McIndoe	Architect and Urban Designer
Robin Simpson	Landscape Architect and Urban Designer

1. SCOPE

- 1.1. This is a review of the proposed Fale Malae within a modified Frank Kitts Park. It records a summary of a full TAG assessment including detailed review of the proposal against the Waterfront Framework.

2. GENERAL DESIGN REVIEW OBSERVATIONS

Summary

- 2.1. Well-designed and appropriately sited, the Fale Malae is an excellent proposal for this part of the public waterfront. There are several key potential benefits associated with this proposal:
 - a. Subject to exquisite resolution of planning and design of the Fale and the entire park, the Fale Malae can be expected to be a major public destination of national significance that adds to the attractiveness and amenity of the waterfront.
 - b. The cultural synergy of a Fale Malae with the Wharewaka and Chinese Garden in this public location is strong. This grouping represents the diversity, history and inclusivity of Aotearoa New Zealand.
 - c. Modification of the Frank Kitts Park design in response to incorporation of the Fale Malae demonstrates that design integration can be achieved including a high-quality Chinese Garden.
 - d. This project leverages the benefits of removing the car park building, which is functionally redundant and expensive to upgrade. Removal of the car park can benefit the Chinese Garden, Whairepo Lagoon, the promenade and the wider waterfront.
 - e. The Fale Malae is a pavilion-like building with a contiguous open space. Assuming that the outdoor area is fully public, this combination of built form and open space has an affinity with a park location.
 - f. It contributes to a better and higher quality public environment at the southern end of the park including coordination with and better access to the main waterfront promenade. Links to the city centre via Harris Street are also improved.

Scale, form and appropriateness of the Fale

- 2.2. The Fale Malae is a positive addition that would considerably enrich the public experience of the waterfront. Subject to the resolution of functional issues, the Fale's sculptural form and indicated architectural quality combine with community and cultural uses to produce a landmark structure. Together with the Malae, the Fale would be a major public destination on the waterfront.

Frank Kitts Park re-design

- 2.3. The design of Fale, Malae and park including the Chinese Garden have been integrated in a mutually beneficial way that retains the status and integrity of all components including the Chinese Garden. The park redesign proposal maintains key aspects of the consented design and resolves challenges introduced by the Fale Malae for a positive public realm outcome.
 - a. Compared with the elevated surface of the existing park, the large green open space of the Malae is more readily accessible from the promenade. Furthermore, the Malae benefits from the activation offered by the Fale and from improved spatial definition along the park's western edge. The latter distances the Malae from the noise and distraction of traffic on Jervois Quay.
 - b. Physical and visual connections into and across the park are on balance enhanced by the Fale Malae proposal and changes to the park design to accommodate that.
 - c. The access to and from the Fale Malae have been convincingly integrated with connections to the Chinese Garden.

3. WATERFRONT FRAMEWORK REVIEW

- 3.1. This part of the assessment tests the proposed Fale Malae and revised Frank Kitts Park design against the requirements of the *Waterfront Framework*. It includes a summary of those key points of our assessment with a particular focus on matters raised in the public engagement process.

Waterfront Themes (Refer *Waterfront Framework*, pages 11 to 15)

Historical and contemporary culture

- 3.2. Like adjacent development at Taranaki Wharf and the Lagoon, the Fale Malae and revised FKP proposal is based on a sophisticated context-specific design. Appropriately, the Fale Malae and revised public spaces are expressions of contemporary culture. Subject to resolution of outstanding design issues (see above), the proposal has the potential to match the quality of recent award-winning waterfront developments.

City to water connections

- 3.3. The previously consented changes to Frank Kitts Park provide stronger visual and physical connections between city and water. The Fale Malae and associated changes to the park further strengthen these connections. Connectivity is improved by the removal of the existing carpark as it reduces the level separation.

Promenade

- 3.4. In the Proposal, FKP becomes the only part of the waterfront where the promenade opens directly onto two large flat green open spaces, the Harbour Lawn and the Malae. This combination of accessible flat green open spaces will enrich experience of the promenade. This effect will be accentuated by the activities that occur here. Casual day-to-day activities and organised events will be attracted to the site. TAG sees a significant benefit in substituting an accessible at-grade open space for the present

underground carpark, elevated lawn and above-ground concrete walls. This change will deliver significant improvements to the public's promenade experience.

Open Space

- 3.5. The proposed Harbour Lawn addresses the *Framework's* intention that there should be two large green open spaces within Wellington's inner-city waterfront. Specifically, the Harbour Lawn provides a flat, flexible, highly accessible expanse that complements the grassed area within Waitangi Park. The Malae provides a smaller open space which is more in scale with the lawn at the southern end of the lagoon retains the existing sense of openness here.
- 3.6. While smaller than the consented 'City Lawn', the Malae is more usable because it is close to promenade level and benefits from direct visual and physical links to passers-by. While the proposed Fale anchors the western edge of the existing park. At the northern end of the site, the associated café will attract publicly relevant community and cultural activity that will help to activate the core of the park. Furthermore, the Fale will help to distance park users from traffic on Jervois Quay.

Diversity

- 3.7. The open space proposal provides an appropriately diverse range of space types. The Harbour Lawn replaced the amphitheatre with a flat green open space similar to the central lawn at Waitangi Park. In a sense, this reduced diversity. However, variety increased with the addition of the Chinese Garden, coastal gardens and rain gardens, and is increased further with introduction of the Fale Malae. Critically, the combination of Chinese Garden and Fale Malae introduce further *cultural* diversity, joining existing waterfront icons such as Te Papa, the Wharewaka, the Writers' Walk and the Wellington Museum adjacent to Queens Wharf. Collectively, these landmarks and landscapes deliver the socially and culturally inclusive waterfront anticipated in the *Waterfront Framework*.

Waterfront Values (Refer *Waterfront Framework* pages 17 to 20)

"Sense of place" for Wellingtonians

- 3.8. Integration of the Fale Malae with a revised Chinese Garden in a high profile public open space emphasises Wellington as a city that values and celebrates multiple cultures.

Diversity of Experience

- 3.9. The new experiences offered by both of these facilities in a new and more open Frank Kitts Park will enhance perceptions of welcome and the recreational potential of the waterfront, both of which will contribute to an enhanced sense of place.

Sense of collective ownership and involvement

- 3.10. The primacy of public space is a core *Framework* principle. The Proposal meets this expectation. All open areas of the park including the Malae and the Chinese Garden are fully publicly accessible. The Fale will be used for scheduled cultural and community events, and therefore is available in a controlled way to all Wellingtonians. The proposed café at its

northern end replaces the consented 'tea house' that was part of the consented Chinese Garden.

- 3.11. As a public destination and community venue, the Fale Malae will welcome and support public activity, including day-to-day as well as larger scale events, and due to this will avoid risk of privatisation.
- 3.12. All waterfront projects are subject to intense scrutiny. We have been provided with the results of public consultation and we consider that this represents an appropriate level of consultation at this stage of the project. The result demonstrate majority consultee support for the proposal.

Ease of access for all

- 3.13. The revised park and Fale Malae retain Universal Access but provide greater choice of and more generous pathways and more gentle contours than the consented park. On a more general note, the further openness of the proposed revised park remodelling enhances legibility for Wellingtonians as well as visitors. This property facilitates journeys between the waterfront and the city centre.

Waterfront Objectives (Refer *Waterfront Framework*, page 21)

The waterfront is locally and internationally recognised for its design.

- 3.14. The Proposal originated as the winning entry in an invited design competition. In its current state including the Fale Malae at the southern end of the park, as a developed sketch design, the new configuration has the potential to achieve design excellence.
- 3.15. The proposed Fale building has a very beautiful and inspiring form. The conceptual elegance and clarity of design that was seen in the initial concept has been maintained and enhanced through these first stages of design development.

The waterfront is readily accessible to all people.

- 3.16. The design provides enhanced access to all open spaces. The Harbour Lawn replaces the amphitheatre's terraces with flatter contours and defined pathways. The Fale Malae lowers the open space at the southern half of the park. This is accessible by ramps from both the promenade and Willeston Street entries. A further ramped pathway passes through the reconfigured Chinese Garden. These changes provide a level of accessibility superior to the previously consented FKP design.

The waterfront is seen as an attractive place that draws Wellingtonians and visitors alike.

- 3.17. The Fale Malae is a further high profile element and nationally significant destination that will draw people to the waterfront. With two large internal meeting spaces and a commercial café, it can be expected to provide for events and everyday use by Wellingtonians and visitors alike. *The waterfront successfully caters for a wide range of events and activities.*
- 3.18. The Fale Malae maintains most of the facilities provided by the consented Frank Kitts Park redesign, but offer the major benefit of a new nationally significant facility for Pasifica cultural and wider community events on the waterfront.

- 3.19. The existing retail facilities along the edge of the promenade and the weekend market in the carpark are lost. However, this is in our opinion only partially compensated for by the facilities within and around the Fale Malae. Council waterfront activation initiatives should identify how the displaced kiosk and facilities and market might be accommodated elsewhere on parts of the waterfront.

Key Features of the Waterfront (Frank Kitts Park) (Refer *Framework*, page 27)

Large green park

- 3.20. Relative to the consent, the revised Frank Kitts Park design with Fale Malae produces a slightly smaller green open area at the south end of the park. However, this new lowered space is significantly easier public access and has the support facilities provided by the Fale. Albeit, smaller, this remains as a large green park and its quality is enhanced by removal of the carpark and its reconfiguration including the Fale Malae.

Centre for outdoor activities both on and off the water

- 3.21. The proposal retains Dragon Boat storage and changing facilities accessed from the northern edge of Whairepo Lagoon. In a broader sense the Fale provides the sheltered interior space the is conceptually and functionally integrated with the outdoor space of the malae and therefore supporting outdoor activities here.

4. CONCLUSIONS

- 4.1. The proposed Fale Malae is a positive addition to a revised Frank Kitts Park and would considerably enrich the cultural responsiveness and public experience of the public waterfront.
- 4.2. The building demonstrates conceptual elegance and clarity of design and has a scale and form that is appropriate on this part of the waterfront.
- 4.3. Design revisions to Frank Kitts Park to accommodate the Fale Malae demonstrate a high-quality open space outcome, including successful relation to a smaller Chinese Garden. Some matters of park design detail remain to be confirmed.
- 4.4. The new public and community focused activity introduced by the Fale Malae, including the café and amenities, would support public use of the park and the waterfront in general.
- 4.5. Matters of detailed configuration of the Fale including fenestration, internal functionality and servicing have been described conceptually but remain to be fully resolved. We are confident that these can be resolved at the next level of design in a way which maintains the necessary quality of the Fale and the spaces around it.
- 4.6. The proposal for a Fale Malae and related revisions to the design of Frank Kitts Park to accommodate it, are consistent with the themes, values and objectives of the Waterfront Framework, and the Framework's aspirations for Frank Kitts Park.

Accessibility Advisory Group

Minutes

Date: Wednesday, 26 April 2023
Time: 5:30pm – 7:30pm
Venue: Ngake (16.09), Level 16 Tahiwī, 113 The Terrace, Wellington

Purpose

- Advise Council on how to help grow a great and accessible City, where barriers to people with impairments are minimised.
- Bring lived experience and knowledge to Council around accessibility issues in the context of Council’s roles and priorities.
- It is recognised that members come from and remain connected to their communities, it is from this foundation members share their expertise and lived experience in this advisory role, and engage with their communities and others as part of the wider council consultation processes. The expectations around this connection are set out in the Terms of Reference.

Attendance

Chairpersons:	Erikka Helliwell, Susan Williams.
Members:	Erikka Helliwell (Co-chair), David Karl, Rachel Noble, Renee Patete, Nick Ruane, Susan Williams (Co-chair).
Liaison Councillors:	Cr Rebecca Matthews.
WCC Staff:	Liam Hodgetts (Chief Planning Officer, Solmaz Nazari Orakani (Accessibility Coordinator), Marcella Freeman (Democracy Advisor), David Ensor (Manager Community Services), Kristine Ford (Principal Advisor Policy), Geoff Lawson (Team Leader Policy), Racheal Watts (Development Manager Urban Regeneration).
External Presenters:	Nicole Thompson (Principal Landscape Architect, Wraight + Associates Ltd), Sophie Bishop (Fale Malae Trust).

Meeting Procedures

The meeting opened at 5:35pm.

1. Apologies were received from the following members:

- Olivia Murphy, Donna Fasavalu – for absence.

No issues were raised with the minutes of the previous meeting.

2. No conflicts of interest were declared.

Items

3. Community Facilities Plan, *Presented by Kristine Ford and Geoff Lawson.*

Kristine first came in August 2022 to discuss the early stages of the plan. Kristine discussed feedback and what was learned from the last visit, the methods used in the public survey on community facilities as well as the findings.

The members of the group discussed the following relating to the presentation:

- Way finding, tactile routes for blind and low vision users within sites.
- Engagement in the survey, and how things like access barriers may create gaps in respondents.
- Every community centre is different – will feed into larger piece of work.
- Staff training with facilities, a clear area for improvement.
- Aging nature of facilities.
- Edits to language, i.e., more positive language around accessibility.
- Use of braille across all facilities not just libraries.
- The percentage of disabled people responding to the survey being low and not representative of population levels.

4. Frank Kitts Park, *Presented by Rachael Watts, Nicole Thompson, Sophie Bishop.*

Rachael provided the group with a broad overview of the Frank Kitts Park project, focusing on the Fale Malae Proposal. The proposal being in the early stages and focusing on physical accessibility. Rachel noted that as the design moves further along more detail will be included.

The presenters discussed the accessibility with the current site, such as lack of ramps, lumpy grass, the walled areas of the playground, difficulties in physical entry to site.

Following this, the presenters then discussed the new designs.

- Improving connection from Jervois Quay to waterfront
- More physically accessible access points in general.
- Focus on accessible routes, rather than dead ends.

The members discussed the following:

- Physical access and the use of tactile routes.

- Playground for children with low vision.
 - Engagement with Pacifica people with disabilities.
 - Removal of car park building. The need for accessible car parks and drop off zones.
 - Role of universal design principles.
 - The potential for an onsite visit to Frank Kitts Park, to get a better understanding of the Fale Malae project and to support future discussions.
 - Need to consider access and how service dogs will use the space.
 - Noise management/ buffer to Fale Malae to be considered further through detailed design.
 - Lighting. E.g., consider lighting for deaf community, consider inside and outside the Fale particularly to support lip reading in such a highly glazed building.
5. Councillor Matthews shared the following updates with the group:
- In the process of organising a meeting with Wellington Region Emergency Management Office to discuss concerns raised by group.
 - Met with Thomas Bryan to discuss ongoing concerns with cycle ways and bus stops, parking enforcement as well as Councils need to continue to work on engagement.
 - Promoting the use of focus groups for Council projects as another useful layer of input from disabled Wellingtonians.
6. Marcella shared the following updates with the group:
- Recruitment for new members has gone live. Applications are open until 21st May 2023.
7. The member's shared the following updates.
- Total mobility scheme letter, currently a draft sitting with the chairs to review.
 - ANZAC day services having interpreters, but not being communicated with community.
8. AAG Members only time.

The meeting concluded at 7:32pm.

Information

Next meeting date: 23/05/2023

Actions from previous meetings:

- 1.

Portfolio / Working Groups:

FRANK KITTS PARK PROPOSAL DEVELOPMENT PLAN



SCALE
 1:800 @ A3



Global Research
Turning Information Into Insight

Frank Kitts Park - Fale Malae proposal Public engagement

ENGAGEMENT REPORT

May 2023

Prepared by Global Research Ltd

For

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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Executive summary

Introduction

In March-April 2023, the Wellington public was consulted on their thoughts about the proposed construction of a Fale Malae in Franks Kitts Park. Feedback was received from a total of 2,143 people; mostly comprised of respondents to the online survey; in addition, several independent submissions were made. Global Research was contracted to independently synthesise, analyse, and report on the content of the feedback.

This report presents summaries of written feedback by theme and by topic, and responses to each of the questions asked in the Wellington City Council survey is presented in chart form.

Key findings

- **Respondents:** 2,143 people contributed to the public engagement.
 - Survey respondents were most likely to live in Wellington City, to have visited Frank Kitts Park more than once a month; to have visited on foot along the waterfront; to visit the Park alone or with a partner; be female; identify as European/Pākehā; and be aged 19 – 40.
- **Anticipated value:** Respondents predicted that the Fale Malae would primarily have cultural value, and that the building would contribute positively to the visual amenity of the area.
 - Respondents were positive about the development representing and celebrating Pasifika as well as recognising New Zealand's place in the Pacific.
 - A large number of respondents characterised the Fale Malae design as attractive and as potentially contributing positively to the character and amenity of the waterfront.
- **There were high levels of strong agreement** with statements that a Fale Malae would:
 - Help contribute to Pacific identity in Wellington and New Zealand;
 - Contribute to the waterfront character and quality of design on the waterfront; and
 - Contribute to the unique Wellington character of the waterfront.
- **Concerns:** The primary concern was that the development would result in disruption or cessation of use for current users of the park and area.
 - This was most often around recreation uses, in particular that dragon boating access and facilities would be impacted by the development.

Second to this, there were concerns expressed about the loss of prized public green or open space, space that respondents feel is diminishing in the city and waterfront. There were also concerns around the expense associated with the project and the length of time that construction could disrupt the area.

Project overview

Background

In September 2021, Wellington City Council made the decision to demolish the earthquake prone underground carpark in the south-west corner of Frank Kitts Park. The Fale Malae Trust is proposing to build a Fale Malae which would, subject to landowner approval and resource consent, replace the car park structure with a smaller footprint and include multi-purpose spaces, as well as public facilities and a café.

A national Fale Malae at Frank Kitts Park is proposed to complement Wellington’s waterfront as a landmark building of cultural significance to the nation. The Fale Malae Trust proposes that the building will support a wide range of community and educational activities. The Fale (building) is proposed to be a pavilion within the park and includes a café and storage area to support recreational activity on the waterfront, including dragon boat racing. The Malae (greenspace) would form part of the public open space within the park.

Objectives

The objectives of this public engagement were to:

- Inform Wellingtonians of proposed design for the park;
- Obtain Wellingtonians’ views and preferences regarding the Fale Malae proposal to inform Councillors on the landowner approval decision, and whether to proceed with this development;
- Test the proposal’s consistency with the Council’s strategic objectives with the public.

Engagement and reach

The engagement period was open for a period of just over four weeks from 10 March to the close of business on Monday 10 April 2023 with people asked to share their thoughts on the proposed development for a Pasifika Fale Malae via online survey.

In total, 2143 responses were received. This includes 2,133 online survey responses and an additional 10 submissions, one of which was an independently conducted survey completed by the Inner City Residents Association.



Analysis overview

Quantitative analysis

Frequency analysis has been completed for all quantitative questions across the survey. Results are presented in charts and are accompanied by descriptions of results. Charts are presented before and after qualitative results in a manner that follows the flow of questioning seen in the original survey.

Qualitative analysis

All written feedback has been read, coded, and analysed by independent analysts. This includes all written responses to all free-text (open-ended) questions in the survey, as well as other written feedback received such as emailed submissions.

Where survey responses offered in respondents' own words were lengthy, parts relevant to different topics were coded to separate areas, thus, the number of comments will add to more than the total number of respondents. However, the volume of commentary on various topics is itself an indicator of significance.

Additional analysis was conducted on the data to identify whether any significant differences or similarities in opinion existed, dependent on; respondent location; frequency of park use; and ethnicity. This additional analysis involved finding the number of comments in each category of interest and multiplying them by the proportion of respondents from each group. This allowed accurate comparison of groups with different amounts of respondents as the numbers were weighted accordingly. When a significant insight was found from conducting data queries, it has been noted under the relevant topic.

About this report

This report presents analysis and findings from the Wellington City Council consultation survey and submissions. The report is structured in a similar order to the way in which the survey was presented to respondents however, demographic information is presented near the end of the report.

Closed-option questions are presented in charts, followed by the qualitative results and respondent characteristics (demographics). Finally, an appendix includes comments that were made about the consultation process, and the survey questions that a residents' group issued to its affiliates and submitted.

Throughout the qualitative analysis section of the report, the following headings have been used to indicate themes, topics, and sub-topics. Section summaries of analysis of qualitative questions are presented at the topic level, where the largest numbers of respondents made comments of a similar nature.

This heading Indicates broad themes

This heading Indicates topic-level discussion

This heading Indicates sub-topic level discussion

To give a clear and consistent indication of the number of comments discussed, the following key has been used to describe the relative number of comments on each topic and sub-topic:

Key for comment numbers	
2 comments:	A couple
3 comments:	A few
4-7 comments:	A small number
8-14 comments:	Several
15-24 comments:	A moderate number
25-49 comments:	A considerable number
50-74 comments:	A substantial number
75-99 comments:	A sizeable number
100-149 comments:	A large number
150+ comments:	A very large number

Participant comments are included throughout this report at the topic and sub-topic level to show the proportion of respondents talking about each issue. Direct quotes from survey responses have been inserted verbatim to show the flavour and type of comments being made, however grammatical errors or spelling mistakes have been corrected where this did not change the meaning or content of the comment.



Results

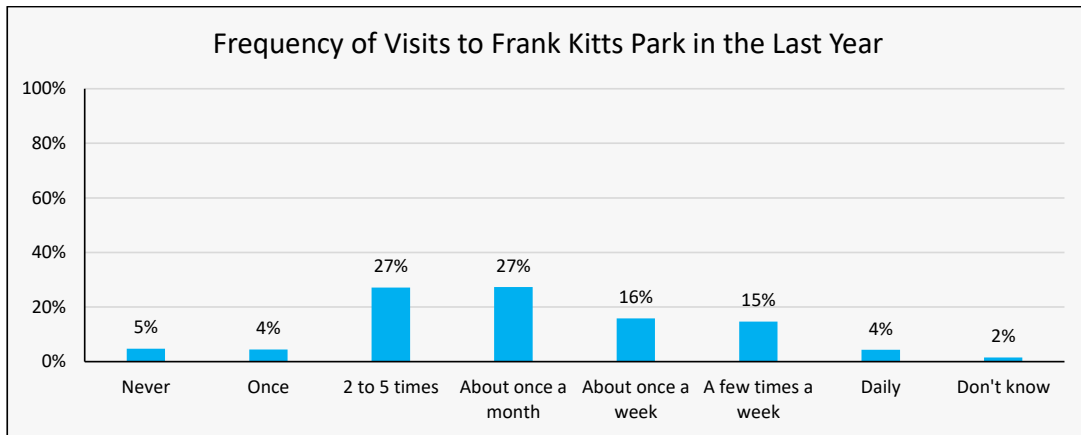


Survey results

Frequency of visits

RESPONDENTS WERE ASKED: *How frequently have you visited Frank Kitts Park in the last year? (Select one)*

2,125 respondents answered this question.



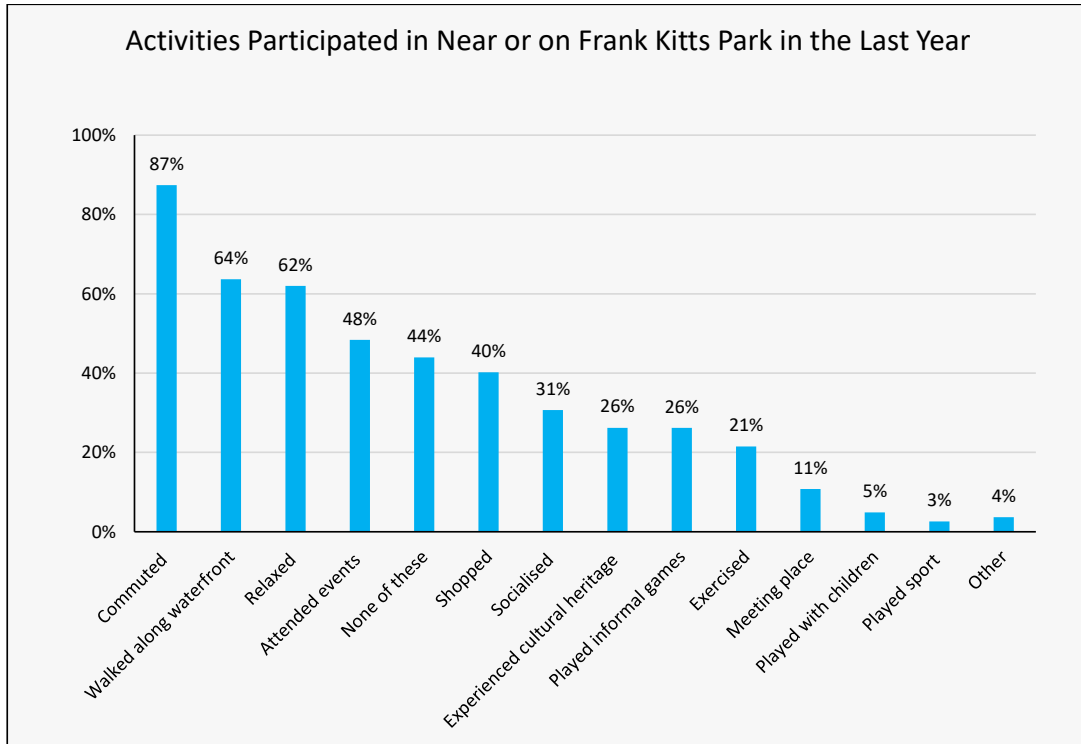
FINDINGS:

- > Over half of respondents had either visited Frank Kitts Park 2 - 5 times in the last year (27%) or about once a month (27%).
- > About once a week (16%) and a few times a week (15%) were the next most common responses for how frequently respondents visit the park.
- > Note that qualitative data were queried using this variable and any significant insights are noted under relevant topics. For the purposes of data queries, responses were grouped in the following way:
 - o Frequent user: daily, a few times a week, about once a week.
 - o Occasional user: once a month, 2-5 times a year
 - o Infrequent user: once, or never.

Activities participated in

RESPONDENTS WERE ASKED: *In the last year, which activities have you done near or on Frank Kitts Park? (Tick all that apply)*

2,128 respondents answered this question.



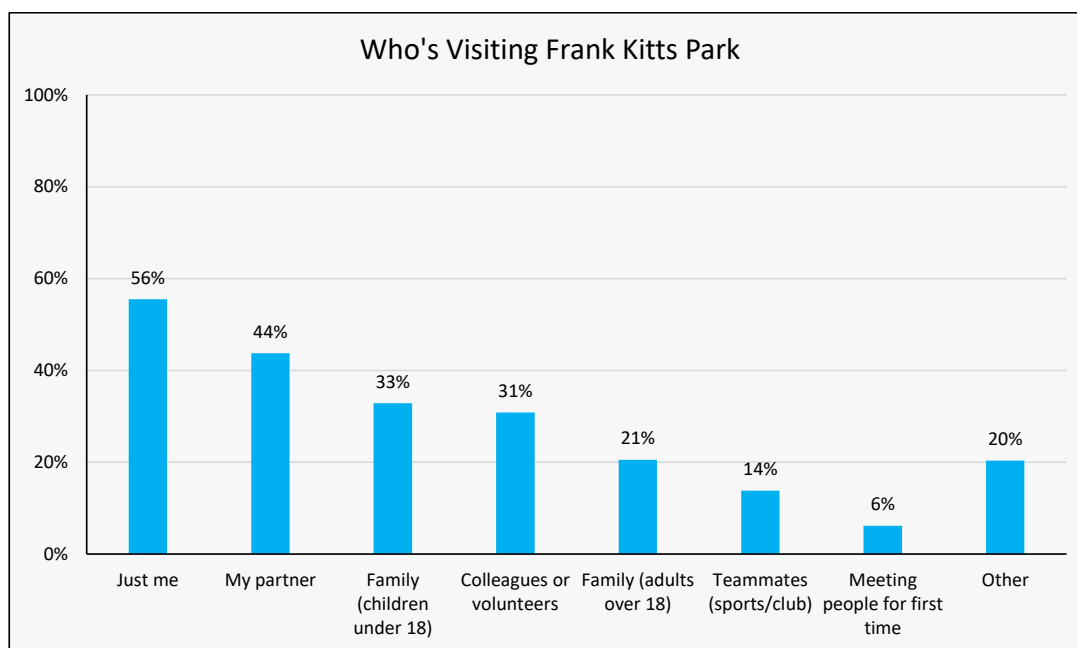
FINDINGS:

- > The most common activity that respondents have participated in, near, or on Frank Kitts Park in the last year was *commuting along the waterfront or through the park* (87% of respondents).
- > *Walking along the waterfront* was the second most common activity participated in (64%), followed by *relaxing* (62%).
- > *Attending events* (48%), *shopping* (40%), *socialising* (31%), *experiencing cultural heritage* (26%) and *playing informal games* (26%) were all selected by over a quarter of respondents.

Who visits Frank Kitts Park

RESPONDENTS WERE ASKED: *Who do you normally spend time with at Frank Kitts Park? (Tick all that apply)*

2,108 respondents answered this question.



FINDINGS:

- > Over half of respondents normally visit Frank Kitts Park by themselves (56%).
- > Close to half of respondents (44%) visit the park with their partner, and a third (33%) visit the park with their family including children under 18.
- > Other people visit with colleagues (31%), adult family members (21%) and a range of other groups.

Views about the proposed Fale Malae

RESPONDENTS WERE ASKED A SERIES OF CLOSED OPTION QUESTIONS: *Thinking about the Fale Malae Trust's proposal for a Fale Malae in the park, to what extent do you agree or disagree that the Fale Malae will:*

- Contribute to the waterfront character and quality of design on the waterfront
- Contribute to safety/your feeling of safety in the park
- Promote ease of access to the waterfront (as part of the wider park developments)
- Attract New Zealand tourists
- Attract international visitors
- Contribute to the unique Wellington character of the waterfront
- Support a broad range of events and activities on the waterfront
- Contribute to waterfront activities and connection to the harbour
- Complement the space and openness of the park
- Help contribute to Pacific identity in wellington and New Zealand

Note: these statements relate to the Principles and Objectives in Wellington City Council's Waterfront Framework document

SUMMARY OF VIEWS

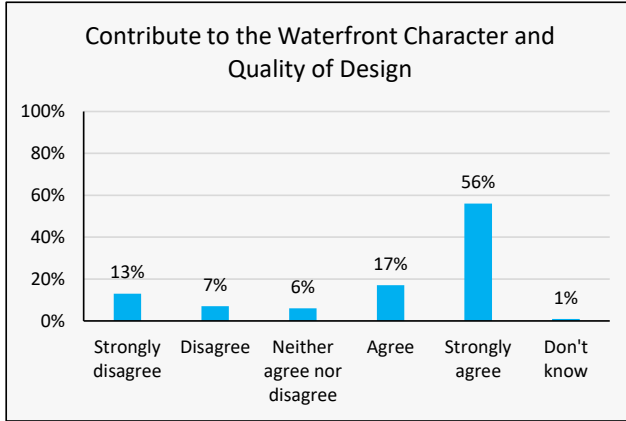
More respondents **agreed** than disagreed with every statement.

Significantly, the response that the greatest number of respondents offered, for every statement, was **strong agreement**.

The highest level of strong agreement (57%) was for the statement that the Fale Malae will help **contribute to Pacific identity** in Wellington and New Zealand. Similar proportions strongly agreed that the Fale Malae will contribute to the waterfront character and **quality of design** on the waterfront (56%) and that it will contribute to the **unique Wellington character** of the waterfront (56%).

The proportion of respondents who neither agreed nor disagreed with the statements ranged from 6 – 21% across all statements and very few stated they didn't know.

Contribute to the waterfront character and quality of design on the waterfront



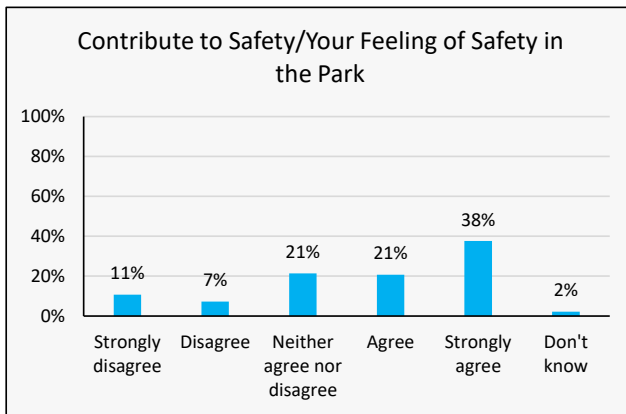
RESULTS:

Over half of respondents (56%) *strongly* agree that the Fale Malae will contribute to the waterfront character and quality of design.

Around three quarters of respondents (73%) agreed to some degree with the statement.

One fifth of respondents (20%) disagree to some degree that the Fale Malae will add to the character of the waterfront.

Contribute to safety/your feeling of safety in the park

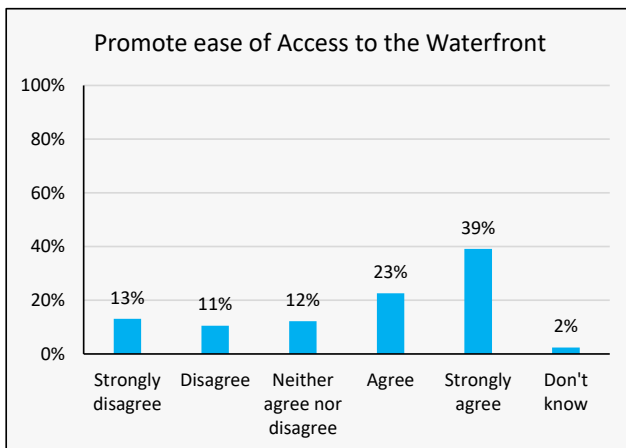


RESULTS:

Over half of respondents (59%) agree to some degree that the Fale Malae will contribute to safety in the park. This was made up of 38% who *strongly* agreed and 21% who selected 'agree'.

There was a high proportion of respondents (23%) who either don't know, or who neither agree nor disagree with this statement.

Promote ease of access to the waterfront (as part of the wider park developments)

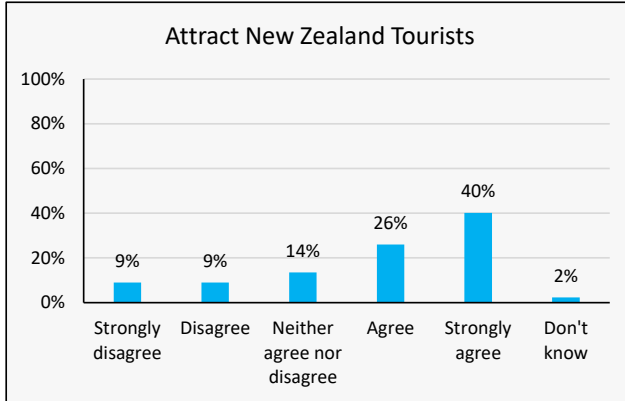


RESULTS:

Almost two thirds of respondents (62%) either agree (23%) or *strongly* agree (39%) that the Fale Malae will promote ease of access to the waterfront (as part of the wider park developments).

Almost a quarter of respondents (24%) disagreed to some degree with the Fale promoting ease of access to the waterfront. 14% don't know or neither agree nor disagree.

Attract New Zealand tourists

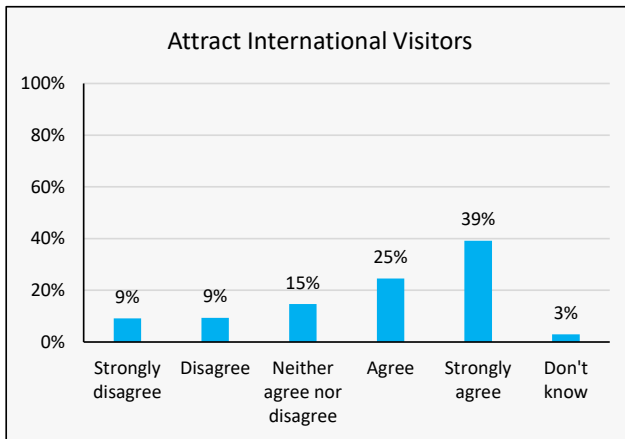


RESULTS:

Two thirds of respondents (66%) either agree (26%) or *strongly* agree (40%) that the Fale Malae will attract New Zealand tourists.

14% don't know, and almost one fifth of respondents disagreed to some degree (18%).

Attract international visitors

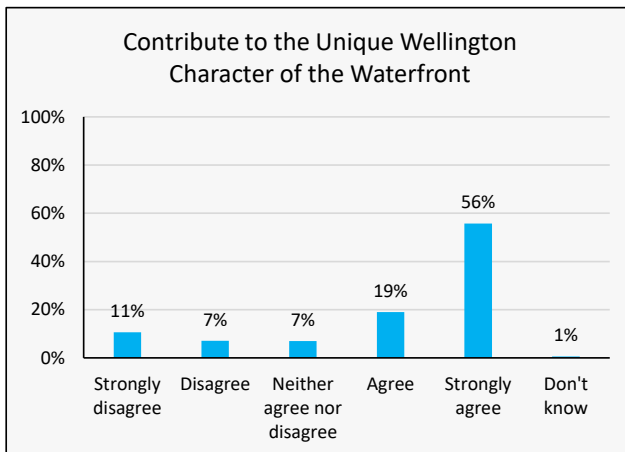


RESULTS:

Almost two thirds of respondents (64%) either agree (25%) or *strongly* agree (39%) that the Fale Malae will attract international visitors.

Just under a fifth of respondents disagree or *strongly* disagree (9% each).

Contribute to the unique Wellington character of the waterfront

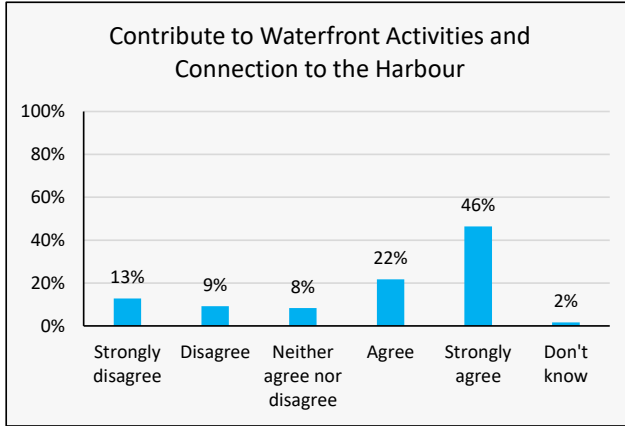


RESULTS:

Over half of respondents (56%) *strongly* agree that the Fale Malae will contribute to the unique Wellington character of the waterfront and three quarters of respondents agreed to some degree.

There was disagreement that the Fale would contribute to the unique Wellington character from 18% of respondents.

Contribute to waterfront activities and connection to the harbour

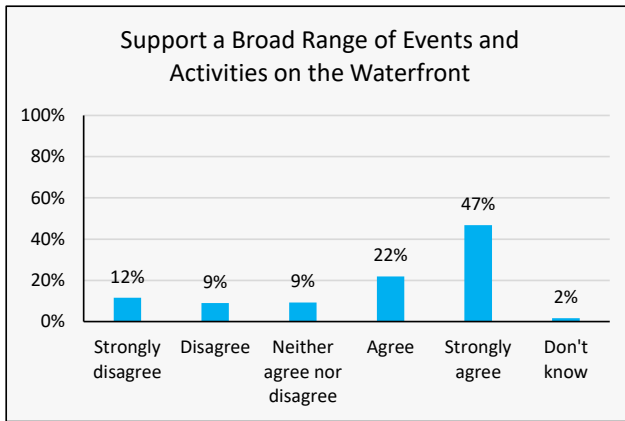


RESULTS:

Just over two thirds of respondents (68%) either agree (22%) or *strongly* agree (46%) that the Fale Malae will contribute to waterfront activities and connection to the harbour.

Just over one fifth of respondents (22%) disagreed to some degree with the statement.

Support a broad range of events and activities on the waterfront

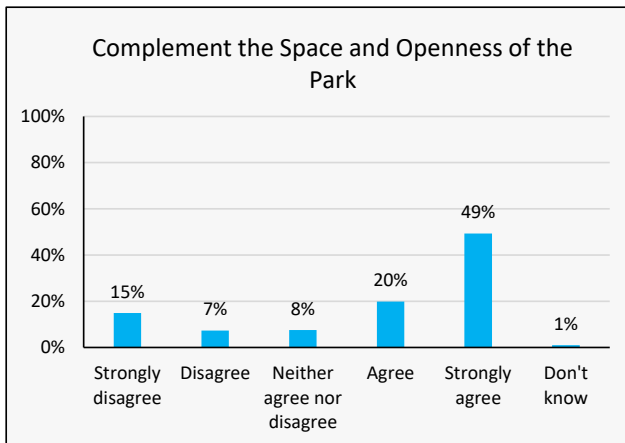


RESULTS:

Over two thirds of respondents (69%) either agree (22%) or *strongly* agree (47%) that the Fale Malae will support a broad range of events and activities on the waterfront.

Just over one fifth of respondents (21%) disagreed to some degree with the statement.

Complement the space and openness of the park

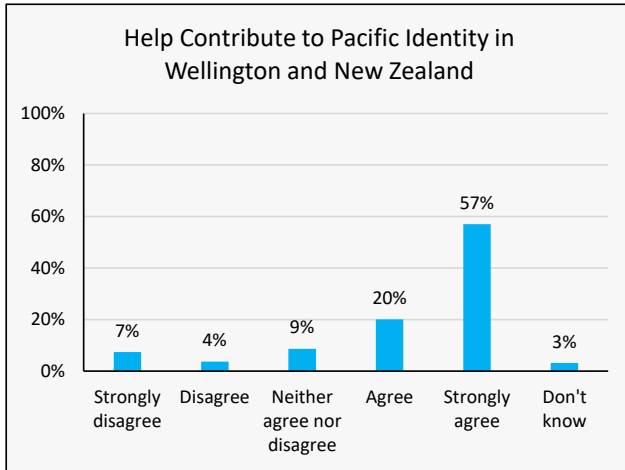


RESULTS:

Over two thirds of respondents (69%) either agree (20%) or strongly agree (49%) that the Fale Malae will complement the space and openness of the park.

Just over a fifth of respondents (22%) disagreed to some degree with the statement.

Help contribute to Pacific identity in Wellington and New Zealand



RESULTS:

There was *strong* agreement from 57% and broad agreement from 20% that the Fale Malae will help contribute to Pacific identity in Wellington and New Zealand.

With over three quarters of respondents agreeing to some degree and only 11% disagreeing, this statement was the least contentious compared to the others.

Qualitative results

Value that a Fale Malae would add to the area

RESPONDENTS WERE ASKED TO STATE IN THEIR OWN WORDS: *What value do you feel the Fale Malae would add to the park and waterfront?*

SUMMARY OF THE MOST-DISCUSSED TOPICS

The most common element of value that the Fale Malae was thought to offer was representation of and **recognition of Pasifika culture** in Wellington. This point was made in far more comments than any other point (263), with respondents often adding that the project would cement the identity of Aotearoa New Zealand as a Pacific nation.

The **visual appeal** of the building was noted by a very large number of respondents (158) who believed that the development of a Fale Malae would constitute an attractive feature that would increase the visual amenity of the surrounds.

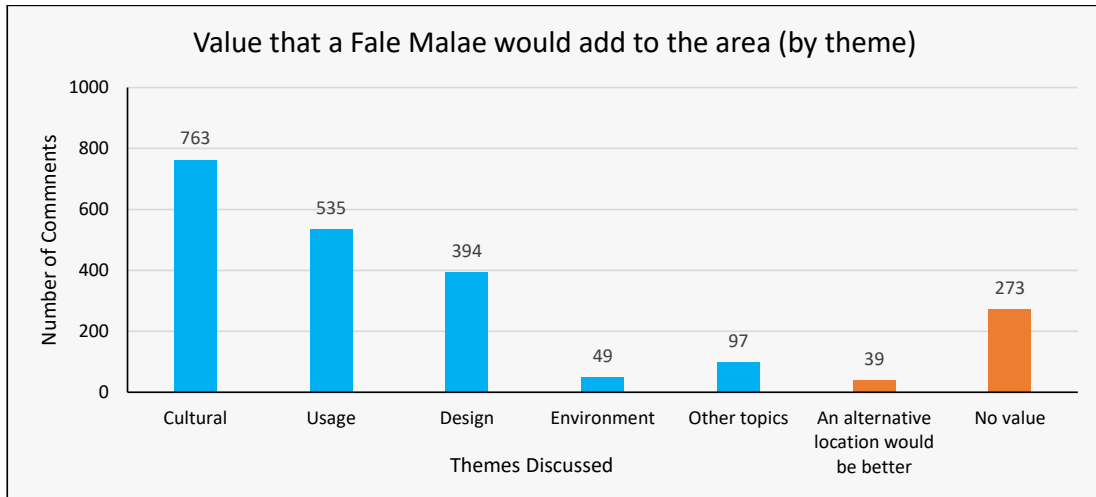
Similar to recognising Pasifika culture, a very large number of respondents (151) stated that the value of the Fale Malae would be in its being, a place to **connect with and celebrate Pasifika culture**. This topic included comments about the fale providing opportunities for people to connect with and interact with Pasifika cultures, to come together, promote cohesion, and intercultural exchange.

The **location on the waterfront** was deemed a valued aspect of the project by way of the Fale Malae's contribution to the varied cultural landscape in that area. Respondents (120) liked the waterfront site for its prominence as well as its suitability to represent a maritime region.

The fifth most often noted value that people associated with the proposed Fale Malae was simply that it **adds a cultural or diversity element**. A large number of respondents (111) made simple statements around cultural presence, the value in having a cultural space, and the diversity this represents. These terms were rarely expanded upon. The same number of comments (111) were made in support of the Fale Malae representing a **better use** of the area that what is currently there.

Summary of themes discussed

The below chart shows the number of comments made on each of the main themes discussed. Note that the themes represented with orange bars are themes that did not strictly discuss aspects of value.



- **Cultural** comments relate to the topic of culture (predominantly Pasifika culture and heritage) and the impact the fale would have on Wellington's culture overall.
- **Usage** comments relate to how the space may be used once the Fale Malae is constructed.
- **Design** comments relate to the physical design of the building and surrounds.
- **Environment** comments relate to the environment and surrounds, and how the proposed Fale Malae fits within this.
- **Other topics** included a range of topics such as short value statements (e.g., "it's good"), uncertainty of the value of the project, and suggestions for other ways the land could be used.
- **An alternative location would be better** comments valued the concept to varying degrees but disagreed with the proposed location of the Fale Malae on the Frank Kitts Park site.
- **No value** comments were those who stated the project had little value, and/or explained their view.

No value, or negative comments

273 comments

When asked what value that a Fale Malae would add, a very large number of respondents made comments to the effect that there would be little or no value, often going on to express their reasons for this opinion. The majority of the comments were akin to “no”, “none”, “no value”, “nothing”, or “negligible”.

As the more descriptive comments often expressed concerns that were repeated in the response to the following survey question (discussed below), these are not summarised in this section. However, a couple of representative examples of are shown below:

No value to the park. Another waterfront location would be better.

I don't believe it would add any value at all. The space functions perfectly as it currently is.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** showed that respondents from Wellington and the Greater Wellington Region were more than three and a half times more likely than those from other areas to state that the Fale Malae project would have no value, or to state a concern instead of making positive comments.
- > **Frequency of use-based analysis** determined that frequent visitors to the area were twice as likely than occasional visitors to state that the Fale Malae had little or no value, or to express a concern when asked what value they thought the development would have.
- > **Ethnicity-based analysis** demonstrated that Māori respondents were three times more likely than Pasifika respondents to state a concern or that there was no value instead of proposing what value the design would bring.

Cultural

763 comments

Pasifika recognition and representation

263 out of 763 comments

A very large number of respondents made the point that the Fale Malae would recognise Aotearoa's Pasifika heritage and be a reminder of our connection to the Pacific. The comments had an enthusiastic tone, describing Aotearoa as being the “heart of a Pacific nation” and were in favour of strengthening our Pacific identity. There was also an impression that we have a responsibility to represent the Pacific as a tuakana nation. Respondents stated that especially given its location in the capital, the Fale Malae would be a visible symbol of diversity in the country and would celebrate the Pasifika people here.

We live in the Pacific and the quicker we embrace this, the quicker you will see how we will be viewed through a global lens, as it is our culture and the values attached to it that makes us unique to the world.

Better recognition of the importance of Pacific cultures in Aotearoa.

The Fale Malae would give the waterfront cultural diversity and identity and acknowledge the Pasifika people who settled here and live here now.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** demonstrated that respondents from Wellington and the Greater Wellington Region were around two and one and a half times (respectively) less likely to comment about the value of Pasifika recognition and representation than those from other areas.

- > **Frequency of use-based analysis** confirmed that those whose use of the area was infrequent were almost two times more likely to equate the value of the Fale Malae with recognition and representation of Pasifika culture than frequent users were.
- > **Ethnicity-based analysis** showed that all ethnicity groups expressed support for Pasifika recognition and representation in similar proportions.

Celebration and connection with Pasifika culture, 151 out of 763 comments

A very large number of respondents discussed the opportunity the Fale Malae provides for people to connect with and to celebrate Pasifika culture and diversity. A large number of comments were about it being an accessible place for shared cultural experiences and engagement with Pasifika culture. They suggested it could be a place for people of different Pasifika cultures to come together and also encourage inclusiveness and learning for everyone. A considerable number of respondents discussed celebration and noted that Pasifika style events would also bring more people to the waterfront. Another expected benefit was that with the Fale Malae as a large cultural landmark, it would enable people to make cultural connections with the area.

A new cultural experience for not only Wellingtonians, but visitors from all over.

It would create a stronger connection to Pasifika communities.

Provide a cultural space to celebrate and share our rich diverse Pacific cultures with our wider kiwi whanau.

Spaces like this provide opportunities for learning, promote inclusivity.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** revealed that respondents from Wellington and the Greater Wellington Region were around two and one and a half times (respectively) less likely to comment about the value of the Fale Malae as a place for connection between, celebration of, and education about Pasifika cultures.

Brief cultural statements

111 out of 763 comments

A large number of respondents wrote short statements that the Fale Malae would offer cultural value. They expressed that it would be a good cultural space and be good for inclusivity and diversity. The sentiment of the longer comments was that it would be valuable in bringing more culture to the area. In the shorter statements the words "inclusiveness", "cultural experience", "cultural diversity", and "cultural space" were frequently used.

Cultural significance, diversity, beauty, inclusivity, coolness.

Adds to the vibrant Pasifika culture in Pōneke.

Make a public space in Welly more culturally diverse and beautiful.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** illustrated that broad statements of the cultural value of the fale malae were almost twice as likely to come from respondents who rarely visit Frank Kitts Park than from those who visit frequently.
- > **Ethnicity-based analysis** revealed that brief positive cultural statements were made by all ethnicity groups in similar proportions.

Good for Pasifika people

108 out of 763 comments

A large number of respondents made the point that the Fale Malae would increase the wellbeing of Pasifika people. There was support for a special place within such a valued public space for Pasifika people to feel welcome and share and embrace their culture. Respondents expressed that it would make them feel valued. The Fale Malae would acknowledge them as an important part of Aotearoa and be especially empowering for Samoan people. It was often expressed that Pasifika people would feel a sense of belonging and comfort in that they are part of the city.

Knowing that even if I'm an ocean away from my island of Samoa, that I too belong here in Wellington as much as I do back home. That is what the Fale Malae would symbolise for me.

This could provide greater social support and culture support for the Pasifika community.

Pasifika peoples are way finders. An icon such as a fale on the waterfront not only acknowledges them as the fastest youngest growing population in NZ, it gives a special place for all the Polynesian and other ethnic groups a place to share their cultures.

Good for Wellington

80 out of 763 comments

It was reported by a sizeable number of respondents that the Fale Malae would be good for Wellington's reputation and increasing the experience of Pasifika culture in the city. Some respondents commented that it would be good for Wellington's inclusive, multicultural identity and celebrate the heritage of tangata whenua. Other potential improvements to the city discussed in these comments included that it would become more vibrant or interesting, create business opportunities, and that more people would visit the park.

Accentuate the diversity of the city and manaakitanga for all people that visits Wellington, whanau and communities.

Would love the inclusion of Pacific culture in Wellington, another space that could be used.

First Pasifika space in the area

14 out of 763 comments

Several respondents noted that the Fale Malae would be the first Pasifika cultural space in the area. The sentiment of these comments was that it is outrageous that a public space like this does not already exist in the city. Respondents expressed how even though Pasifika people have shaped how the country is today, they have not been given the recognition they deserve.

Wellington has 47,000 peoples that identify as Pasifika and there are no significant buildings that reflect who we are.

Huge cultural value for sure. The Pasifika community have been the "other" for a while and I think it's about time we give them their flowers!

Good for Māori

13 out of 763 comments

Several respondents made the point that the Fale Malae would increase wellbeing for Māori people as well as Pasifika people as a representation of belonging. They were in favour of the placement close to Wharewaka as it would help tell the narrative of the shared history of tangata whenua and tangata moana.

It will strengthen the spiritual connection between tangata whenua and tangata moana. It will strengthen the wellbeing of tangata whenua and tangata moana.

Do not underestimate the importance of spaces like this and the Garden of Beneficence to minority cultures. Its location is also significant, the placement opposite Wharewaka and lagoon - relates to the relationship between Māori, Tangata Moana, and the sea, and with the Garden of Beneficence next door, the celebration of migrant communities is symbolic and significant given New Zealand's past history with ... migrants.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** confirmed that all ethnicity groups noted the value for Māori people except Pākehā respondents. Pasifika respondents commented the most, three times more than Māori respondents.

Cultural pride

11 out of 763 comments

It was stated by several respondents that the Fale Malae will bring cultural pride. A small number were expressing that seeing it on display close to the water would make them feel a sense of pride to live in Wellington as a Pasifika person. Others made short statements such as “pride in community” and “bring me pride”.

It would make me feel proud as a Pasifika person who lives in the city (and a ratepayer)

Inclusiveness and pride - practical and pleasing on the eye - right on the waterfront connecting to the sea our people's treasure.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** determined that Pasifika respondents were most likely to report that it would bring them cultural pride, they commented the most, even before adjusting for proportion.

Other topics

12 out of 763 comments

A small number of respondents proposed that multicultural spaces like the Fale Malae are an important step in decolonisation. They articulated that they normalise cultural equity, and educate and celebrate cultures that colonisation has harmed. Pasifika art and design was also brought up by a small number of respondents who expressed enthusiasm for visible, beautiful craftsmanship.

This will booster our local communities, taking the opportunities to re-address Aotearoa's colonial history and setting the balance right. Acknowledging tangata whenua, acknowledging the migrant communities that have helped shape this city into what is currently. The Fale Malae helps to tell this narrative.

It would add some great Pasifika art and design to the waterfront; something that is always welcome and needs more of.

Usage

535 comments

Better utilisation

111 out of 535 comments

A large number of respondents agreed that the proposal is an improvement to the current utilisation of the space, with a considerable number referring directly to the car park. There was support for using the valuable space for more people-focused activities instead of the car park. Respondents agreed that the proposed design looks better and is expected to feel more welcoming and safer than the current space. There was criticism of the use of concrete and different levels in the park and insistence that a makeover is needed. The expectation of these comments is that the new park design will be utilised more efficiently and by more people.

This proposal really looks like it opens up what is otherwise a cold and outdated part of the waterfront. Now that I have seen these drawings/models, I can't imagine this portion of the waterfront any other way.

The fact that we currently have a carpark on prime waterfront land is embarrassing. The Fale Malae proposal is long overdue.

Utilises the currently unused space where the underground markets were.

Blocking the road is also good, that edge of Frank Kitts Park is quite unpleasant and unused at the moment due to the traffic.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** showed that frequent users of the park were more likely than occasional users to feel that a Fale Malae would be a better use of the land than what is currently there.
- > Rare users of the area were three times less likely than frequent users to state that the proposed development would be a better use of the space than the carpark (this was mirrored in the concerns section where rare visitors were more likely to be concerned about parking access).

Public space

85 out of 535 comments

A sizeable number of respondents commented on the value of high-quality public space to exist, meet, gather, relax, eat, and spend time with friends and family. There was agreement that the public's ability to enjoy these activities would increase in a space that provides good amenities, shade, shelter, and outdoor areas next to a beautiful Fale. Respondents expressed support for this space being inclusive for everyone and especially inviting for Pasifika people.

It will add another space for Pacific people to be. Exist and gather.

It seems like it will open up the space more for community/public use. It looks like it will support public use by providing amenities such as public toilets, cafe, meeting space and open lawn area.

We need more beautiful spaces to meet and enjoy the outdoors.

Events

70 out of 535 comments

A substantial number of respondents expressed support for the Fale Malae to be used as a venue or event space. Respondents expressed excitement at the potential to grow Pasifika events and for the space to become a multicultural event hub. The character of the building and provision of shelter were also reported to be important factors for a quality event venue. It was mentioned that Wellington needs more event space and that this would create much-needed competition in the area, potentially facilitating more small scale community-led events.

It would provide a space for local, regional, and national Pacific community groups to gather, host events like cultural festivals, Pacific language weeks, hold community events, and share Pacific cultures with visitors both local, domestic and international alike.

It would be great to have an undercover/all-weather venue for things like markets and other community activities.

Community spaces

63 out of 535 comments

A substantial number of respondents illustrated the benefit of the Fale Malae to the community. It was frequently stated that it would make people (especially Pasifika people) feel a “sense” of community and belonging. A lot of respondents made short statements such as “good for community”, “community oriented design”, “community gathering space” and “community asset”. There were also comments about it being a facility for events and activities such as markets, and a place to hold a climate change forum.

Plenty! Providing a hub for community gatherings and opening access to the waterfront is vital!

I'm sure it would be a busy venue and space where children could learn about Pacific cultures, where Pacific mamas and weavers could hold workshops with Māori, Asian and European weavers - or have family friendly exhibitions for children. As it's by the sea embraced by the harbour, it would be a great space to have workshops or exhibitions about climate change.

I think it would be a great way to build communities.

Welcoming space

54 out of 535 comments

A substantial number of respondents felt that the Fale would provide a welcoming space for people to come together and feel seen and accepted. In particular, respondents felt that the Fale would be an asset in supporting the city's increasingly multicultural population to feel welcome and safe.

Would make it welcoming. Reduce the white colonial footprint.

Enrich our cities wonderful multiculturalism while still creating a space where all people feel welcome.

It will also be a sacred place to feel safe and counted.

Shelter and rest

37 out of 535 comments

Adding some shelter and shade to the waterfront was a value that a considerable number of respondents felt the Fale would add. These comments praised the proposed design for providing refuge from the elements both on hot, sunny days, and on windy or rainy days.

Great shelter for days of events at the waterfront and a hub for everyone to connect - which is what Pasifika is essentially about.

It provides a place for outdoor gatherings will still providing shade or protection from the rain and sun.

Destination

35 out of 535 comments

The opinion that the Fale Malae would be a destination in itself was expressed by a considerable number of people. It was argued that the Fale would be an additional reason to visit the park, and would draw more visitors to the waterfront. Some respondents mentioned that Wellington lacks things to do and the Fale Malae would be a good cultural attraction to visit with family.

Colour and culture and education and a very fun activity to do with my family of Pasifika, Chinese and Pākehā heritage.

Adds another destination because I feel Wellington lacks things to see and do compared to other cities in NZ & abroad.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** revealed that respondents from outside the Wellington region were more likely to note that the Fale would become a destination for visitors, with people from 'other' locations being more than three times more likely to make these comments than people from Wellington City, and over two times more likely than those from the Greater Wellington Region.

Tourism

32 out of 535 comments

A considerable number of respondents agreed that the Fale Malae would be valuable for tourism. Some noted that it would be something different and exciting that would even attract international tourists and give them a taste of Pasifika culture. Others simply stated "tourism" or "attract visitors".

This project has the potential to allow for a greater sense of community as well as attract domestic and international tourism and be educational.

Immeasurable benefit for tourism and vibrancy.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** illustrated that Pasifika and Māori respondents were three and two times more likely to discuss the value the design would bring to tourism than Pākehā and other respondents.

Business asset and café

27 out of 535 comments

The café and opportunity for businesses were mentioned by a considerable number of respondents. Most of the café comments were short, for example, "the café", "new café, exciting". The longer comments included parents looking forward to a café in close proximity to the playground. Respondents also claimed the proposal would attract more businesses and suggested that small whanau and Pasifika businesses be included.

Makes it a more attractive space for families to spend time - centralised cafe with seating means you can use the facilities for longer.

I hope this also allows a space for our successful whānau small businesses to continue to contribute to this amazing city.

Recreation

10 out of 535 comments

Several respondents commented that the area would be good for recreation. The flat green space and shelter were identified as aspects that would support a variety of activities. A couple of respondents also wanted water sports such as dragon boating to continue to be supported.

The flat, open green space will provide recreational opportunities for all Wellington residents and visitors, being accessible and versatile. It's a great idea!!!

Inclusion of the dragon boats will continue to support recreational waterfront activities in this area.

Amenities

11 out of 535 comments

Several respondents were in favour of "much needed facilities". There was a call for support of activities such as dragon boating which respondents claimed needs better storage and changing rooms. A small number of respondents mentioned that it would be good to have new public toilets.

This will be good for the waterfront and helping the usage and providing much needed facilities

Public toilets always good and needed.

Design

394 comments

Visual appeal

158 out of 394 comments

A very large number of respondents discussed the beauty of the building and how it would increase the visual appeal of its surrounds. The most popular design element was the curved roof, which people reported was good contrast to the straight, concrete lines of surrounding architecture. The openness and modern look of the building was often complimented, as were visible aspects of Pasifika design.

In addition to “beautiful”, the words “attractive”, “stunning”, “fantastic”, “outstanding”, and “character” were frequently used.

The Wellington waterfront is littered with so many unpleasant architectural monstrosities and a beautiful design like this will help soften the cityscape.

It is an ambitious, bold, exciting, and visually striking proposal.

It would show the beautiful craftsmanship of the Polynesian culture.

The meaning of the design was also mentioned, with respondents noting that the roof represents the clasping hands of a tau ‘olunga dancer which symbolises the relationship and coming together of Aotearoa and Pasifika people.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** confirmed that all ethnicity groups offered positive comments about how the design looks a similar proportion of times.

Waterfront location

120 out of 394 comments

A large number of respondents expressed the opinion that the waterfront is a good location for the Fale Malae. While some mentioned that it complements the existing feel and others argued that the waterfront needs this new dimension, there was broad agreement amongst these respondents that it would be good for the waterfront.

The waterfront is looking tired and needs new life.

It makes the waterfront even more special and unique than it already is.

The main reason offered for the Fale Malae complementing the waterfront was its proximity to Wharewaka, Te Papa, and the potential Chinese garden, thus it was seen to form part of a cultural hub. It was expressed as being especially significant being close to Wharewaka, given the heritage of tangata whenua in the Pacific and the ties of tangata moana to the sea.

Respondents often used phrases such as “it enhances the waterfront”, “much needed cultural value and diversity”, and “add mana” to make the point that it will improve the waterfront.

Beautiful kaupapa, embracing of Pasifika identity and add mana to our waterfront. Building would add another iconic space that will draw people to our city and add more life to the waterfront.

It would be a great addition to the existing cultural spaces (Wharewaka and Te papa) on the waterfront.

Accessibility, usability, and openness

67 out of 394 comments

The easier accessibility, higher utility, and openness of the park were noted by a substantial number of respondents. There was support for it being easier to get to and also commute through, especially for disabled people. There was the expectation that the park being more open accessible from the waterfront would increase overall enjoyment and potential for activities, although these comments were not specific. Respondents were also in favour of more visibility and longer sightlines. Many just stated “openness”, “a usable, nice space”, and “functional”.

It makes more areas of the park accessible to more groups of people, especially disabled people. Removing all the very rough ramps and inaccessible stairs these groups of people would be able to enjoy more aspects of the waterfront park which is honestly great.

The flat, open green space will provide recreational opportunities for all Wellington residents and visitors, being accessible and versatile. It's a great idea!!!

Looks easier to cycle through.

Unique or iconic design

34 out of 394 comments

A considerable number of respondents described the Fale Malae in a way that suggests it will have a lot of meaning. Two thirds of these respondents described the Fale Malae as “unique” and “iconic”, with the rest using similar exclamations such as “character” and “point of difference”. There was emphasis on the point that it would increase the positive reputation of Wellington and the waterfront with respondents also proposing that the “uniqueness” of the building is special in its symbolism of our connection to the Pacific.

Great value as the waterfront has a great cultural feel and adding this will make it even more world class and unique.

It is a unique feature for Wellington - what other city outside the Pacific Islands will have a significant Pacific feature in the heart of the city - This is seriously a great opportunity for the city to be the first in the world.

Building would add another iconic space that would draw people to our city and add more life to the waterfront.

Garden of Beneficence

15 out of 394 comments

The “Garden of Beneficence” or “Chinese Garden” was brought up by a moderate number of respondents. Half of them referred to the idea in a positive way while half stated that they did not want the design going ahead. The respondents in favour of the garden claimed that it would complement the Fale Malae and be a valuable contribution to Wellington’s cultural assets. The rest of the respondents noted their preference for the Fale Malae over the “Chinese Garden” or complained about both proposals.

It's stunning! And amazing to celebrate our Pacifica Heritage as well as Māori (Wharewaka) and Chinese (new garden).

None. A waste of public money as is the proposed Chinese garden.

It would counterbalance the promotion of Chinese culture (Chinese garden) in Wellington's prime spot.

Environment

49 comments

Connection between city and moana

22 out of 49 comments

A moderate number of respondents stated that the design will do a good job of connecting the inner city and park to the moana and waterfront area. There was agreement in the comments that it will improve the flow compared to its current layout. Comments were also consistent in their view that the openness of the design would increase the connection of the park to the sea.

A strengthening of the connection between city and moana.

Also opening up the waterfront in general to the rest of the city.

It looks like the proposal flattens out the park, making an easier transition from the city to the waterfront (too bad about the six-lane road in-between).

Green space

18 out of 49 comments

A moderate number of respondents appreciated the open green space and garden. They supported the balance and location of green space away from the road, as well as it being made more accessible. A small number of respondents claimed that it is more beautiful and will likely be used more than the current green space while others simply stated, "It's greener" and "green space".

The Malae adds much-needed flat green space right next to the lagoon.

Plus, the open park design will make the waterfront more accessible and increase access to green spaces.

Proximity to water

9 out of 49 comments

Several respondents noted the value of the Fale being so close to the water. They expressed joy at the cultural benefit and connection to nature that the water offers, in particular the steps leading down to the water.

Love the value of the fale being near water, very important and reflective.

Reflects our multicultural society and acknowledges the important connection to water for those that call NZ home. It connects us to our environment.

An alternative location would be better

39 comments

A considerable number of respondents, although valuing the concept to varying degrees, disagreed with the proposed location of the Fale Malae on the Frank Kitts Park site. Statements made by these respondents included that there was no value "that couldn't be gained by its being sited elsewhere", or that it was "not appropriate to locate at Frank Kitts Park".

Many of these respondents made arguments similar to the following: "A Pasifika cultural space is a good idea, but question whether this is the right place for it". The following comments are indicative:

Why ruin it [Frank Kitts Park] when we can have a Fale and the park?

I can see the benefit of having the centre. but should be somewhere else.

I have no problems with the Fale being located elsewhere on the waterfront, and this may or may not add value to the precinct; I do not think that this has been proven.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** showed that frequent users of the area were twice as likely to question the location of the Fale Malae, even if they saw value in it.

Other topics

97 comments

Unsure of value

39 out of 97 comments

A considerable number of respondents were unsure about what value the proposed development would have. In some cases, they wanted more information (such as how often it would be used, or even what a Fale Malae is). In other cases, they expressed luke-warm sentiments (such as “you might get a better view of the waterfront”).

Clearly it depends on who will own/operate the building, land. As well as to what extent facilities are aimed at real people vs tourists.

Not really sure. We definitely need to get rid of car park and do the area. Would like to see some other options and then we could decide which is best

Not sure - some cultural value obviously, but other than that a bit of rain cover????

The last tranche of comments was those in which respondents stated that the development would add value if certain criteria were met. These statements usually began with “only if”, “as long as”, or “it depends on”.

As long it considers other business such as the shops and the Dragon Boating Festival it will work well.

If it's widely used by the entire community, then sure, value.

Interesting building but looks like losing a lot of open space.

Short value statement

26 out of 97 comments

A considerable number of respondents made short statements that the proposed development would have value, some value, good value, or that the Fale Malae was a “great idea”, of “significant value”, or that it “looks cool”. Most of these comments were simple expressions that the project did seem to have value.

Sounds like a fantastic idea! Fully support!

I think it is only going to make everything much better all around.

Suggestions

18 out of 97 comments

Some respondents used the field provided for value statements to make a suggestion for the use of the land. The following things were suggested: a children’s playground, local artist’s shops, sheltered areas in the open (grass) part of the development, space for small businesses, navigational information, a skatepark, “a waka ama or out-rigger canoe club” attached to the development, inclusion of a cycle path in the development, and simply, more greenspace.

Create a covered third space and improve connection between the park and the water by providing an anchor and screen the road (please get rid of the cars).

There is a small amount of value

14 out of 97 comments

Several respondents noted that the proposed development would have value for a small portion of people, or that it has/does not have value in various combinations of ways.

It has value but not if it's to the detriment of other activities.

A special building on the waterfront, but not diversity or flexibility for the waterfront.

Some value, it will add some character to it however I don't see it.

A few of these comments reiterate the view that this development would be of benefit only to Pasifika peoples.

Concerns about the Fale Malae

RESPONDENTS WERE ASKED TO STATE IN THEIR OWN WORDS: *What concerns do you have about the potential Fale Malae development?*

SUMMARY OF THE MOST-DISCUSSED TOPICS

Potential **disruption to current uses** of the area – particularly the perceived loss of recreation facilities like **dragon boating** - was the most commented-on topic of concern. There were a very large number of expressions of concern (184) that this particular activity would lose its space to operate, that storage for boating equipment would be lost, or that those participating in dragon boating would not be given the space to carry out this activity.

Second to this were concerns were about the **loss of public, open and green space** that the development would prompt (189 in total). Respondents stated that they value the green space that Frank Kitts Park provides (88) and, likewise, want to retain what open, public space (101) exists within the city.

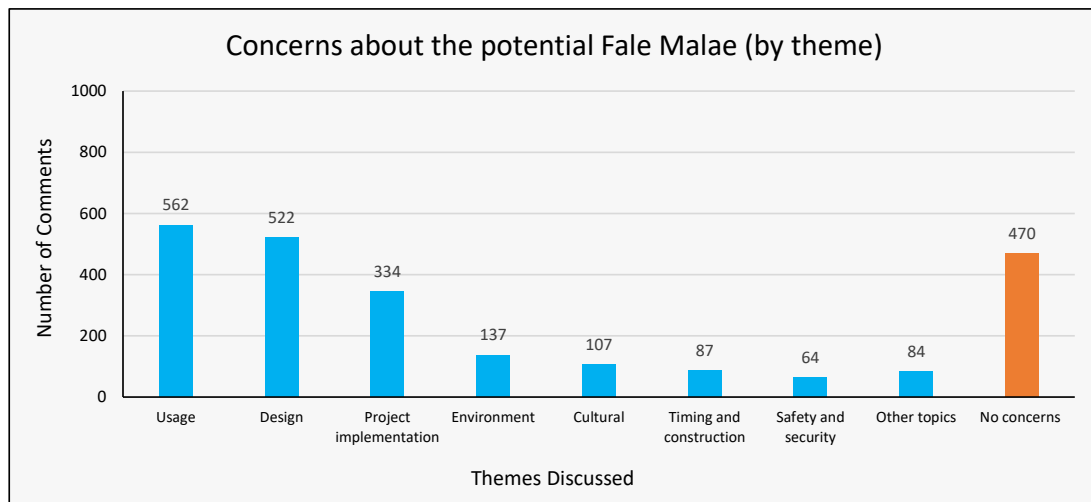
Funding and cost was the next most discussed concern, with a large number of respondents (145) noting their concern at the expense of the project, and that rate-payers money is being spent on this project. In many cases respondents cited projects they perceived as having broader benefits (such as upgrades of underground infrastructure).

The **construction time and disruption** that this would cause city and waterfront users was the fifth most expressed concern. Respondents (87) did not want to see Frank Kitts Park become a construction site for an extended period and were concerned that the disruption stemming from the building process would have far-reaching effects.

The **functionality of the building** was of concern to a sizeable number of respondents (80) whose comments were mostly about the weather-tightness of the building, in particular whether the partial openings seen in the consultation document illustrations will allow for comfortable use of the building in inclement weather.

Summary of themes discussed

The below chart shows the number of comments made on each of the main themes discussed. Note that the orange bar represents comments that did not express concern about the project itself, or that made a supportive/positive comment.



- **Usage** comments discuss how the fale may disrupt current uses of Frank Kitts Park, and how the fale would be used by the community as well as private groups.
- **Design** comments discussed concerns about the physical design of the building and surrounds.
- **Project implementation** comments discuss the practicalities of the project, such as funding/cost, and the appropriateness of the site.
- **Environment** comments discussed the natural environment including green space and climate change or sustainability issues.
- **Cultural** comments discussed concerns about prioritisation of certain cultures or concerns about ensuring appropriate representation of Pasifika cultures and consideration of Māori.
- **Timing and construction** comments discuss concerns about the length of time the project may take to complete, and the disruption caused by construction.
- **Safety and security** comments discuss concerns people have about safety in the area, including regarding antisocial behaviour or traffic.
- **Other topics** included comments on a range of different concerns such as maintenance or management, or existing features in Frank Kitts Park and how they may be impacted by the fale development.

No concerns or positive comments

470 comments

Although respondents were asked to share their *concerns* about the project, a very large number of respondents simply stated that they did not have concerns, or made a positive comment. As respondents were given the chance previously to state what they value about the potential Fale Malae developments, these have not been reiterated. However, the number of respondents that stated they had no concerns, and those whose concern indicated a positive sentiment towards the project are included here.

No concerns

391 comments

A very large number of respondents answered the question of “What concerns do you have about the potential Fale Malae development?” by stating that they had no concerns; “no concerns whatsoever”, “none at all”, or simply “none”. The vast majority of comments were very short and succinct.

Around ten percent of these comments were longer and reiterated positive aspects that the respondents had often noted in earlier parts of the survey. These included statements to the effect that “we need something like this”, “it is so positive”, and “it would be great to have the space useable again”.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** determined that respondents who stated they were rare visitors to the area were most likely to explicitly state they had no concerns, twice as likely as frequent visitors, who were the least likely to report this.

Concerns about lack of public support for the project

57 comments

A substantial number of respondents worried that pushback from the public would stop this project going ahead. Comments revealed fears that the project would attract opposition from people that don't have an appreciation of multi-culturalism, as evident in statements of concern around the public's ability to cope with change, fears that the project will be tainted by protests, and that the project may be “held up” by those that “stand against progress”.

Just over half of these comments expressed concern that racism would be at the heart of opposition to the Fale Malae being built. One person stated that their concern was “racists being awful about it”; they went on to add “but that's not really the development's problem”. Another respondent expressed desire that WCC implement “a proactive coms strategy to promote the Fale Malae” to counter “racist backlash”.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** showed that Pasifika respondents were most likely to be concerned about a lack of public support for the project, three times more than Pākehā respondents.

Concern the Fale won't happen

22 comments

A moderate number of respondents expressed concern that the project wouldn't go ahead. The majority of these comments indicated broad support for the proposed Fale Malae in Frank Kitts Park using statements such as “that it won't happen!!!”, or “that it won't go ahead”.

Usage

562 comments

Disruption to current use

232 out of 562 comments

Dragon boating (184)

A very large number of people made comments about the dragon boating facilities in Frank Kitts Park and the large community who use them. All these comments indicated that dragon boating is an important part of life on the waterfront and a valued activity for the community; both those who participate directly, and the wider Wellington community who enjoy the annual dragon boat festival.

Some respondents questioned whether boat storage, changing rooms, and access to the water for dragon boaters had been considered, or expressed frustration that these facilities would be lost.

I am concerned that it will still be easy to launch dragon boats in the lagoon. I'm not sure where they will be stored. Also, that there will be adequate changing and toilet facilities. They are heavy craft and hard to manoeuvre. The dragon boat festival is enjoyed by many.

As a condition of approval, Dragon boating facilities should be re-provided if the current shed is lost to this development.

The dragon boating facilities need to be maintained - changing rooms, boat shed ramp to load - as a cancer survivor this has been a lifeline for me and many others - would be devastated to see this growing NZ sport without a home.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** revealed that respondents from the Greater Wellington Region were slightly more likely to comment on concerns about disruption to current use of Frank Kitts Park than those from Wellington City.
- > **Frequency of use-based analysis** revealed that almost all the concern about the ability for dragon boating to continue as it does now was from frequent users of the area.
- > **Ethnicity-based analysis** revealed that Pākehā and Māori respondents were four and six times more likely to be concerned about the effect on dragon boating compared to Pasifika respondents.

Other uses disrupted (49)

A considerable number of other comments discussed other current uses that would be impacted if the Fale Malae is built in Frank Kitts Park. These included public events and festivals; water sports more broadly; and general comments about unspecified "current activities" that may be impacted.

A small number of respondents indicated frustration that there are no plans to include mature trees in the park that can be used for slacklining.

As it will take up some flat green space, some of the previous events i.e., Homegrown, Food and Wine events etc. would lose out on some of that space. However, they could potentially utilise indoor space.

That the location will restrict access both during and following construction to the lagoon area and the lagoon making the accessibility for the public and sports teams to utilise the area as they do now.

At the moment, Frank Kitts Park is the primary location for parkour/free running in Wellington. As our community is small (though it is growing) we don't have any parks specifically for the purpose of practicing our sport. Frank Kitts has become the next best thing for us. The large number of concrete structures, its central location, and its ease of access means that Frank Kitts has become synonymous with Wellington parkour. We

meet there every Sunday, we use it as a place for teaching kids, and we've hosted national jams there. ... Even if some concrete structures could be retained that would be great. At the very least I would like us to be considered in new developments in the spaces in which we use. Thanks.

Loss of public or open space

101 out of 562 comments

A large number of respondents expressed concern at the loss of publicly accessible open space to accommodate for the Fale Malae building. These comments were unified in their general protectiveness of the Wellington waterfront and their desire for it to remain public space where people can go and enjoy themselves any time free of charge. A moderate number of these respondents noted that the waterfront is becoming more and more 'cluttered' with buildings and urged WCC to stop allowing buildings to be developed, destroying the amenity and views in the area.

The new development would lessen the open space around the harbour for people to easily access and enjoy the harbour in all its beauty.

I think that's the proposed site is a poor choice, as it's one of the only park-like spaces on the waterfront where people can enjoy the tranquility and the view of the harbour with both sun and shelter. It's a very special place for many people and has also been a wonderful space for many events e.g., the dragon boat festival. It would be very sad for Wellington to lose this space.

The plan does not recognise the legacy of FKP as being the first area of waterfront space established in the 1970s and incorporated into framework planning on the waterfront or the need for green public open space at a time where there is intensified building and increasing resident population in the CBD.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** illustrated that twice as many respondents from Wellington City were concerned about the loss of public or open spaces than those from the Greater Wellington Region.
- > In particular, comments noting that respondents did not want more buildings on the waterfront were made seven times more often by Wellington residents.
- > **Frequency of use-based analysis** showed that frequent users were almost twice as likely as occasional users to express concern about the loss of public or open space. The proportions were similar for those concerned about loss of green space.
- > Furthermore, frequent users were three times more likely than occasional users to make statements against there being more buildings in the area.
- > **Ethnicity-based analysis** determined that Pākehā and Māori respondents were four and three times more likely to be concerned about the loss of public or open space than Pasifika respondents.

Community use

76 out of 562 comments

A moderate number of respondents asked how the space might be used for events or stressed the importance of making the Fale available for public events. One person asked:

Will it be culturally appropriate for events like Gindulgence?

A similar number of others suggested that the Fale should be host to markets, stalls, or food trucks to attract visitors. Several people were concerned about whether the cost to use the Fale would be prohibitive to some community members/groups.

My concerns are about access upon completion - and what access the community will have in terms of cost. Especially given that many Pacific community groups will have limited resources in this respect.

Several others asked broader questions about how the Fale will be used, examples of such questions are:

How accessible it will be for the public, will it remain open for general public to use, will it be available for private bookings, what events will be there to encourage people to use it, will it provide employment for Pacific people, will the cafe facilities be Pacific owned.

The business proposition for the Fale - how does it fit among community spaces for hire, larger conference spaces for hire, space at Rowing Club, etc. Is it accessible (cost-wise) for rate payers to enjoy? Who is responsible for operating costs and where do profits or losses go to?

What is its purpose? To join communities? Yes, it's a building, but how is it actually doing that? How much will it cost to rent out- won't be very community spirited if it costs a whole lot.

A similar number of comments questioned whether the Fale would be accessible to Pacific communities, noting that a large portion of Wellington's Pasifika community live in the greater Wellington region and would have to travel some distance to visit the Fale. These comments also noted the potential economic barrier for the Pasifika community if costs to hire the space are too high.

A small number of comments made more general comments about whether the Fale will be available for use by the wider community.

A small number of other respondents discussed the importance of the building being multipurpose to ensure that it is utilized to its full potential.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity based analysis** demonstrated that when discussing community use, the ethnicity group most concerned about the accessibility to Pasifika communities was Pasifika respondents. All groups were more concerned compared to Pākehā respondents.

Business and commercial

63 out of 562 comments

The majority of comments about businesses and commercial activity came from people concerned about the loss of existing businesses in the area that is to be used for the Fale Malae. Respondents felt that the businesses in the area helped to give it life and character or were concerned for the business owners that they may be forced to leave.

What will happen to the current retail store holders some who have been there for 13 years??

I'm also concerned about the loss of retail space. Retailers and the services they offer bring a buzz to the waterfront.

It would be great to keep the little shops and cafes on the waterfront. It is part of why I like the waterfront - having coffee and ice cream with my son.

My only concern for the development is where the existing businesses will go? They contribute greatly to the cultural aspect and livelihood of the area and hope that they will be considered in this process.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** returned relatively similar amounts of comments from each user group.

Public access

33 out of 562 comments

A considerable number of respondents expressed concerns about public access, both to the waterfront area generally, as well as to the completed Fale Malae. These respondents shared their hopes that the Fale would be open to the public on a regular basis, and not closed for private functions most of the time.

That it will become commercialized and won't be available for our people.

Ensuring public access is retained and there are opportunities to visit the building.

Accessibility to malae as community/public. Not just for professional.

Unlike Te Papa and the like, it won't be open daily for long periods to allow public access, so a section of the waterfront would be given over to private use and I feel strongly that the waterfront should be open and available to all. There are other more appropriate places for the Fale Malae I believe.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** showed that public access was more of a concern for people who lived in Wellington than the Greater Wellington region, with the former being over three and a half times more likely to express concerns about public access to the area.

Exclusivity or some people feeling left out

33 out of 562 comments

A considerable number of respondents expressed concern about the potential for some groups to be favoured and others excluded when it comes to benefiting from or using the Fale Malae. These comments generally indicated some concern about catering a building to the Pasifika community specifically, and the potential for this to make people of other backgrounds feel they are not welcome in the space.

I hope that the needs of the community are met and that everyone feels comfortable enjoying this space no matter what their heritage is.

This place is for all New Zealanders from all ethnic groups.

Potential for it to become a place thought of as being "only for Islanders."

It'll take years to build and will be mainly used by the university and the local Polynesian societies rather than all Wellingtonians like it is now.

Note that similar concerns were expressed around culture and race-based issues, these are discussed below under *Culture*.

Concerns that facility will be under-utilized

23 out of 562 comments

A moderate number of respondents commented that they had concerns about the Fale being underutilised. Over half of these comments were quite general in nature, with simple statements about its potential to be underused being common. Remaining comments went into more detail about these concerns, such as by stating that there are other spaces nearby that are used for events and activities already, or that if it is built for too specific a use then it will be unusable most of the time, or that it will only be open to private events and sit empty a lot of the time.

Unsure if it will get sufficient use - there are already event spaces along the waterfront e.g., Te Papa, the arena, Wharewaka, etc., so would the space be better used for something else e.g., a more sheltered park/picnic area to encourage people to linger, or mixed hospitality/retail?

It becomes a locked closed off space devoid of people and life.

As a venue it will have limited use in winter.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** revealed that frequent users were three times more likely than rare users to have fears that the facility would be under-utilised.

Design

522 comments

Features

335 out of 522 comments

Functionality (80)

A sizeable number of respondents raised concerns about the functionality of the proposed design, particularly in relation to the weather. Wellington's famous winds were raised in over half of these comments, which expressed concern about whether the building would be useable (or enjoyable) in windy or rainy weather. In particular, the open roof design shown on the survey materials was a concern for respondents.

It appears to be just an open building. In Wellington it's not going to be of any value.

From the image on the project site, it looks quite exposed. I wonder how that will affect its use in all of Wellington's weather.

Several other comments didn't focus on the weather but more on general usability and functionality of the space.

I worry that much open space will make it hard to use the space. BUT it's better than the current structure that is so closed off, no one uses it, and it feels unsafe.

The current amphitheatre seating is well - used by people at lunchtimes, as well as when there are events taking place. Grass is frequently wet, so seating must be provided to enable this space to be used regularly, but it will be much more difficult to hold events in such an open space because of the lack of shelter and seating.

It appears to be more of a showpiece than a usable addition to the waterfront.

The grass will be wet 3/4 of the year, no seating in the grass area, no seating in the fale malae, cleanliness of the ground when sitting on the ground, people not actually using the fale as people cannot sit on the ground for long period as people are used to sitting on seats, plus a lot of people are obese and cannot physically sit on the ground.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** illustrated that respondents from Wellington City were almost twice as likely to comment on concerns about the functionality of the Fale Malae than people from Greater Wellington or other places.

General aesthetics (57)

A substantial number of respondents expressed concerns about the general aesthetics of the proposed building design. Concerns raised included the scale of the building and how it would fit in with its surroundings or that it may block views. Respondents also took issue with the general look of the concept design as well as it not 'looking like' a fale. While one person stated, "It looks like an eyesore", others were more descriptive.

This building has a large dominant roof, and with the suggested assets of a cafe, toilets and canoe storage, this building will be a visual obstacle.

The design needs to be open and welcoming; a big boxy building won't do this. Understand it's just concept art, not actual final design but it does seem to be a stumbling block for people looking at this to support the idea.

It's a monstrosity. I wouldn't mind too much if it was redesigned but having that massive black box plopped there looks incredibly ugly. Take into consideration the amount of space lost in the area too. The waterfront should be refreshing, open, inviting and nicely themed. This building looks like a villains lair next to the sea.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** confirmed that respondents from Wellington were one and a half times more likely to express concerns about the general aesthetic of the building than those from the Greater Wellington Region. No comments were made about this topic by those from other areas.

Shelter and shade (39)

A considerable number of respondents suggested that the Fale Malae should have more shelter and shade options than what is on the concept design. These comments argued the importance of shade and shelter from sun, wind, and rain, and many noted that currently, the design offers little protection from the elements.

Nice things about the park that may be missing are shelter (from wind and sun), places to sit and/or eat - open to the water may provide little protection.

More shelter from sun/elements in parts of the park would be nice -- currently there's quite a few trees in the park where one can eat lunch under, in the proposal most of the park looks a lot more exposed to sun / elements.

Conversely, three respondents stated that they felt the proposed design would shade the area too much.

Also, the Fale would shade the green space at certain times of the day so wouldn't be as inviting as it is now.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** determined that concerns about having adequate shelter and shade were expressed almost two and a half times more often by respondents from Wellington City than those from the Greater Wellington Region. No comments on this topic came from people living in other locations.

Greenery and planting (32)

Greenery and planting were also mentioned by a considerable number of respondents, who generally suggested that the Fale Malae design should incorporate even more trees and plants, whether for aesthetic, environmental, or functionality reasons.

I would like to see our waterfront reflect Wellington nature with flora and fauna appropriate for Wellington - there isn't any place like this on the city waterfront.

I don't think there is enough greenery. There aren't enough trees and other scrubs to encourage biodiversity in the area. Also, the trees need to be sufficient to support the council's green spaces strategy and be joined up so that birds naturally travel along a green belt around the whole space.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** showed almost all comments noting that the plan doesn't include enough greenery or planting, or suggesting that more should be incorporated, came from Wellington City residents.

Different levels (32)

The different 'levels' currently in Frank Kitts Park were highly valued by a considerable number of respondents, who liked that it provides some shelter and an elevated viewing platform of sorts. Most of these respondents lamented the potential loss of this treasured feature, with some suggesting that the different levels be incorporated into the Fale Malae design.

It is a large building on the waterfront but thoughtfully placed between view shafts. When there is a big event in the harbour, the different elevations create a lot of nice viewing platforms for the crowds, this will be gone. But at the same time, the blank walls cut the city off from the water and create a limited interface, which this will improve.

The raised section of the current park is great as it separates it from the masses walking along the waterfront, making it more peaceful. It's a better view higher up and it offers protection from the wind. The current plan is very exposed.

The area on top of the car park currently provides good seating amenities and shelter. Given that there is already a flat park in the development plans, it would be good to see more variety like terraced seating and more planting to add shelter and provide places to get some separation from the busy thoroughfare along the waterfront.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** showed that all ethnicity groups reported concern over losing the different levels currently in the park except Pasifika respondents who made zero comments on this topic.

Seating (26)

A considerable number of respondents argued that more seating should be considered for the new park design, and better yet, sheltered seating areas.

My concern is with the openness... there should be some semi sheltered seating or eating areas in the park... that area will be very exposed to the northerly winds and having a seating/bench area will help make the spot usable on not sunny/calm days.

I would like to see more public seating and more plantings in the wider area around the Fale. The main benefit of the current park design is lots of separate/secluded seating areas to meet people.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** showed almost all comments calling for more seating to be provided came from Wellington City residents.

The road, noise (21)

A moderate number of respondents wanted to know more about how the busy road adjacent to Frank Kitts Park might be screened in order to mitigate noise and safety issues (discussed under *Safety*, below), or simply raised this as a concern.

The possibility of making the entire area feel open to a busy road. It's nice feeling as if the road doesn't exist when walking along the waterfront currently. Will the fale suffer from traffic noise echoing?

Proximity to the busy road - would like to see noise mitigation structures/plantings.

Children's park (18)

A moderate number of respondents discussed children's playgrounds or parks in their comments about their concerns for the Fale Malae project. The majority of these comments expressed concern that there won't be enough space nearby allocated to play and entertainment for children or lamenting the loss of the old playground on the site.

It is sad the playground will no longer be especially after seeing what was to be there. Is there not a way to incorporate a playground? This has been a favourite of all members of the community!

Would be nice to see a new playground to replace the one removed to make space for the development.

What happened to the playground, nothing for kids to play on now.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** demonstrated that respondents from Wellington were the only group to make comments about incorporating a children's playground in Frank Kitts.
- > No comments on this topic were made by respondents who lived in the Greater Wellington region or in other places beyond Wellington.

Other design feature suggestions and concerns (30)

A small number of other topics were discussed by fewer than 10 respondents. These topics included ensuring that there is adequate lighting around the Fale at night; concerns about the loss of views; concerns about specific design elements including etched concrete murals, religious artwork in public spaces, and the over-use of concrete in the design; and concerns that the space isn't big enough to hold events for Pasifika communities .

Several other one-off design suggestions were made. These included calls for the architects to create a design that can be a symbol for Wellington; outdoor areas; easy access to the lagoon; and a stage.

The Fale seems to be inspired by the shape of a canoe; therefore, repositioning the Fale to face out toward the harbour water would symbolise the pacific ancestry voyager ties connecting water, land, travel and people together. Structure would provide wind protection in the lagoon area, and either side of the fale can be activated maximising use of public spaces. This position would reduce noise pollution from the road perfect for a versatile venue.

Access

145 out of 522 comments

Parking (54)

A substantial number of respondents raised concerns about car parking in the area. About half of these comments were from people who did not want to see existing car parks lost to make room for this project.

There are so few parking places around the city now I am worried about more going missing.

Also taking away a carpark when our public transport system is the worst it's ever been, with no improvement in the horizon while taking away green areas and reducing seating/picnic areas. I feel that building this will take away more than it gives back. Use the money on something else.

Severely contributing to parking limitations.

Almost all remaining comments simply noted the need for adequate parking in the area, especially for those who would need to access the Fale Malae by car.

Couldn't see any car parking - will there be parking nearby available as any venue that is meant to host events should have some reliable form of parking as well - yes we are trying to become greener and become less reliant on fossil fuel modes of transport, but until public transport infrastructure is reliable, and with Pacific communities more likely than not to travel in family and wider groups - it would not make sense if some nearby parking that was reasonably priced was not made available. People won't go somewhere if they can't get nearby especially if they're dropping off those who may be elderly, disabled, etc.

Two people, however, noted that they did not want to see car parks provided, arguing that the development should not generate more car movement or parking on/near Frank Kitts Park.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** showed that rare visitors were twice as likely to express concerns about parking availability in the area than frequent visitors; frequent visitors were the least likely to have concerns about parking.

Removal of the overbridge (32)

A considerable number of comments expressed concern about, or outright opposition to, the removal of the footbridge over Jervis Quay. These comments argued that the overbridge allows for safer and more pleasant crossings of the busy road.

Can we please keep the bridge that's there already or replace it with something similar, using the bridge is so much more pleasant than traffic lights.

I had heard that the bridge was to be demolished. That concerns me.

The proposal removes the important footbridge over the very busy 6-lane Jervis Quay. Removal of the bridge is therefore dangerous.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** revealed that occasional and frequent users of the area were more likely to be concerned about the overbridge being removed than rare visitors were.

Accessibility (23)

Accessibility was a concern for a moderate number of respondents, who questioned whether adequate consideration has been given to how the building can be accessible for everyone, including older, disabled, or less mobile members of the community.

That it is not accessible for our Pasefika disabled community to fully utilise.

Accessibility - will the accessible toilet have automatic doors? If an emergency and evacuation occur, is there a safe meeting spot for Tangata Whaikaha?

Will it be fully accessible? Many of our elders are in wheelchairs or have issues with accessibility.

Inadequate parking in the area will be made worse, people with limited mobility or complex needs will be further excluded from the area.

Active transport access (22)

A moderate number of comments called for more consideration of how people might get to and pass through the area on foot, by bike, or via other active transport modes such as scooters or skateboards.

The respondents primarily discussed pedestrian access and were keen for it to be relatively easy to move about “along the Quays”. They wanted to see broad walkways, safe ways for pedestrians to cross roads, and no impediments to foot traffic.

Make it pedestrian friendly and bike friendly so people are encouraged to use active modes of transportation (E-scooters, bikes etc.).

Needs safe pedestrian access from the city side that doesn't disrupt an already stop-start traffic corridor. I.e., the existing pedestrian bridge.

None, so long as it is designed so that commuting is still safe.

Vehicle access (14)

Increased traffic congestion in the area was a concern for several respondents, who felt that building the Fale Malae would draw more traffic to an already busy area. A small number of others made more general comments about the need for the Fale to be accessible by car and public transport, particularly given the large Pasifika population living in the greater Wellington region.

Amenities

28 out of 522 comments

A considerable number of respondents urged decision makers to ensure that there are adequate amenities nearby such as public toilets, storage facilities (e.g., for those engaging in water activities), and changing rooms.

Public toilets were the most often noted amenity that respondents called for in a new development.

Please make sure there are enough public toilets!!!!

Maybe toilets that are accessible from the outside and open longer hours than the main building.

NO changing rooms - there is currently one small space supposed to accommodate both men and women, sometimes at least 60 odd people. Changing rooms are a MUST.

Other design comments

14 out of 522 comments

A couple of other topics were discussed by fewer than 10 respondents. These included concerns about changes being made to the design consulted on and ending up with quite a different final product to what is proposed, and suggestions about other ways the space could be used (instead of or as well as building a Fale Malae), including a skate park, a hospitality or retail destination, or “art laneways”.

Project implementation

334 comments

Funding and cost

145 out of 334 comments

The primary concern that respondents had about the overall process was related to funding and the costs associated with the Fale Malae project. The vast majority of these comments simply expressed the view that Wellington City Council and ratepayers should not be spending money on such a project at this time.

Though most respondents did understand the building itself is not proposed to be funded by WCC, people still felt that the cost to the city associated with demolishing the existing car park was unnecessary and would be a burden on rate payers, particularly when there are so many other projects that need funding from WCC such as fixing degraded infrastructure.

There needs to be an explanation to the people of Wellington on how the budget for this gets allocated, as opposed to allocating towards critical infrastructure like the piping. I am sure it comes either from a separately earmarked fund or has been proposed by people who will only receive payment if the plan is accepted and moves ahead. But stating the exact circumstances would be good. It would cut the knees out of more reasonable arguments against this.

That this is not the time for Wellington City Council to be spending money on removing the car park. Rates are already being significantly increased - if the council has money for this project, they should be fixing the sewerage issues faster or increasing rates less. The Fale Malae looks like a great project, but it does not have to be done right now.

Cost. Ratepayers can't be expected to fund this project. Te Herenga Waka has a financial blowout this year - would prefer priority was staff retaining their jobs.

Two respondents argued that WCC should fund the Fale Malae project.

ANALYSIS BY RESPONDENT GROUPS

- > **Frequency of use-based analysis** confirmed respondents' frequency of use of the area had little bearing on their concerns about the costs associated with the development.
- > **Ethnicity-based analysis** showed that all ethnicity groups raised concerns over the funding and cost of the project a similar proportion of times.

Appropriateness of site

73 out of 334 comments

A substantial number of respondents questioned the appropriateness of Frank Kitts Park as a site for this project. Many of these comments did not offer an explanation as to why the respondents felt the site was inappropriate for the Fale Malae project, but those who did give reasons tended to view the obstruction of the limited open space on the waterfront as their main reason for objecting.

Yes. Let's have a Fale Malae development BUT PLEASE NOT ON THE SHRINKING WATERFRONT GREEN SPACE! STOP, STOP, STOP BUILDING IN THE WATERFRONT! IT'S VANDISM. WE ARE STEALING FROM FUTURE GENERATIONS!!!

While the Fale development may be a worthwhile endeavour, the FKP site is entirely inappropriate. This area should be converted to open space once the car park is demolished.

Around half of these comments suggested alternative sites that may be better suited. These included the Botanical Gardens, adjacent to Te Papa, or in a similar area but moved further north, closer towards the railway/bus terminal, or even on top of the existing car park.

Whilst I am not wholly averse to the idea of the proposed Fale Malae design and location, I agree with the submission of the Wellington Civic Trust that the Te Papa transition area bordering Waitangi Park may be a better location for such a building than Frank Kitt's park, and I think this option should be investigated first, and public preference sought, prior to committing to the current location.

Wellington CBD, and particularly the waterfront, has a dearth of lush green spaces. The proposed Fale Malae development will just further this dearth and make the space unattractive to locals and tourists alike. I would suggest developing Frank Kitts more in line with the Botanical Gardens or a mini version of New York's Central Park. The park needs much more tree cover, and introducing native plants, pathways, benches and play equipment would be much preferred to a building with a plain grass lawn.

Prioritise other things

39 out of 334 comments

A considerable number of respondents urged WCC to focus on other things instead of supporting this project. These comments were often frustrated in tone, particularly when describing other aspects that WCC could be prioritising such as pipes, roads, and other projects that have yet to be completed.

I would like to see the children's playground prioritised. This has been on hold for way too long. This needs to happen asap and before the fale.

Fix the damn pipes. Enough vanity projects. Fix the damn pipes, fix the damn roads, get public transportation working. I'm sick of you all pissing away my already [...] expensive rates contribution.

Finish the Karori events centre!!!!

Land ownership and privatisation

32 out of 334 comments

Concerns about land ownership and the privatisation of the waterfront were raised by a considerable number of respondents, who asked questions about who will own the land and whether it will remain accessible and open to the public, or outright opposed the construction of a private building on the waterfront.

I have some minor concerns about ownership of and access to the space, regarding the public, but I am relatively satisfied that they will be addressed by the council.

Further the space should not have egregiously long lease terms or have an exclusive lease over any green space outside the fale.

That the park and waterfront space is open and accessible to the public and not privatised. Particularly concerned that the combination of the Fale and adjacent Garden of Beneficence could provide a barrier to waterfront access.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** determined that respondents from Wellington were over twice as likely to make comments expressing concerns about the ownership of the waterfront and privatisation of this space as people from the Greater Wellington Region. (Note that only 4 comments were made by respondents from Greater Wellington).

Engagement with Pasifika

30 out of 334 comments

A considerable number of respondents discussed the importance of engaging appropriately with Pasifika peoples to ensure that the project is something wanted by them; that can be used by them; and that is culturally appropriate. A few people also questioned how much engagement has happened to date with the Pasifika community.

That the park and waterfront space is open and accessible to the public and not privatised. Particularly concerned that the combination of the Fale and adjacent Garden of Beneficence could provide a barrier to waterfront access.

Which Pacific communities were consulted-what was the process. Looks like appropriation of Pacific design-but will financially be out of reach for Pacific peoples to utilise. Looks like maybe a space that government departments could host Pacific Fono but not for average Pacific use.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** showed that Pasifika respondents were six times more likely than Pākehā respondents to express concern about lack of Pasifika direction and input in the design and use of the Fale Malae.

General concerns or criticism

15 out of 334 comments

A moderate number of respondents made general short comments about concerns they have for the project. These comments were varied and included concerns such as for “its short term potential”, its being built “on reclaimed land”, and it being “about politics and not the people”.

Simple assertions were made that the project should be well executed, that the “right people” be involved and one respondent worried that the project “has come out of nowhere”. Other comments included:

How it integrates with other developments and planning.

It needs to be done well with the future in mind

Environment

137 comments

Loss of green space

88 out of 137 comments

A sizeable number of respondents expressed concern about the loss of green space. People took issue with reducing the amount of green space in a city and waterfront area that was characterised as already lacking in such spaces. Many of these comments were plainly put iterations of the following: “it uses up the only greenspace left”, “loss of green space”, or “taking valuable park space”.

Comments below show the extent to which respondents feel green space should be retained, with words such as “alarm”, “destroy”, “travesty”, and “absolutely wrong” used to describe people’s feelings on this matter.

My concern is actually alarm - I find it alarming to think that we will lose precious green space in a park to accommodate a building. A Park is not a building-and I live in Wellington where open green space is very rare.

There are too many buildings popping up along the waterfront, this space proposed for this building takes away one of the last green spaces on the waterfront.

The fale will occupy an area of the waterfront that is and must continue to be a park. This survey does not clearly state the building footprint or the public access loss to green open space. The LGA requires formal consultation on loss of public open space. Building on the park is contrary to the waterfront plan and the very recently approved green network plan.

A, or any, reduction in the amount of green spaces was viewed by this group of respondents as a sacrifice that is not warranted. A small number of those expressing concern about the loss of green space were in support of the construction of a fale malae, they simply did not want to sacrifice open green areas to achieve it.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** revealed that respondents from Wellington were over one and a half times more likely to express concerns about loss of green space compared to residents of the greater region.

Climate change and sustainability issues

45 out of 137 comments

A considerable number of respondents raised the issues of climate change sustainability. Part of this was, for a small number of respondents, the reduction in the permeable surfaces that the Fale Malae would result in or the use of sustainable building methods, while for the majority, the fear was that a building so close to the coast could be impacted by sea level rise or water related issues.

Flooding, storm surges, and sever weather events were raised as potential concerns on a new building at the Frank Kitts Park site, as well as its susceptibility to seismic events. One person suggested that the Fale Malae ought to be built on base isolators, as the library is. They stated: "do it once, do it properly".

The current carpark provides an elevated area of green space well above the sea level. The new design lowers it to close to sea level. What consideration has gone towards sea swells damaging the park?

There could be more space for trees and other greenery, especially to absorb rainwater and make Wellington more of a 'sponge city'. This is especially important as a way of adapting to climate change.

Also, the use of sustainable design to help the city cope with major weather events and to encourage the use of sustainable practices in the future (e.g., use of solar panels, passive thermal design, use of local materials etc.)

Additional concerns included that the building be constructed with carbon neutrality in mind, that solar panels be included on the roof, unspecified futureproofing, and a couple of comments questioning the suitability of lawns as a sustainable surface.

Demolition waste

4 out of 137 comments

A small number of respondents were concerned about the waste generated from the destruction of existing structures. They wanted to see "dirt and rubbish into water" minimised, and the concrete waste from the construction site disposed of sustainably. Construction waste in landfill was deemed an issue.

Cultural

107 comments

Pacific culture should not be prioritised

50 out of 107 comments

A substantial number of respondents expressed reticence that Pacific culture should be showcased in this way, stating things like "It represents a tiny percentage of the population", or "It's not Samoa it's Aotearoa".

The ...location overwhelms the intent of the park development. Culturally it doesn't fit with the heritage of the local iwi or the lagoon. The Fale Malae I believe is not representative of all Pacific cultures including local iwi.

Does not represent the interests of the majority of the area's population.

The majority of these comments raised issues associated with mana whenua; namely that perhaps a monument to Pasifika might detract from the importance of Māori as mana whenua. While some of the comments called for iwi and tangata whenua to be consulted with (or queried if they have been), others were more direct, such as one respondent who stated: "We need to honour the Treaty of Waitangi" and that 'different cultures' "should not be promoted above our own Kiwi culture". Others were more nuanced, as the quotes below show:

I wonder has mana whenua invited this proposal and where do they stand as the primary hosts and the New Zealand end of the Moana Nui a Kiwa triangle?

It's a kick in the face of Māori! Yes, there is Wharewaka but not everyone can...go there due to it being a business.

Let's also remember that yes New Zealand is in the Pacific, but the Māori are actually Tangata Whenua here.

The use of the word "malae" was questioned by one respondent who made the point that "a marae or malae is a space built by mana whenua on their land. I would definitely support a Samoan Fale, but it cannot be a malae because they are not Mana Whenua".

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** illustrated that Māori respondents were most likely to argue that Pasifika culture should not be prioritised while there is a struggle to represent Māori culture, they commented three times more than Pasifika respondents and seven times more than Pākehā and other respondents.

Cultural or racial favouritism

30 out of 107 comments

A considerable number of respondents were concerned that in showcasing one culture, other cultures would be being forgotten, erased, or insulted. Similarly, some argued that if Pasifika culture is showcased then other cultures ought also to be, and that this constitutes an absurdity.

Why would you have only one given the range of Pacifica nations. Does this mean that each Pacific nation will require something on our waterfront. What about other cultures that have made Wellington, Wellington?

Where does it stop - a polish building, a mosque, a shrine, a temple. Stop building on the waterfront.

A race-based structure is unfitting for the capital's waterfront. It does not represent Wellington.

That a Pacific cultural building, while technically open to the public, will in reality be not used by the majority of people. Not being Pacific, I would feel unable to use the facility as it is a cultural building that is not my culture.

The coalescing feature of these comments is that they emphasise culture and race issues; for example, "We have enough cultural identity already", "some other cultures may disagree with this plan", and "New Zealand is one country we are all NEW Zealanders". The insinuation is that the area will not be welcoming for all or that it constitutes a divisive act, as the final comment shows:

Don't make it a cultural thing. Just make it a nice place to go for ALL to enjoy.

Authenticity concerns

12 out of 107 comments

Several respondents were wary that the Fale was, or would be, inauthentic.

The term "whitewashed" was used a small number of times by those who felt that the Fale Malae would not have a traditional Pacific feel. Two even went so far as to state that the design "looks nothing like a fale" but most comments were wary about the design and the intent of the development (e.g., one person referencing the concept of tokenism).

Is calling it a "Fale malae" even necessary. I have a lot of concerns on whether this is actually for my community or just an excuse to call Wellington diverse.

ANALYSIS BY RESPONDENT GROUPS

- > **Ethnicity-based analysis** confirmed that half the respondents concerned with the authenticity of the Fale were of Pasifika ethnicity.

Other cultural comments

15 out of 107 comments

Other cultural concerns expressed by respondents were about the Māori Art Gallery and the homogenising of Pasifika cultures. Several respondents expressed heartfelt concern for the Māori Art Gallery if the Fale Malae development goes ahead. They wanted to see the gallery reinstated elsewhere, or at least able to operate in the vicinity.

I feel a little conflicted on this even with the support of mana whenua as I don't see any spaces for the shops that are currently there. Especially one as welcoming and as culturally significant as The Māori Arts Gallery. I fear more tourists might go to alternative tourist type shops to buy taonga or imported Jade from non-Māori owned businesses which makes me quite pōuri.

A small number of respondents wanted to see further emphasis on Pasifika culture added to the development or expressed that the development was not inclusive enough to all Pacific nations/cultures. It was suggested by one that the development prioritises "the architecture and culture stemming from Samoa", and another respondent felt that "it needs to tell the story of the Pacific".

The concept and name are not inclusive of all Pacific peoples and there is not enough information about how this space will serve all Pacific peoples in Wellington. I would support a space that represents the diversity of our Pacific peoples and the cultural and historical relationship tangata whenua has with our Pacific peoples, especially in the capital city.

Timing and construction

87 comments

Timing

58 out of 87 comments

The lengthy development time was of concern to a substantial number of respondents. Comments ranged from the relatively short and succinct examples such as: "too slow", "the time it will take", and "not happening fast enough", to those that were longer and more descriptive and expressed concern about the specific issues that they had with the duration of the build. In many cases the duration of the build was thought to impact on access, this is discussed below under construction disruption.

That it will take years to complete with endless consultation, like so many projects in the city.

Duration of the build. With the delays in the children's park, the Town Hall, the central library and demolition of the old WCC building, the cbd is in urged for faster construction to allow for the spaces to be used again. The area that Wellingtonians loved looks like a ghost town.

The timing concerns were typically in relation to the length of time that the area would be impacted on, whether through it being unsightly or the disruption that would ensue.

ANALYSIS BY RESPONDENT GROUPS

- > **Location-based analysis** determined that Wellington City residents were almost twice as likely to comment on concerns about the timing and distribution of construction than those from Greater Wellington. Meanwhile, no comments on this topic were made by respondents from other areas.
- > **Ethnicity-based analysis** demonstrated that Pākehā and Pasifika respondents were six times more likely to express concern about the timing of the project compared to Māori respondents.

Construction disruption

29 out of 87 comments

A considerable number of respondents expressed concern that the area would be inaccessible for commuting, for access to the waterfront and that use of the area would suffer on account of the construction phase. Two descriptive comments follow:

The time it will take to complete, potentially affecting commuting along the waterfront whilst being built.

The waterfront becoming a building site may negatively impact on the current use of the waterfront as an area for people to relax in and enjoy.

One person used the phrase “forever construction” as their concern, and others simply noted “construction disruption” in general terms without further specifying. Where respondents did specify, they noted construction being noisy, “off-putting”, causing displacement of services and shops, and rendering use of the playground impossible.

Safety and security

64 comments

General safety and security

18 out of 64 comments

A moderate number of respondents made general comments about the safety of the building and how safe people will feel in the vicinity of the building. One person simply stated: “it will become unsafe”, while others highlighted potential security risks such as visibility in night-time hours, lighting, the potential for crime, and public safety more broadly.

With festivals like homegrown that take place on the waterfront I have concerns for the safety of the building, e.g., graffiti, litter etc.

The proposed waterfront park area looks nice. But it doesn't look like it will be used a lot after dark. There aren't any lights in the pictures, so it looks like a pretty empty place at night.

Anti-social behaviour

16 out of 64 comments

Another moderate number of comments addressed anti-social behaviour, with respondents expressing concern that the fale would or could attract activity or loitering that could result in “risky or threatening behaviour”. Anticipated issues included “drunks” or “degenerates” congregating there, and that the venue could be misused and become a “hub for antisocial behaviour”.

I'd also be concerned that a large open building like that will be used by the homeless/teenagers/criminals at night unless it's secured.

Ensuring there are no potential spaces for antisocial behaviour.

Homelessness

12 out of 64 comments

Several respondents specifically mentioned homeless people and that the fale could become something akin to a homeless shelter. Owing to the fact that many respondents listed homelessness alongside antisocial or criminal behaviours, this topic has been included under the safety and security heading.

Needs to be well managed to get the most benefit. Don't need rough sleepers etc.

I'm also concerned the Fale will end up being a place where homeless people would congregate. While not completely weathertight, it would still provide shelter. In terms of safety, what plans have been made around CCTV cameras, lighting and rubbish disposal?

Vandalism

11 out of 64 comments

Another tranche of comments was from the moderate number of respondents who were concerned about the fale being vandalized. A few respondents expressed the view that the fale could attract racist vandalism while others simply expressed concern at the building becoming a target for vandals.

Vandalising or lack of protection of the building? But I'm sure Wellington will organise proper security or systems in place for protection.

Proximity to road

7 out of 64 comments

The proximity of the fale to the road was a concern for a small number of people. These respondents worried that the road could be a hazard for people using the fale. Suggestions to reduce the impact of the nearby road included: reducing the road speed limit, moving the development farther away from the road, and providing a barrier between the road and the boundary of the fale land (to prevent people running on to the road).

One respondent offered a parent's perspective:

Also there seems to be zero separation of the park from the road (which is not a lovely quiet road like in the image! It's a noisy, busy and polluted space. As a parent with small children this would be a nightmare.

Other topics

84 comments

Maintenance and management

23 out of 84 comments

A moderate number of respondents made points that their concern was that the facility be properly maintained or that the activities carried out there be managed appropriately. This included concerns over who would pay for security and maintenance, as well as who is responsible for things like operating costs, cleaning, and whether the facility will be able to be kept looking good.

Whether it will be quality and maintained.

Needs to be well managed to get the most benefit.

Nothing - maybe pigeon management so it's not pooey all the time. will have to be cared for.

As long as it is open regularly and is well maintained I think it will be great.

Garden of Beneficence

18 out of 84 comments

A moderate number of comments were made about the Garden of Beneficence, or what was referred to as the Chinese Garden. The common theme with these comments was a sense of confusion about how the two would "fit", whether the garden proposal was still going ahead, and if the planned Fale Malae would constitute too much repurposed open space when paired with the Chinese Garden development.

Concerned it may be too crowded in on the park site especially if the Chinese garden goes ahead ...and is there enough space for green grass activities and children's?

I'm unsure how it will link to the planned Chinese garden.

The development is not needed

17 out of 84 comments

A moderate number of people stated that the development, either the Fale Malae in its entirety or the café aspect of the development, was simply “not needed”. They stated things like “We don't need it”, “not needed”, and “it's pointless”.

We don't need it there. Frank Kitts Park is perfectly fine as it is.

There is no potential, it does not matter and doesn't need to be there.

Not required. We have other gathering places nearby.

Memorials, sculptures, and plaques

12 out of 84 comments

The Fale Malae was thought to visually obscure, dominate, or potentially even result in the removal of some sculptures, plaques, or memorials. These included Albatross, the Wahine Memorial, and “shipping plaques”/“memorial plaques”. One comment which included reference to all three is included below:

I love the Wahine memorial, memorial plaques and artwork, especially "Albatross".

Concern for these pieces was in the realm that they should be respected, and either maintained, or placed in an alternative location that would do them justice.

The visual domination of the Fale Malae was of concern to one respondent who felt it will diminish Tanya Ashken's Albatross; the respondent discussed at length the shading and intrusion on the sculpture that the development would have.

The Fale could alter people's connection to water 7 out of 84 comments

A small number of respondents noted that the development could block views, reduce people's views of and access to water, and interrupt people's connections with the ocean. One statement was that the building would “take away the focus on water and concert spaces”, while another person stated:

Why do you need a building so close to the waterfront that has no tangible connection to the water? i.e. It is not being used to access the water and no water-based activities are happening in/from it. Yet the Fale is being built over the ramp used to access the water for water sports and recreation. Seems silly.

Overcrowding

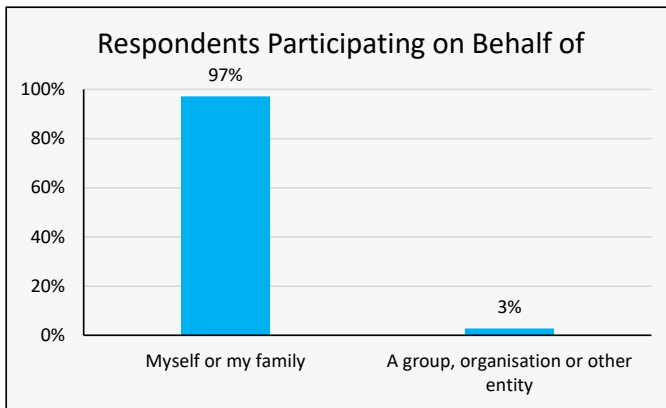
7 out of 84 comments

A small number of respondents expressed fears that the waterfront would become overcrowded due to the increasing development in the area, including the Fale Malae and the Chinese Garden. These respondents felt that the waterfront may get too crowded to enjoy as projects such as these may encourage large numbers of additional visitors.

Respondent characteristics

Who people responded on behalf of

RESPONDENTS WERE ASKED: *Who are you responding on behalf of?*



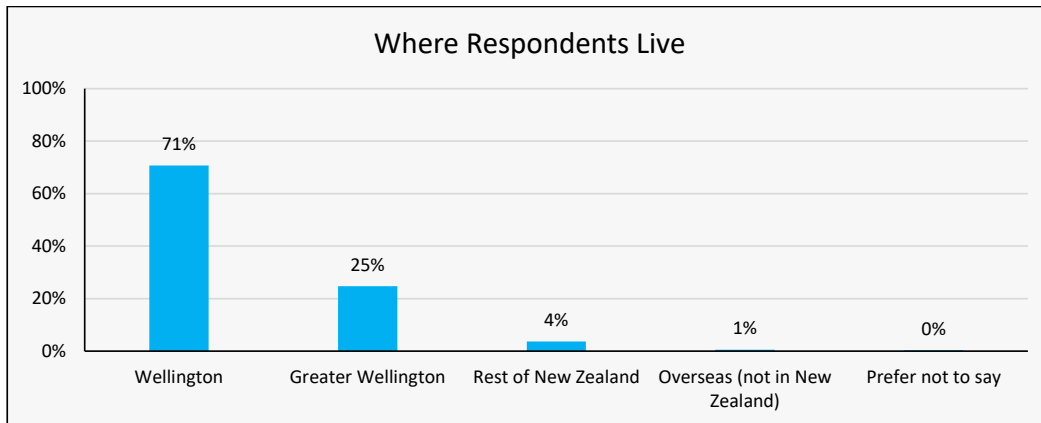
FINDINGS:

- > Almost all respondents (97%) stated they were responding to the engagement on behalf of themselves or their family.
- > Just 3% were responding on behalf of a group, organisation, or other entity.

Where respondents live

RESPONDENTS WERE ASKED: *Where do you live?*

2,073 respondents answered this question.



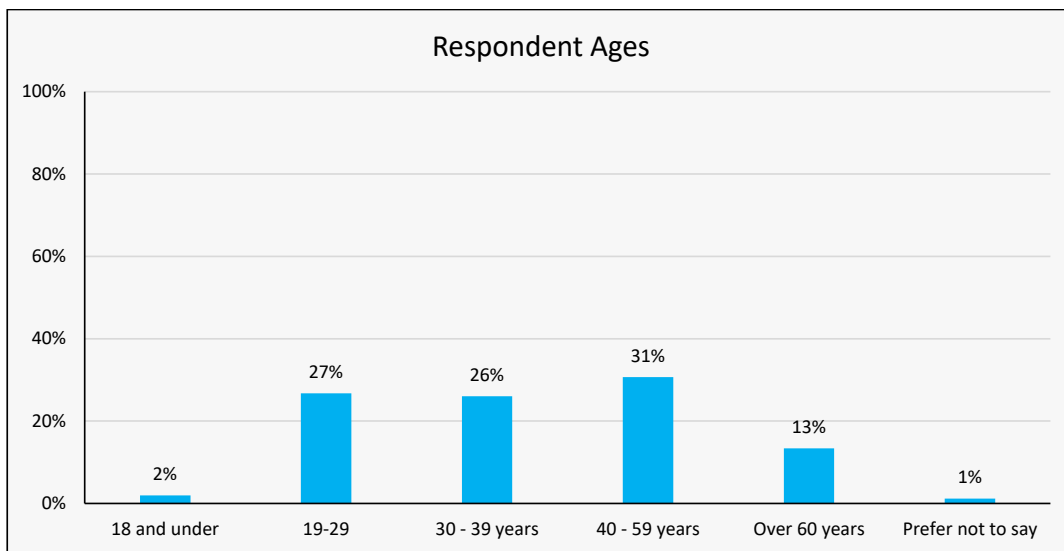
FINDINGS:

- > Almost three quarters of respondents (71%) live in Wellington.
- > One quarter of respondents (25%) live in Greater Wellington.
- > Just 5% of respondents stated that they live outside the Wellington area.
- > Note that qualitative data were queried using this variable and any significant insights are noted under relevant topics.

Age group

RESPONDENTS WERE ASKED: *Which age group do you belong to?*

2,073 respondents answered this question.



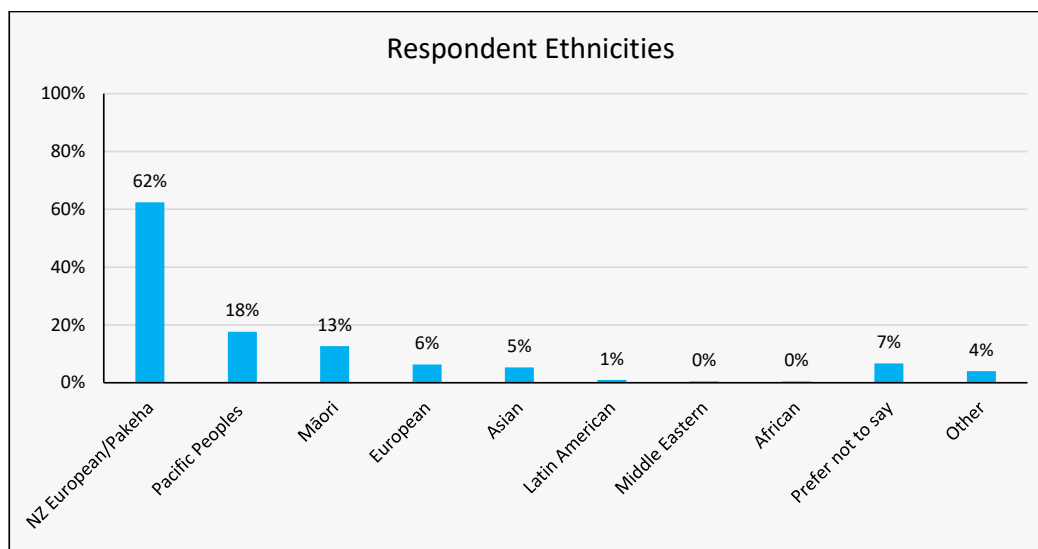
FINDINGS:

- > The most widely represented age group amongst respondents was the 19-29 year age group, with over a quarter of all respondents (27%) stating this as their age group. The 30-39 year age group made up a similar proportion, 26%.
- > Over half of respondents (53%) were aged between 19 and 39.
- > Just under half of respondents (44%) were aged 40 or over with the bulk of these aged 40 – 49.

Ethnicity

RESPONDENTS WERE ASKED: *Please choose the ethnicity group(s) you identify with. (Tick all that apply)*

Note that percentages taken out of all respondents; 2,133.



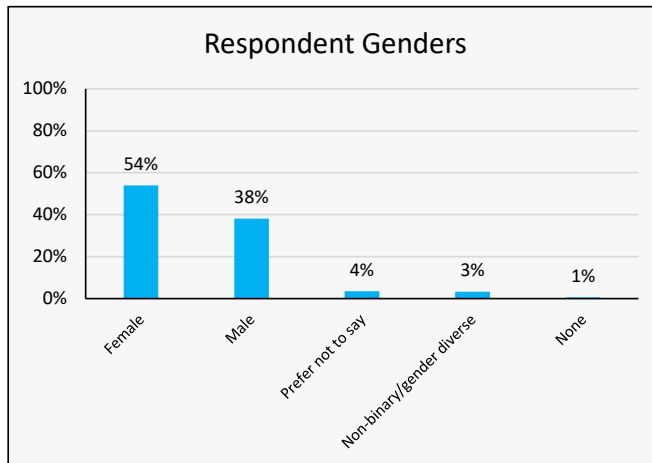
FINDINGS:

- > The majority of respondents stated they were NZ European/Pākehā (62%).
- > Almost one fifth (18%) stated they are Pasifika and 13% stated they are Māori.
- > Other ethnicities included European (6%), Asian (5%), Latin American (1%), and other (4%). Seven percent (7%) preferred not to state their ethnicity.
- > Note that qualitative data were queried using this variable with any significant insights noted under relevant topics.

Gender

RESPONDENTS WERE ASKED: *Which gender do you identify with? (Select one).*

Note that percentages taken from respondents who answered this question; 2,073.



FINDINGS:

- > Just over half of respondents who answered this question were female (54%) and over a third were male (38%).
- > Four percent (4%) preferred not to say, and 3% indicated they were non-binary or gender diverse

Submissions received outside the survey

Ten submissions were received outside of the online survey. These submissions are summarised below:

Submission 1

The Architectural Centre, a volunteer organisation made up of professionals and nonprofessionals who seek to promote good design of the built environment, made a submission. The submission commended the ambition of the project, but raised some concerns or suggestions about some areas of the project, including:

- Frank Kitts Park should be an accessible, multi-purpose open space for all seasons.
- There is little integration between the design of the landscaping and the building.
- The building lacks openness and acts as a visual barrier to the waterfront.
- The building is too large, which erodes space from the public realm and reduces potential green space.
- The siting of the Fale Malae blocks potential access from the southwest corner of the park to the Civic Centre precinct.

The siting of the Fale Malae at this intersection is a lost opportunity to open Frank Kitts Park toward the city at the southwest corner. Entering an urban park at a corner has strong precedents (e.g., Hyde Park, Central Park). Furthermore, corner access would help re-enforce the key link between the public spaces of the Civic Centre and the Waterfront.

Submission 2

This individual submitter argued that Frank Kitts Park is an inappropriate location for a Fale Malae, suggesting a site near Te Papa as a better alternative. They argued that the park and its green space must be preserved for all people to enjoy, whether to visit with family and friends, relax, read, or simply take in the views of the harbour.

Submission 3

This submission suggested that the proposed Fale Malae project has left too many questions unanswered, such as who will be responsible for daily upkeep and maintenance, or who will pay for security, lighting, and other services. The submitter suggested that instead of a fale, a fun recreational facility for children and families with water features like you would find in Sydney's waterfront park, food shops or fishing rod hire, or even a craft workshop would attract more interest from both tourists and locals.

Submission 4

This submitter opposed the proposed Fale Malae development, both for its design and for the purpose of the project. Instead, the submitter argues, the space should be used to provide a children's playground (such as the Margret Mahy playground in Christchurch) as this would be more widely used and not "devoted to one sector of society". They also noted that they found the proposed design "underwhelming".

Something I saw in Tasmania was a craft workshop on a wharf area to keep filling up all the time with visitors where wood workers, carvers of wood, stone and bone, and where ceramics and weaving and spinners applied their ancient crafts. They allowed kids to interactive [sic.] in many of these activities as well.

Submission 5

This submitter offered the following arguments against proceeding with the proposed Fale Malae development:

- The park is currently well used for a variety of activities.
- Its walls provide shelter from the elements, which is lacking in the proposed fale design.
- Scepticism about the single storey carpark building being unable to be earthquake strengthened economically based on their experience as an architect involved in seismically strengthening a number of buildings and structures.
- There are other, more pressing things that WCC should be channelling funding to instead of this project.
- There may be better suited locations for the Fale Malae.
- The video presentation for the proposed fale is inaccurate and does not depict the existing development fairly.

Submission 6

This submission opposed the development of a Fale Malae in Frank Kitts Park, asserting that it runs counter to the Open Space Strategy which highlights the extreme shortage of open space in the capital. This, the submitter argues, supports their view that no building should be constructed on Frank Kitts Park, and that it ought to be maintained for wider public benefit.

Submission 7

This submitter argued for the inclusion of more equipment for young children and suggested that displays of maritime heritage and an indoor winter garden (so that harbour views can be enjoyed year-round) be added to the design. The submission included a list of verbatim statements that were comments made on a Wellington Scoop article about the project on March 10th, 2023.

Submission 8

A submission from the Inner-City Wellington Residents' Association (IWC) included responses to a survey that they had developed and distributed themselves, unrelated to the online survey hosted by WCC. In total, the IWC survey yielded 44 responses. The 14 questions asked in the survey were somewhat repetitive and yielded responses on a small number of topics (see appendix for a list of the questions asked). From these questions, IWC respondents asserted that the loss of greenspace and another building on the waterfront was unacceptable. Almost all respondents rejected the proposed location of the Fale Malae.

When asked about suggested alternative locations for a Fale Malae, the most popular location was between Te Papa and Waitangi Park. The few positive comments were around cultural value and expressed support for the development occurring at the Frank Kitts Park site.

Submission 9

This submitter stressed that while they support the proposal for a Fale Malae, this project is a 'nice to have' and should be postponed until Council finances improve and water issues are resolved.

Submission 10

This submission was in response to Wellington City's proposed district plan (2022) and not specifically related to the Fale Malae project. However, this submitter did note the plans to build a Fale Malae in Frank Kitts Park as part of their call for WCC to protect existing open space on the waterfront from development, suggesting that Frank Kitts Park should be classified as a reserve under the Reserves Act.

Appendix

Comments about the consultation process

Comments made about Council or the consultation

In response to the question of what concerns respondents have about the potential Fale Malae, a considerable number of comments (34) were made about the consultation process itself (including the survey) or about the Council; these comments were related to procedure and hence have been discussed separately from the body of analysis.

Consultation and transparency (14)

Concerns about the level of consultation and transparency were raised by several respondents who questioned some of the information given to the public; comments gave the impression that the respondents were wary of how genuine the process is. Some assumed the development was a foregone conclusion, while others hinted at obfuscations of some description.

This proposal is mischievously being presented as a replacement to the underground carpark. In reality it will be an erosion of the open green space that currently sits above the carpark.

Lack of consideration of other options. It looks like the council has decided this and the Chinese gardens are the "best" for Wellington and this consultation exercise feels a little token.

One respondent stated that, as the design appears fully complete, the process of consulting on it is pointless, while another was concerned that it was disingenuous to assert that the Council will not be contributing funds.

Communications and consultation materials (12)

Several respondents wanted more information and clarity on what the process, and exactly how the project would benefit Wellingtonians. They stressed the importance of open communication with the public and stated that more information was required for them to make a decision.

Hard to say without seeing a far more detailed plan. A concept drawing gives no indication of how the Fale will contribute. No toilets, no cafe and no storage are indicated on the concept drawing.

Respondents variously called for more information on the "financial model", specific detailed aspects of the plans, and clarity on who will use the structure and how. One respondent simply stated "I have insufficient information to date" while another called for a "proactive comms strategy", deeming the project likely to suffer due to a lack of public awareness.

Council comments (8)

Several respondents expressed a variety of concerns related to WCC, including assertions that the Council is "woke", giving way to the "lunatic fringe", "is irresponsible with public money" or that Council is "virtue signalling" or undertaking "ego projects". One respondent simply stated "pay your workers a living wage" with no indication as to whether this was directed at those associated with the project, or if it was more general. Lastly, one person noted the following observation:

Seems like city planning and design have been left to interest groups.

Inner City Residents' Association survey

The Inner City Residents' Group made a submission consisting of a survey that it had run, and responses to it (the results of which are summarised above, Submission 8). The Inner City Residents' Association survey asked the following questions:

1. What are your thoughts about a building (a Fale) being built on Frank Kitts Park?
How do you feel about some of the Frank Kitts Park greenspace being used for a building? Your thoughts/feedback/suggestions please.
2. If you DO LIKE the idea of this building being built on Frank Kitts Park, can you share a little about why you think this.
3. If you DON'T LIKE the idea of this building being built on Frank Kitts Park, can you share a little about why you think this.
4. If you don't have an opinion about this building being built on Frank Kitts Park, is there anything that could help you in your thinking?
5. Any other thoughts, suggestions about building a building on Frank Kitts Park?
6. What if this building (Fale) could be built somewhere else in the inner city? What are your thoughts / suggestions / ideas about an alternative site?

For example, in this opinion piece an alternative location is mentioned - beside Te Papa (on the north east side, near the harbour) instead.

7. Any other thoughts, suggestions about alternative option/s?
8. Frank Kitts Park is public space. We understand the building (Fale) would have a commercial aspect - for example, conference/seminar rooms that could be hired.
What are your thoughts about this type of use of the building?
9. Thinking about the above, what are your thoughts about the building giving something back to offset the lost green space? For example, making the building available for local community use - in the evenings and weekends?

Some examples might be:

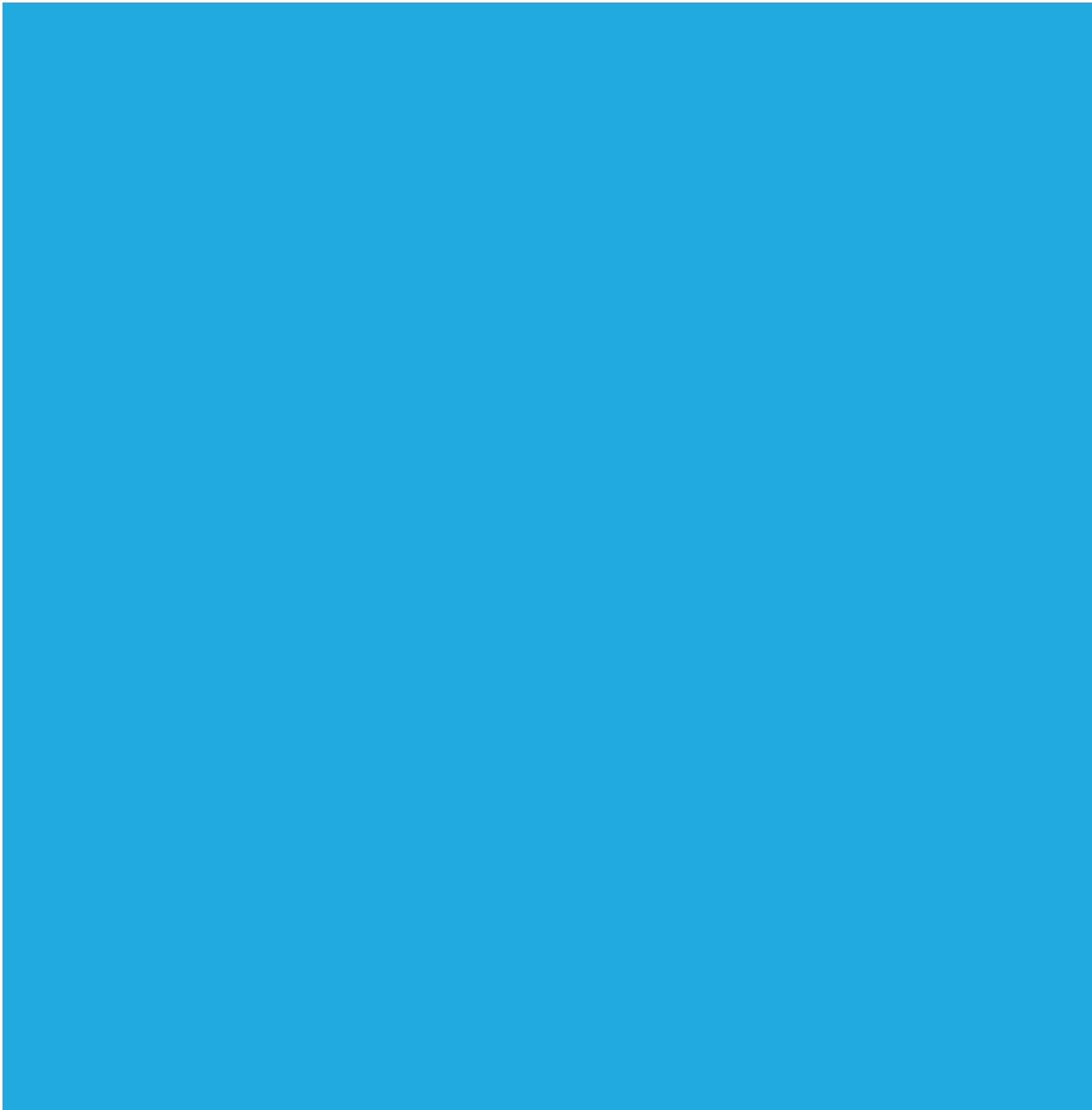
- * must be available for free (or reduced cost) use on the weekends as an undercover space for a local arts, crafts and local foods market (to replace the closed undercover Frank Kitts Market),
- * must be available for free local community performances, presentations, arts shows etc.)

What are your thoughts / suggestions / ideas?

10. Some waterfront buildings must provide an always available and lit walkthrough space so they aren't closed off during the day - or create a dark space at night.
What do you think about making something like this a requirement?

11. Having sheltered areas with public seating in windy Wellington is needed. What are your thoughts about requiring the building to perhaps provide abundant and sheltered public seating around it?
12. 12. Any other thoughts, suggestions, feedback about what the building must be / do to offset the loss of the public green space.
13. If the building were to be built on Frank Kitts Park, what do you think about the council being required to provide an equivalent-sized green space somewhere else in the inner-city?
14. Any other thoughts, suggestions, feedback about replacing the lost green space?

Feel free to add more ideas, feedback, suggestions - it's an important decision - so please share your thoughts.



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Memorandum

To	Rachel Watts	From	Aurecon
Copy	Amanda McLaren	Reference	522407
Date	5/5/2023	Pages (including this page)	11
Subject	Frank Kitts Climate Change Risk Assessment - Flood Assessment		

1 Summary

Aurecon was requested to undertake flood modelling to quantify impacts of changes in finished form of Frank Kitts Park on flooding in the area as well as to provide input to support design developments. Flood modelling has been undertaken for the 100yr ARI (Average Recurrence Interval) storm event for both existing climate and future climate change conditions.

The modelling shows a significant increase in flood risk due to the impact of climate change. The site is free of flooding under current climate conditions for both the current and the proposed development. While under future climate change conditions a large portion of the site is at risk of flooding (in some areas exceeding 1m flood depth – refer Figure 8).

The proposed design generally reduces future flood risk (e.g. by raising what was the amphitheatre to what will be the Harbour Lawn). However, a minor increase in peak flood levels (up to 50mm) is expected near the TSB Arena (i.e. northern area of the development) as a result of the proposed development (refer Figure 9).

2 Introduction

A flood risk assessment has been undertaken for the potential Frank Kitts Park Upgrade which could include a Fale Malae (subject to Landowner approval and Resource Consent). Figure 1 shows the extent of the proposed site works and flood assessment.

The objective of the assessment is to model flood levels for both Existing and Proposed Scenarios and assess the impact of the proposed design on flood levels for existing and future climate change scenarios.



Figure 1. Extent of Flood Assessment (Shaded in Orange)

3 Flood Risk Assessment

The flood risk was initially obtained from the Wellington City Council GIS Viewer. Figure 2 shows the areas which are predicted to flood in a 100-year rainfall event including climate change allowance for 2090 (i.e. 20% increase in rainfall and 1.0m Sea Level Rise (SLR)). It is indicated that some areas within the site (including the amphitheatre and regions near Jervois Quay) would be prone to flooding during extreme rainfall events as they are lower lying areas. The underground carpark towards the south of the site is also prone to flooding, but this underground storage is not included in this model and therefore not shown on the Flood Map.

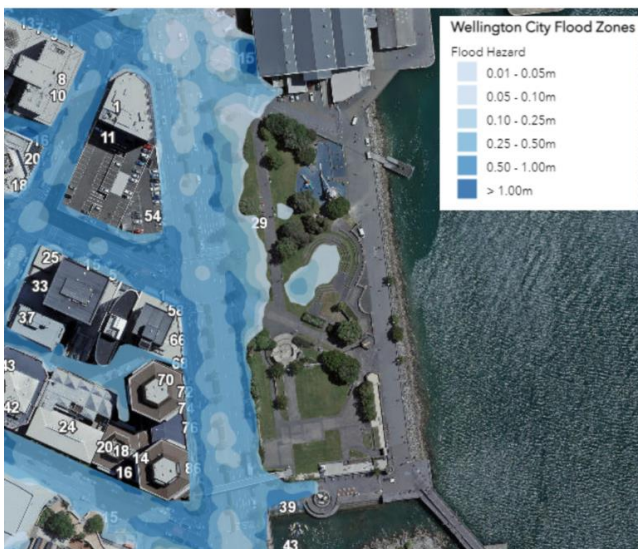


Figure 2. Wellington City Council Flood Zones (source Wellington Water Ltd)

Flood modelling is based on the existing Wellington CBD South stormwater catchment model provided by Wellington Water Ltd. The model uses ICM Infoworks software.

4 Methodology

4.1 Coordinate System and Vertical Datum

The projection used in the model is New Zealand Transverse Mercator (NZTM). All levels in the model are presented in Wellington Vertical Datum 1953.

4.2 Climate Change

The Intergovernmental Panel on Climate Change provides climate change predictions based on analysing multiple greenhouse gas emission and global warming scenarios. These are referred to as Representative Concentration Pathways (RCP). The modelling of the current assessment assumes a RCP8.5 climate change scenario for the period up to 2120, which is a conservative scenario based on existing information. The climate change impacts affecting flooding are increased and more intense extreme rainfall events and sea level rise.

4.3 Assumptions

The modelling is based on the existing Wellington CBD North Stormwater Catchment model obtained from Wellington Water. The following modifications have been made to the model:

- Climate change:

As a result of the increase in global temperatures the following changes are expected under the RCP8.5 climate change scenario for the period up to the year 2120:

- An 33% increase in rainfall, and
- 1.5m sea level rise (including vertical land movement).

- Ground profile:

- The ground profile for the design surface is represented by a triangular mesh extracted from a design DEM (Digital Elevation Model) with 1m grid spacing. The existing surface was extracted from the WLG CBD South Model. The design surface was merged with the existing surface to allow flow from adjacent catchments. The difference in elevation between the proposed and existing surfaces is illustrated in Figure 3.

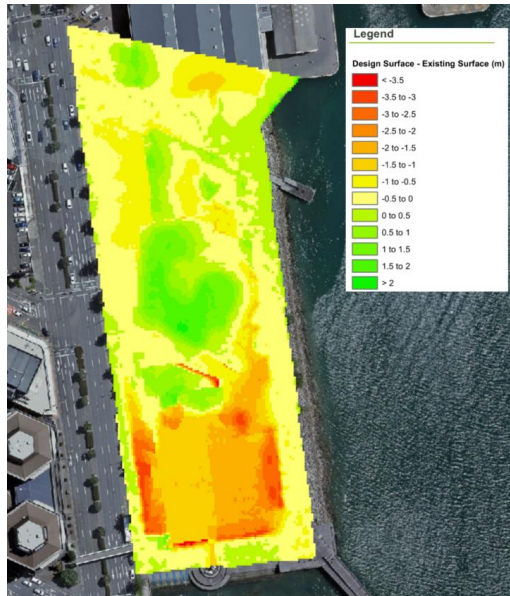


Figure 3 Elevation Difference

- Basement Carpark:
 - Commercial buildings are represented as “Voids” in the CBD South model. This means that stormwater can not enter buildings. The basement carpark located at the south side of Frank Kitts Park was included as such a void in the existing model and therefore did not provide flood storage. As the proposed design includes removal of the underground carpark, the model of the existing state has been updated to include appropriate flood storage under the Existing Scenario. The location and extent of the carpark was obtained and modified from the Existing Survey Plan which had been developed in 2016 as part of the Resource Consent documentation for Frank Kitts Park + The Garden of Beneficence. The carpark surface has been set to 1.6mRL for the Existing Scenario. The Proposed Scenario has this flood storage removed from the model.

4.4 Model Limitations

The ground surface in the model is represented by a triangular mesh. Small obstructions may therefore not be well represented in the model, which could cause localised variances in flood levels.

5 Results

This section provides the modelling results for the 100yr ARI design storm event for both current climate and including RCP8.5 climate change allowance for the year 2120 (refer Section 3.2). The below figures represent:

- Flood Depth Existing Scenario
- Flood Depth Proposed Scenario
- Flood Elevation Difference Map

Note that the Flood Elevation Difference Map only shows values where flooding occurs under both scenarios.

5.1 Current Climate Scenario

The flood depths for the Existing and Proposed Scenarios are shown in Figures 4 and 5 respectively.



Figure 4. Flood Depth for Existing Scenario (100yr ARI - Current Climate)



Figure 5. Flood Depth for Proposed Scenario (100yr ARI – Current Climate)

The difference in elevation at the modelled maxima is shown in Figure 6.



Figure 6. Modelled Flood Elevation Difference (100yr ARI – Current Climate)

Based on these results, no significant flood impacts are anticipated under current climate conditions.



5.2 RCP8.5 Climate Scenario

The flood depths for the Existing and Proposed Scenarios are shown in Figures 7 and 8 respectively.

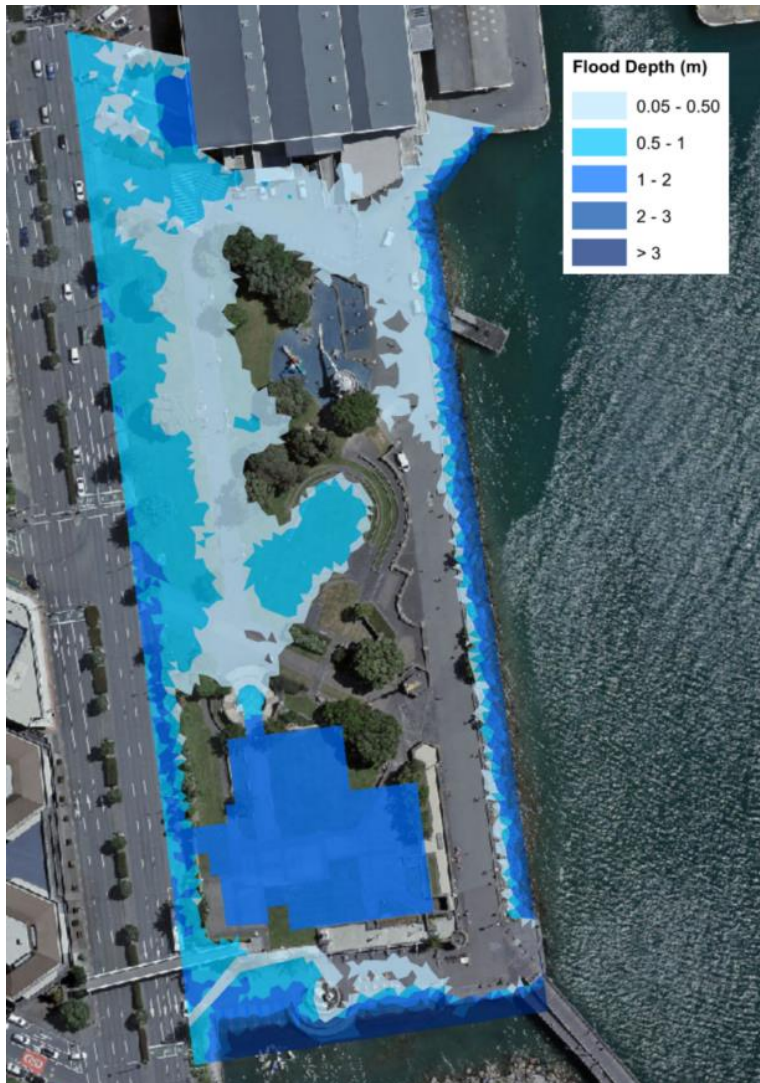


Figure 7. Flood Depth for Existing Scenario (100yr ARI - RCP8.5 Climate Change)

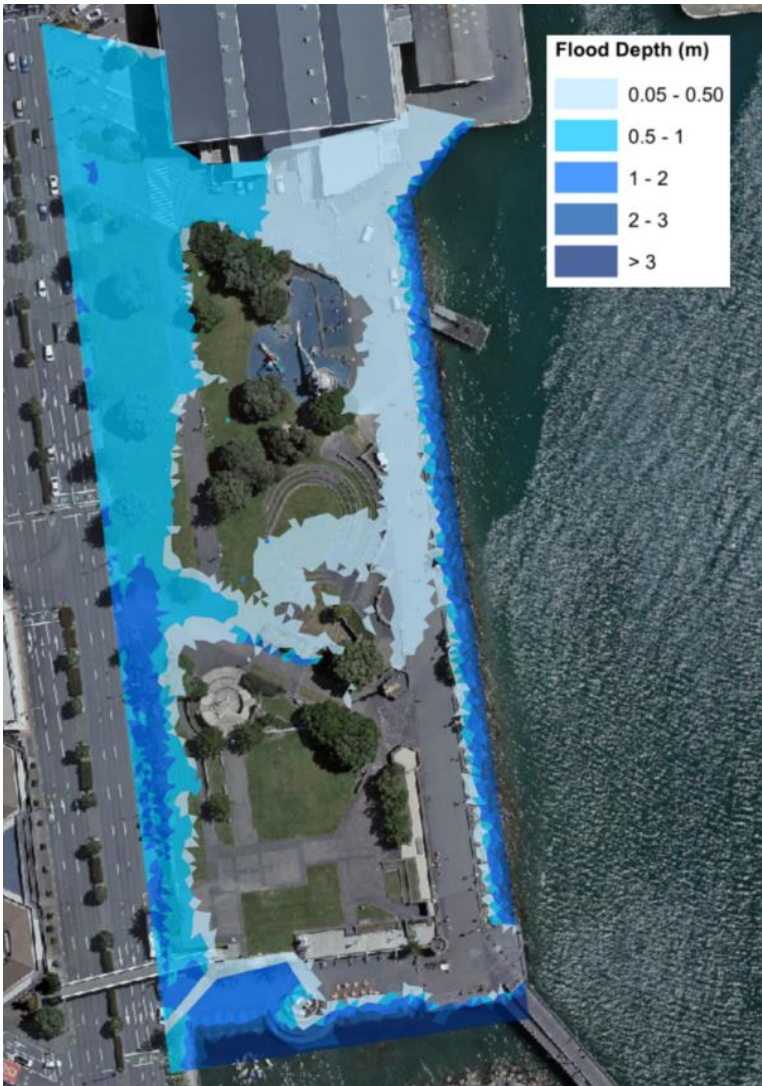


Figure 8. Flood Depth for Proposed Scenario (100yr ARI - RCP8.5 Climate Change)

The difference in elevation at the modelled maxima is shown in Figure 9.

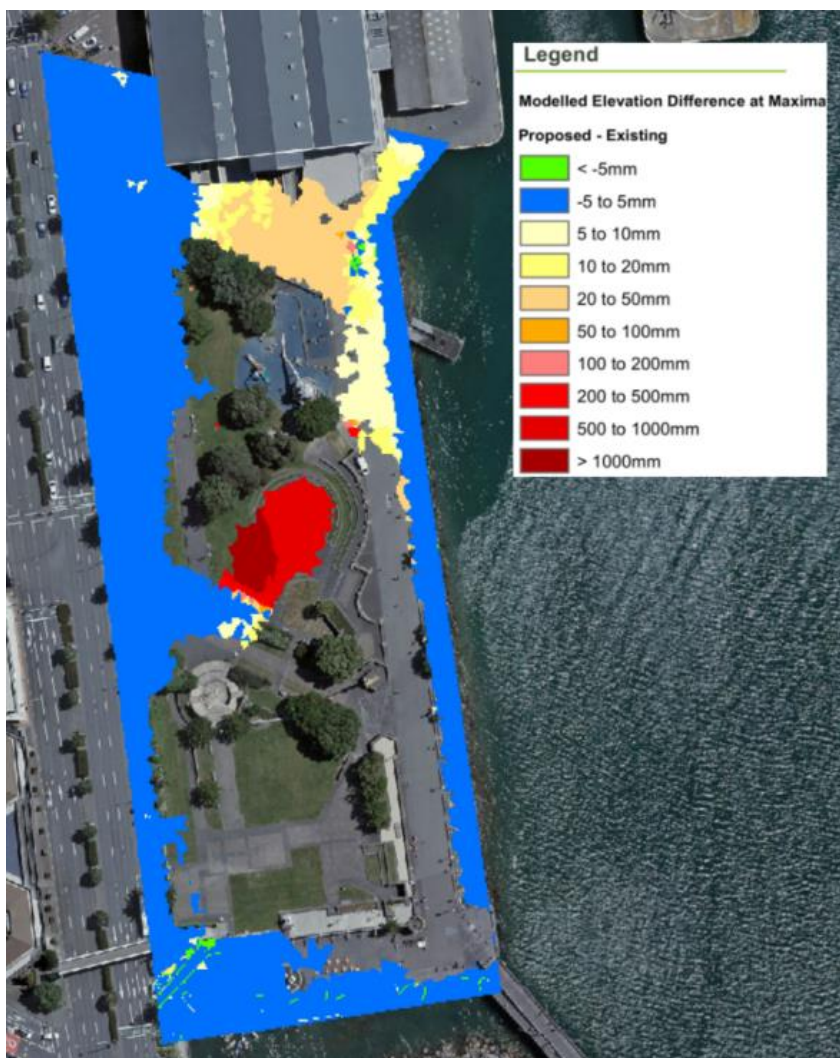


Figure 9. Modelled Flood Elevation Difference (100yr ARI - RCP8.5 Climate Change)

A significant difference in flood elevation at the amphitheatre is shown on the Flood Elevation Difference Map (as depicted by the red shading in the centre). This is due to the increased ground levels in the proposed scenario, and this does not represent an increase in flood risk. This should therefore be ignored.

6 Conclusions

The flood maps show:

- A significant increase in flood risk due to climate change:
The modelling shows an increase in flood depths exceeding 1m in areas during the 100yr ARI storm event due to the expected increase in rainfall and sea level rise under the RCP8.5 climate change scenario for the year 2120.
- Minor increase in flood risk due to the proposed development in some areas:
The proposed development is expected to increase peak flood levels up to 50mm near the TSB Arena (i.e. northern area of the development – refer Figure 9) during the 100yr ARI design event with climate change allowance.
- A reduction in flood prone area due to raising ground levels:
Flood risk is reduced where ground levels have increased (i.e. current amphitheatre area).

Some modification to the proposed ground levels at the northern end of the development could be considered to improve overland flow capacity between Jervois Quay and the harbour and subsequently mitigate the minor increase in flood risk in that area.

WELLINGTON REGION WASTE MANAGEMENT AND MINIMISATION PLAN CONSULTATION APPROACH

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee (the Committee) asks the Committee to delegate authority to the Wellington Region Waste Management and Minimisation Plan Joint Committee to approve the draft Wellington Region Waste Management and Minimisation Plan (2023-2029) for consultation, undertake hearings, and deliberations.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. The criteria that apply to the high significance rating include:

- Importance to Wellington City and the wider Wellington Region
- Community interest

Financial considerations

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

Authors	Lisa Hack, Waste Strategy Project Manager Stephanie Steadman, Senior Waste Planner Diljinder Uppal, Manager Zero Waste Strategy
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.
2. Delegate responsibility to the Wellington Region Waste Management and Minimisation Plan Joint Committee to:
 - a. approve the draft Wellington Region Waste Management and Minimisation Plan (2023-2029) for public consultation.
 - b. hear and deliberate on submissions received on the draft Wellington Region Waste Management and Minimisation Plan (2023-2029).

Whakarāpopoto | Executive Summary

2. In Accordance with the Waste Minimisation Act (2008), a territorial authority must adopt a waste management and minimisation plan to provide for:
 - achieving effective and efficient waste management and minimisation.
 - methods for achieving effective and efficient waste management and minimisation.
 - how implementing the plan is to be funded.
3. The Wellington Region WMMP (2023-2029) includes a regional shared vision, objectives, policies and methods. It also includes local action plans which specifies the activities to be undertaken to meet the objectives of the WMMP, including an indication of how these may be funded.
4. The Waste Minimisation Act 2008 and as part of the development of the new WMMP, councils are required to use the special consultative procedure as set out under section 83 of the Local Government Act 2002 (LGA 2002).
5. The Wellington Region WMMP (2023-2029) must be completed and adopted in 2023.
6. The Joint Committee comprises of:
 - Councillor Iona Pannett Chairperson (Wellington City Council)
 - Councillor Andy Mitchell (Hutt City Council)
 - Councillor Rebecca Gray (South Wairarapa District Council)
 - Councillor Geoff Hayward (Porirua City Council)
 - Deputy Mayor Hellen Swales (Upper Hutt City Council)
 - Councillor Tom Hullena (Masterton District Council)
 - Councillor Jocelyn Prvanov (Kāpiti Coast District Council)
 - Councillor Steve Cretney (Carterton District Council)

7. The Councils of the Wellington Region are working collaboratively to develop an efficient and consistent consultation process that facilitates public engagement and deliver within the project delivery timeline. A Joint Committee will enable this.
8. Elected members will be informed of the feedback from communities on the draft Wellington region WMMP via council officers and through a Summary Consultation Report to be developed after the completion of the public consultation process.

Takenga mai | Background

9. On 08 December 2022 Council agreed to formally proceed with reviewing and preparing a new Wellington Region Waste Management and Minimisation Plan (2023-2029) alongside the eight councils of the Wellington region.
10. Wellington City Council's Joint Committee representative is Councillor Iona Pannett with the Deputy Mayor Laurie Foon as the alternate representative. Regular progress updates on the development of the Wellington Region WMMP (2023-2029) have been provided to the Wellington Region Waste Management and Minimisation Plan Joint Committee (Joint Committee).
11. The Wellington Region WMMP (2023-2029) includes a regional shared vision, objectives, policies and methods. It also includes local action plans which specifies the activities to be undertaken to meet the objectives of the WMMP, including an indication of how these may be funded.
12. Under the Waste Minimisation Act 2008 and as part of the development of the new WMMP, councils are required to use the special consultative procedure as set out under section 83 of the Local Government Act 2002 (LGA 2002). This includes preparing a statement of proposal alongside the draft WMMP, receiving feedback on the draft WMMP and providing for submitters to be heard.
13. The public feedback will be used to inform the development of the final WMMP and associated local waste action plans and will reflect the waste management and minimisation priorities and aspirations of the community across the Wellington region.

Kōrerorero | Discussion

14. Consultation on the draft WMMP (2023-2029) including individual council and regional local action plans is planned to take place in August 2023, with the final WMMP for 2023-2029 to be adopted by each council in late 2023.
15. The Joint Committee has a purpose to oversee the implementation of the WMMP and its statutory review. Elected members will be involved in the development of the draft WMMP and will have the opportunity to input on the plan.
16. In 2017, the Joint Committee recommended to councils that the draft WMMP be consulted on, but each council ran its own special consultative procedure including individual hearings. The Joint Committee was involved in deliberations on regional components with deliberations held at each individual council on local components.
17. The review and development of the new Wellington Region Waste Management and Minimisation Plan (2023-2029) requires Council to undertake the special consultative procedure under the LGA 2002.
18. For this 2023 review and the development of the new WMMP, officers from the eight councils collaborating on the WMMP are recommending that the Joint Committee takes undertakes the special consultative procedure on behalf of all councils.

19. Officers from the eight councils are therefore requesting that their elected members' delegate responsibility for the WMMP consultation process to the Joint Committee on behalf of all councils. This delegation will ensure the WMMP consultation process is well connected across the whole region and will help ensure that the consultation process is efficient, effective, and consistent.
20. Delegating this consultation process will ensure the region is able to consult, deliberate and adopt a regional WMMP in 2023 in a timely manner, without burdening the eight councils to repeat the same process eight times, especially at a time when councils are working to meet simultaneous waste minimisation priorities with a limited resource pool.
21. By delegating the consultation process, the Joint Committee will be responsible for undertaking the special consultative procedure as defined under the LGA 2002 and as required under the Waste Minimisation Act 2008.
22. These responsibilities will rest with Wellington City Council (WCC) as the host of the Joint Committee. However, there is work underway to ensure that WCC has the resources available to undertake this function. Officers are working with the other councils in the region to confirm this resource support; it could include staff support or temporary secondments from other councils in the region.
23. Officers across the region will work collaboratively to develop engagement material. This will be via public notices, our website, a joint council website, social media channels and reference material in council buildings. Officers are also considering ways to engage hard to reach communities in person so the consultation process can be accessible to all.
24. As part of the consultation process, Council officers will also ensure that Wellington City residents, mana whenua, and businesses are aware of and supported to engage, provide feedback via submissions and take part in the hearing process should they wish.
25. Following the special consultative procedure process, the Joint Committee will provide a report back to each of the eight Wellington councils recommending adoption of the Wellington Region WMMP (2023-2029).

Kōwhiringa | Options

26. Based on the requirements under the WMA and LGA 2002 there are two options for undertaking consultation on the WMMP.

Option One

27. Agree that Wellington City Council will undertake the special consultative procedure process as an individual council.
28. The Council is familiar with undertaking consultation under the special consultative procedure and has the resource to do so.
29. Opting to conduct the consultation as an individual council, however, risks being disconnected with our regional partners, and would benefit from the efficiencies and consistency to be gained by undertaking this consultation through the Joint Committee.

Option Two

30. Agree to delegate the special consultative procedure process for the draft WMMP (2023-2029) to the Joint Committee.
31. This option ensures that the special consultative procedure is undertaken in an efficient, effective, and consistent manner alongside our regional partners. Under this option elected members will remain informed of the feedback from communities on the draft WMMP (2023-2029) via officers.

Recommended Option

32. Option Two is Officers' recommendation.
 - It enables the Council to fulfil the requirement of undertaking the special consultative procedure under the Waste Minimisation Act 2008 and LGA 2002 for the development of the Wellington Region WMMP.
 - It enables efficiencies and consistency to be gained by undertaking this consultation through the Joint Committee.
 - It ensures that the consultation process will be done efficiently, effectively, and consistently across the region within a constrained project delivery timeline.
 - It helps to ensure a WMMP can be completed and approved in 2023 as required by the Ministry for the Environment.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

33. The draft Wellington Region WMMP and Local Waste Action Plans will be developed in alignment with each of the respective Council strategies and policies.
34. The Local Wellington Waste Action Plan has been developed in alignment with:
 - The Zero Waste Strategy
 - The Wellington Region WMMP 2017- 2023
 - Tūpiki Ora Māori Strategy
 - 2021-2031 Long Term Plan
 - Te Atakura – First to Zero
 - Economic Wellbeing Strategy – He Rautaki Ōhanga Oranga
35. It is noted that there are a number of relevant outcomes and priorities in the Long-Term Plan – outcomes framework and engagement process, which the Kōrau Tōtōpū | Long-Term Plan, Finance, and Performance Committee approved to go out for consultation at the 23 March 2023 meeting. Those most relevant to the Strategy are:
 - Outcome – Our Economy:

An innovative business-friendly city operating in a dynamic zero-carbon circular economy.

In 'What does success look like' for this outcome there is one key waste related statement:

Wellington has a successful circular economy, where businesses are empowered to operate and deliver products and services that are zero-carbon and zero-waste in a socially equitable environment

- Outcome – Our Urban Form:

A people-friendly, compact city with affordable housing, zero-carbon transport choices, resilient infrastructure, and proudly visible Te Ao Māori and multicultural heritage.

- Outcome – Our Natural Environment:

A wild and beautiful city with easy access to nature, regenerating biodiversity, and furthering our zero-carbon journey.

In 'What does success look like' for this outcome there are two key waste related statements:

Wellingtonians are leaders with innovative nature-based solutions to climate change action, mitigation and adaptation.

Waste reduction is attractive and accessible with the systems and infrastructure in place to increase resource circularity.

- Priority: Strengthening our seismic and climate resilience

64% of Wellingtonians say they have taken steps to reduce food emissions, yet 57% of household waste is food scraps and garden waste. We are looking to invest in systems and infrastructure to make it easy to reduce, reuse and recycle and support our city to become a circular economy

- Priority: Reducing our carbon footprint

Opportunities exist with new building and housing developments, as well as making significant shifts in the waste system.

Engagement and Consultation

36. The new WMMP will have to be consulted on and consultation is required to follow the special consultative procedure required under section 83 of the Local Government Act 2002. Officers are preparing for this consultation to be conducted in the second half of 2023.
37. Officers across the region will work collaboratively to develop material to enable the public to make their views known. This will be via public notices, our website, social media channels and reference material in Council buildings. Officers are considering holding specific public drop-in sessions to engage hard to reach communities.
38. As part of the consultation and hearing process, officers will work with the Joint Committee and Councils of the Wellington Region to ensure that Wellington City residents, businesses and mana whenua are supported to provide submissions and take part in the hearing process.

Implications for Māori

39. The Council recognises the importance of its relationship with mana whenua and Māori in both creating and delivering on the Wellington Region WMMP and Local Action Plans. The Wellington Region WMMP and Local Action Plans are guided by the

principles of Te Tiriti o Waitangi | Treaty of Waitangi and embrace protecting and enhancing the mauri of resources by working towards a circular economy approach.

Financial implications

40. Nil.

Legal considerations

41. It is a statutory requirement under section 44 of the Waste Minimisation Act 2008 to use the special consultative procedure for the development of the WMMP, as set out under section 87 of the Local Government Act 2002.

Risks and mitigations

42. This WMMP is a regionally significant project which will help guide local and Wellington region initiatives to manage and minimise waste over the next 6-years. There is a risk that not all Councils will agree to delegate responsibility to the Joint Committee to approve the draft Wellington Region Waste Management and Minimisation Plan (2023-2029) and hear and deliberate on submissions received on the draft Plan.
43. Opting to conduct the consultation as an individual council risks being out of step with our regional partners, with efficiencies and consistency to be gained by undertaking this consultation through the Joint Committee.

Disability and accessibility impact

44. Nil.

Climate Change impact and considerations

45. Climate change is a key consideration in the development of the Wellington Region WMMP and the respective council Local Action Plans. Transitioning to a circular economy reduces the Wellington Regions carbon emissions and will contribute positively to a zero carbon goal.
46. The Wellington Region WMMP determines the direction and activities that Council will focus on over a six-year period in relation to waste management and resource recovery. The development of a new plan contributes to the Council's response to the climate crisis by seeking to reduce the amount of waste going to landfill. It also aims to prevent litter from becoming a nuisance and entering our harbours and public spaces. Effective waste management also ensures that there is reduced harm to residents from the city's waste.

Communications Plan

47. A Consultation Approach Plan will be developed to clearly set out the process to develop and manage consistent messaging across the Wellington Region and allow streamlining of engagements and communications. All programme and consultation communications will be endorsed by the WMMP Project Team and signed off by the WMMP Steering Group.

Health and Safety Impact considered

48. There are no health and safety impacts arising from the Wellington Region WMMP.

Ngā mahinga e whai ake nei | Next actions

49. Development of the Wellington Region WMMP Consultation Approach.

Attachments

Nil

CHAYTOR STREET, RAROA CRESCENT, CURTIS STREET, KARORI - SAFETY IMPROVEMENTS OPTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee provides an update on the work that is progressing to address safety concerns at the Chaytor-Curtis-Raroa intersection.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- | | |
|--|--|
| Strategic alignment with priority objective areas from Long-term Plan 2021–2031 | <input checked="" type="checkbox"/> Sustainable, natural eco city
<input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city
<input type="checkbox"/> Innovative, inclusive and creative city
<input checked="" type="checkbox"/> Dynamic and sustainable economy

<input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure
<input type="checkbox"/> Affordable, resilient and safe place to live
<input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network
<input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces
<input checked="" type="checkbox"/> Accelerating zero-carbon and waste-free transition
<input type="checkbox"/> Strong partnerships with mana whenua |
|--|--|

Relevant Previous decisions

15 September 2022: Council resolved to progress the development of a business case to determine a preferred safety improvements option and minor improvements for the intersections of Chaytor-Curtis-Raroa.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- | | | |
|------------------------------|--|--|
| <input type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input checked="" type="checkbox"/> Unbudgeted \$X |
|------------------------------|--|--|

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Authors	Patrick Padilla, Project Manager Brad Singh, Transport and Infrastructure Manager
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information
2. Note that Council Officers will progress with the preferred safety improvements Option 1: Traffic calming combination.
3. Note that this work be funded out of the minor works programme budget which will require approval from Waka Kotahi to secure co-funding and also require the deferral of lower priority projects to make available the requisite resources and funding capacity.

Whakarāpopoto | Executive Summary

2. The intersections of Chaytor Street, Raroa Crescent, and Curtis Street have been identified as having safety deficiencies, particularly for vulnerable road users, with ongoing safety concerns being raised by members of the community.
3. On 15 September 2022, safety improvement options were presented to the Pūroro Āmua | Planning and Environment Committee, recommending developing a business case to determine the preferred option.
4. On 17 November 2022, the first community engagement meeting occurred through an online hui. Feedback from the community clarified their expectations that the Council deliver improvements to address safety concerns, to include community members when significant decisions are made, and to provide updates when they are available.
5. Two independent streams of work have been identified in developing the business case and in holding community discussions:
 - Minor works: quick improvements that can be implemented by September 2023.
 - Safety improvements: longer term solutions that are discussed and recommended in this report. See Discussion section.
6. A business case has been developed to initiate the development and implementation of the preferred safety improvements option for Chaytor Street, at its intersection with Raroa Crescent and Curtis Street. The objective of the preferred safety improvements option is to reduce crashes and injury severity by reducing road user conflict due to limited gaps in traffic, conflicting traffic movements, and poor road user visibility.
7. The cost for developing the business case and minor improvements has been funded from the 2022/2023 Minor Works Programme.
8. Using funding from the 2023/2024 Minor Works Programme requires Council officers to prioritise Chaytor Street Safety Improvements over other projects planned for the financial year 2023/2024. The list below are projects which are likely to be deferred once the programme prioritisation process is completed.

Location	Project Type and Background	Project Status
Helston Road and Stewart Drive Intersection	Safety improvements: Crashes occurring – identified through Waka Kotahi's Road to Zero	Project conception planned for the Financial Year 23/24
Horokiwi and Kenmore Street Intersection	Safety improvements: Crashes occurring – identified through Waka Kotahi's Road to Zero	Project conception planned for the Financial Year 23/24
Mcklinton Street North and Ohariu Valley Road Intersection	Safety improvements: Crashes occurring – identified through Waka Kotahi's Road to Zero	Project conception planned for the Financial Year 23/24
Camperdown Road and Weka St Intersection	Safety improvements: Crashes occurring – identified through Waka Kotahi's Road to Zero	Project conception planned for the Financial Year 23/24

9. Analysis of the safety improvements options has considered other long-term improvements scheduled for implementation by 2031. These include a shared path on Appleton Park (late-2023), lower speed limits in accordance with the Speed Management Plan (mid-2024), minor safety improvements (late-2023) and the promotion of active modes of transport through the Bike Network Plan, and transformative improvements under the Let's Get Wellington Moving programme (by 2031).

Takenga mai | Background

10. On 15 September 2022, the Pūrora Āmua, the Planning and Environment Committee resolved:
- For Council Officers to progress the development of a business case to determine the preferred option to take forward to the 2023 Annual Planning process.
 - Agree that this work be funded out of the 2022/23 minor works programme budget which will require deferral of the lowest priority projects to make available the requisite resource and funding capacity.
 - Note officers will work to identify any further minor improvements as part of the business case process by the end of 2022 and look to install these by June 2023.
11. Development of the business case was informed by:
- Prior safety investigations and recommendations
 - Crash analysis of the last 5 years
 - Community engagement
 - Consideration of other planned works.
12. In developing the business case, minor improvements have been identified, developed for implementation, and progressed through the Traffic Resolutions process and will be presented to the Koata Hātepe | Regulatory Processes Committee on 22 June 2023 for approval. See Attachment 3 for details.
13. This paper summarises the recommendations from the business case to deliver the preferred safety improvement option for Chaytor Street to improve overall road user safety.

Kōrerorero | Discussion

14. A business case was developed to analyse the different safety improvement options considered for Chaytor Street, which includes:
- Outlining the project and design objectives
 - Identifying a long list of options
 - Deriving a shortlist of options
 - Taking the shortlisted option through a weighted multi-criteria analysis and benefit-cost analysis
 - Final analysis for a preferred option.
15. See Attachment 2 for the detailed business case.

Preferred Option from Project Business Case

16. Option 1: Traffic calming combination.
17. This is officers' recommended safety improvement option for Chaytor Street.
18. The objective of this option is to reduce the overall traffic speed through physical interventions including upgraded pedestrian facilities, raised platforms, and speed humps or cushions.
19. Option 1 provides the best cost-benefit value, using standard interventions that work well, are well understood, can be delivered within 12 months, and is complementary to other safety improvement works planned on Chaytor Street.
20. The development and delivery of the preferred option is estimated to cost up to \$1.365m (high-range cost estimate) and can be funded through the Minor Works Programme. Below are the estimated costs:

Option 1: Traffic Calming Combination						
Intervention	Details	Days of Construction (Low)	Days of Construction (High)	Low Estimate	Mid Estimate	High Estimate
Midblock refuges, platforms, cushions	Physical buildouts including cushions, etc	5	10	\$100,000	\$150,000	\$200,000
Minor intersection redesign	Upgrade of unsignalised crossings	14	60	\$71,000	\$257,500	\$444,000
Road markings: remove and repaint	Assume 500m length	5	5	\$4,250	\$17,625	\$31,000
Traffic Management	\$2,400 per day			\$57,600	\$118,800	\$180,000
Construction Cost Total		24	75	\$232,850	\$543,925	\$855,000
Labour cost: Internal and External	30%			\$69,855	\$163,178	\$256,500
Contingency cost	30%	7	23	\$69,855	\$163,178	\$256,500
TOTAL PROJECT COST		31	98	\$372,560	\$870,280	\$1,368,000

21. We expect to deliver the project over a twelve month period.

Kōwhiringa | Options

22. Option 1 – Traffic calming combination (recommended)

Proceed with implementing Option 1: Traffic calming combination, with a cost estimate of up to \$1.368M. This option would require funding this project through reprioritisation of the Minor Works Programme over two financial years as well as securing co-funding approval from Waka Kotahi.

Summary of other options identified in the Project Business Case

23. Option 0: Do minimum:

No changes does nothing to resolve or address the safety issues.

24. Option 2: Traffic signals combination:

New traffic signals on both Raroa Crescent and Curtis Street will resolve crashes involving turning vehicles. This solution, however, is costly and complex to implement.

25. Option 3: Transformative combination:

Redesign of Chaytor Street will provide the ideal outcome for all road users. This solution will be costly, complex, and will take time to develop and deliver. Noting that the LGWM City Streets project is scheduled to start construction in 2029.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

26. The recommended safety improvements option aligns with Council strategies and policies including the Cycling Policy, Te Atakura -First to Zero Low Carbon Capital Plan, Significance and Engagement Policy, Transport Asset Management Plan Summary, and Walking Policy.

Engagement and Consultation

27. Conversations between various Council teams, elected members, members of the public, and organisations such as the Karori Residents Association and Cycling Action Network have occurred and will continue.
28. Engagement with stakeholders and the wider community is part of the business case process, which helps to inform the MCA process and ultimately, the preferred option.
29. A two-week public consultation conducted through the Traffic Resolutions process has helped inform the final minor improvements design which will be presented to the Koata Hātepe | Regulatory Processes Committee on 22 June 2023 for approval.

Implications for Māori

30. N/A

Financial implications

31. It is being recommended that the design will be funded through the FY23/24 minor safety improvements budget, and construction through the FY24/25 minor safety improvements budget.

Legal considerations

32. N/A.

Risks and mitigations

33. A key delivery risk is the impacts being experienced by contractors, consultancy availability, and supply chain constraints. A clear delivery plan with early procurement will go some way to mitigate this risk.
34. Disruption to businesses, residents, and road users during works will be managed through early notification, discussion with the community, and a traffic management plan.

Disability and accessibility impact

35. The proposed upgrades to Chaytor Street will be made with improved safety in mind for all road users.
36. The preferred design option will be considered with disability and accessibility input received via the Design Review process.

Climate Change impact and considerations

37. Providing safe transport networks enables people to consider alternative sustainable forms of transport such as walking and cycling rather than private vehicle use. This proposal continues the Council's work to make walking, riding bikes and public transport a viable transport alternative.

Communications Plan

38. Council Officers will continue to communicate with residents and other identified stakeholders as progress is made on developing and implementing the intersection improvements.
39. Minor improvements have been identified and communicated to identified community stakeholders. Wider community groups have been engaged through public consultation as part of the Traffic Resolutions process.

Health and Safety Impact considered



40. The proposed design options are made with improved safety in mind.
41. Ensuring vulnerable road users have safe facilities to use will make it easier for the community to include exercise as part of their daily routine which improves overall health, wellbeing, and quality of life, while promoting sustainable transport and lowering carbon emissions.

Ngā mahinga e whai ake nei | Next actions

42. Should the preferred option be approved by Committee, Council Officers will proceed with:
- The development of the engineering design drawings and other technical documents, coordination of contractor resources, and other pre-implementation activities.

- Coordinating plans with other Council teams regarding the minor improvements, Speed Management Plan, and Appleton Park Shared Path.
- Updating community stakeholders regarding the approved preferred option and what to expect moving forward.

Attachments

Attachment 1.	Traffic Resolutions Report TR68-23 Chaytor Street, Karori Safety Improvements ↓ 	Page 178
Attachment 2.	Chaytor Street Safety Improvements Options Business Case MODERATE V2.1 ↓ 	Page 186

We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	TR68-23 Chaytor Street, Karori – Safety Improvements
Location – where we propose to make the change	Chaytor Street, Karori from 65 metres west of the Curtis Street intersection to 65 metres north of Birdwood Street.
What we'd like to do	<ul style="list-style-type: none"> In the Pūroro Āmua – Planning and Environment Committee meeting on 15 September 2022, Wellington City Council (WCC) instructed officers to investigate the preferred safety improvements in this location to be implemented as part of a Traffic Resolution. Following the above Committee resolution and discussions held with the residents associations groups, and members of the community, Council Officers have identified the issues and investigated the safety improvements to be implemented along Chaytor Street at the intersections of Raroa Crescent and Curtis Street. The proposed safety improvements include: <ul style="list-style-type: none"> Narrower vehicular lanes New road markings consisting of white edge lines, yellow hatchings, and high-friction road surfaces Installation of a city-bound: <ul style="list-style-type: none"> electronic bike warning sign electronic driver speed feedback sign Relocation of the bus shelter and handrail by Curtis Street to be finalised These safety improvements will include 10metres of no stopping lines on the northbound lane adjacent to Appleton Park, opposite the intersection of Raroa Crescent.
Why we are proposing the change	<ul style="list-style-type: none"> The intersection of Chaytor Street, Raroa Crescent, and Curtis Street has been identified as a location of high safety risks for pedestrians and cyclists. There is a history of safety concerns, recorded crashes, and ongoing risks raised by different road users, members of the public, and elected members. Between 2017 and 2022, nine crashes have been recorded. Of these, two crashes involved people on bikes, and four crashes involved people on mopeds. The proposed changes are to improve safety for all road users. These safety benefits include: <ul style="list-style-type: none"> Lower traffic speed and injury risk Increased sightline and visibility at intersections Improving skid resistance and reducing stopping distances Improved painted median area to accommodate turning vehicles Improving the traffic lane alignment

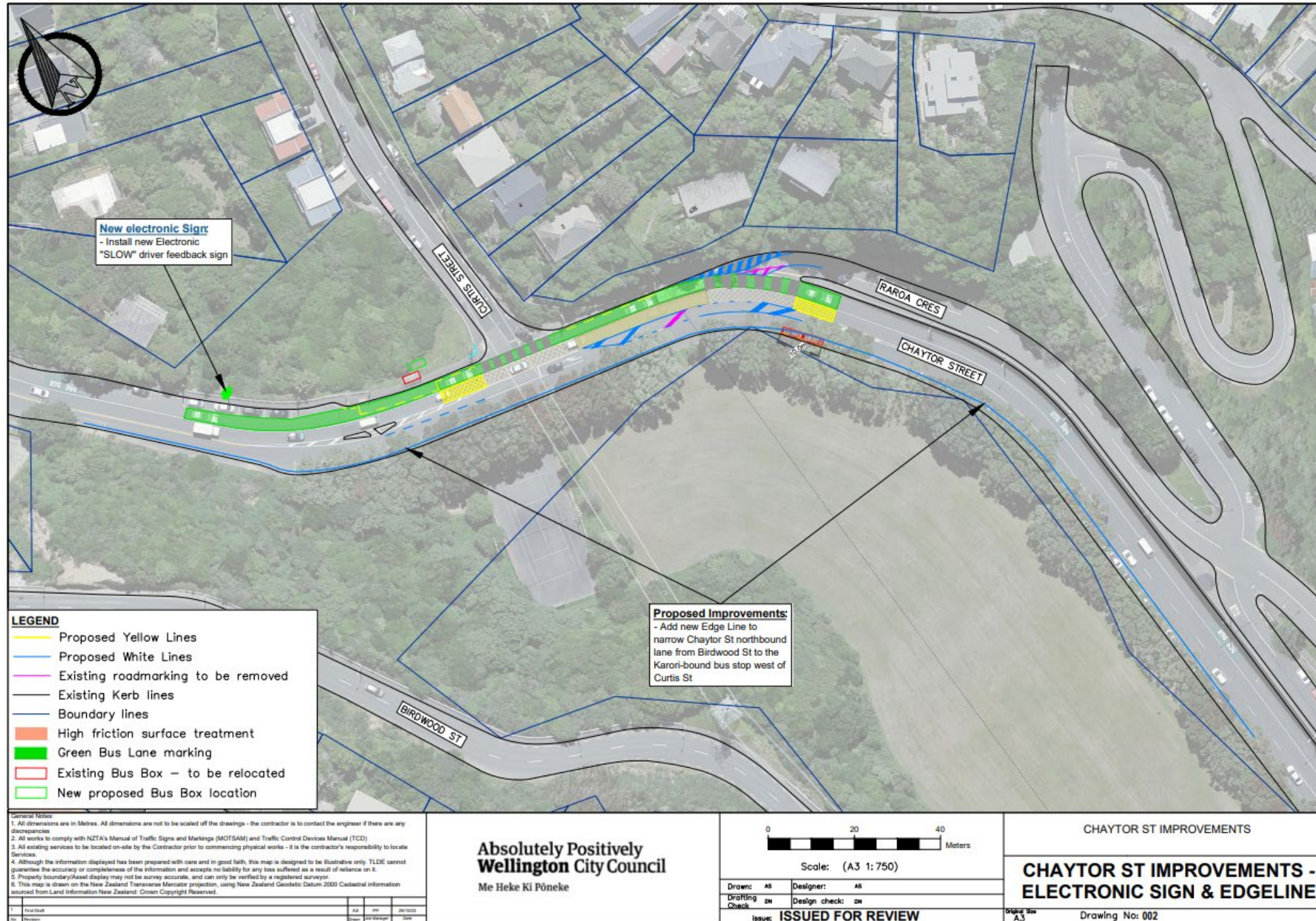
We are proposing a change in your area

Impact	<ul style="list-style-type: none"> • Strategic Drivers - safe, resilient, and reliable core transport infrastructure network. • Net parking impact – removal of two unrestricted parking spaces. • Pedestrian impact – positive. Increased visibility, lower vehicular speeds and reduced stopping distances to provide public transport users safer access to the Bus Stop #4321, Chaytor Street at Curtis Street.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – Bus stop #4321 boarding 1612 alighting 185 (as of March 2023). • Average daily traffic count – 18,330 vehicles per day. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 May 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. 3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

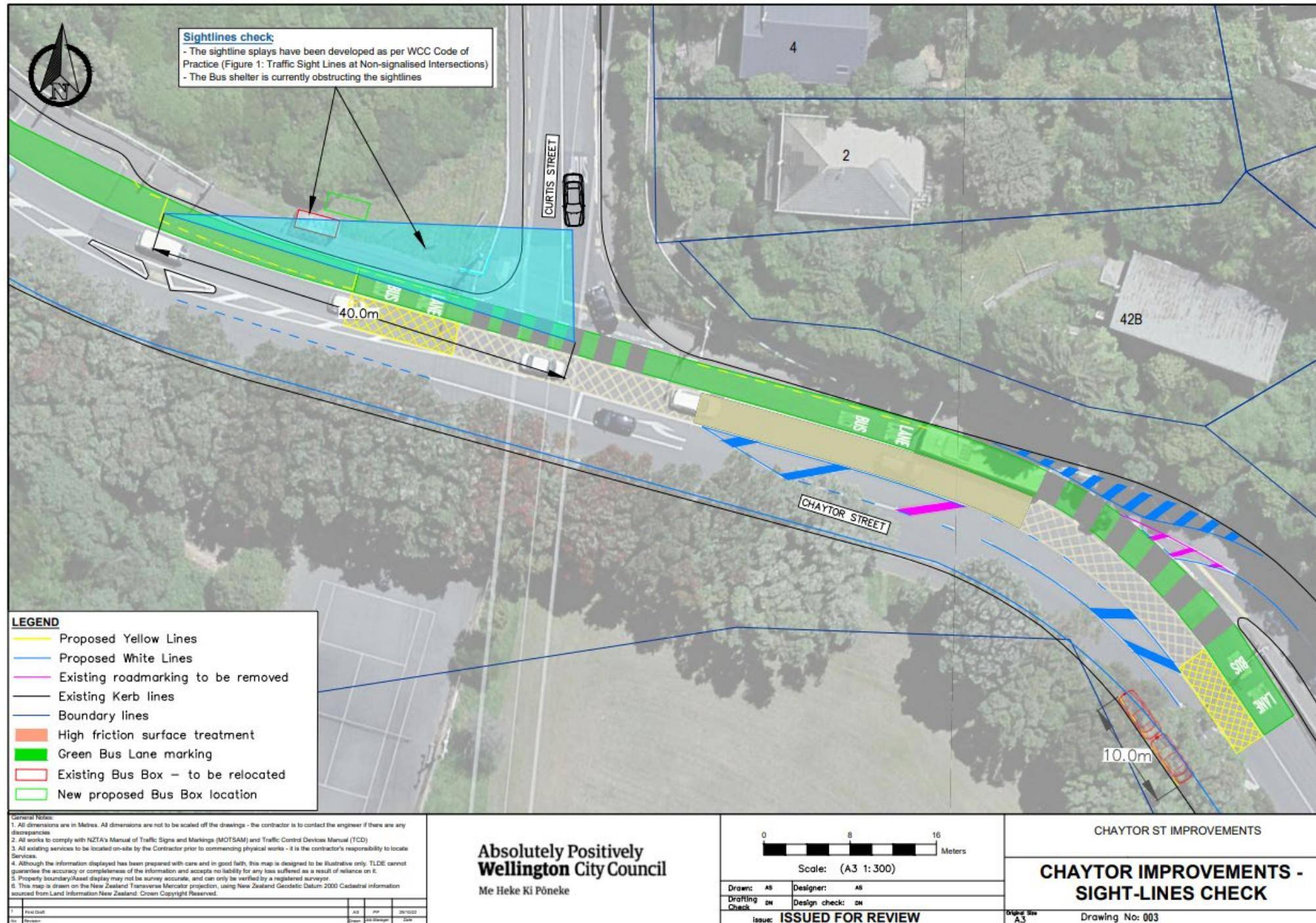
Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



We are proposing a change in your area

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Me Heke Ki Pōneke

Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



We are proposing a change in your area

Legal Description:

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chaytor Street	No Stopping At All Times	West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 106 metres.

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

Column One	Column Two	Column Three
Chaytor Street	No Stopping At All Times	West side, commencing 173 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 116 metres.

Prepared By: Patrick Padilla **Project Manager**
Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**
Date: 26/04/2023

Project Business Case (Moderate)

Chaytor Street, Raroa Crescent, Curtis Street Karori – Safety Improvements Options (Phase 2)

WCC Project ID	8776	WCC Classification Tool Outcome	Moderate
Senior Responsible Owner	Bradley Singh, Manager Transport & Infrastructure	Business Owner	Brian Russell, Manager Transport Assets
Funding sought by this Business Case	(As reported in the Funding Approach)	Cost Code (CC)	(As reported in the Funding Approach)
Funding Source	(As reported in the Funding Approach)	Recorded on Annual Plan	Yes
SharePoint Folder Location	Project - Chaytor Street Safety Improvements	Project Cost Code	



Template Properties

These are the details of the template used to create this document. This section cannot be edited.

Template Name	Project Business Case (Moderate)
Template Owner	Project Governance, Legal & Risk
Template Version	V1.1 2020

Document Properties

This table describes the properties of the document.

Author	Patrick Padilla
Project Manager	Patrick Padilla
Location	Chaytor Street Safety Improvements Options Business Case MODERATE V1.1.docx

Document History

This table provides a history of changes made when completing this document.

Version No.	Date	Summary of Changes
V1.1	24 Mar 2023	Initial Draft
V1.2	27 Mar 2023	Updates to Section 4 Options Analysis
V2.0	28 April 2023	Updates to Section 2 Executive Summary and Section 3 Case for Change
V2.1	08 May 2023	Following PIRC endorsement and recommendation: updates to Section 3.4 Multi-criteria Analysis and Section 7.2 Proposed Governance Arrangements
V2.2	29 May 2023	Updates to document following Project Leadership and PMO recommendations

Related Documents

This table lists the documents that support the Business Case (delete/add as applicable)

Document	Name and Link
Planning & Environment Committee Council Paper	Addendum Agenda of Pūroro Āmua Planning and Environment Committee - Thursday, 15 September 2022 (wellington.govt.nz)
Planning & Environment Committee Meeting Minutes	Minutes of Pūroro Āmua Planning and Environment Committee - Thursday, 15 September 2022 (wellington.govt.nz)
Project Brief	Chaytor Street Safety Improvements Options Project Brief v2.2.docx
Portfolio Investment Review Committee Minutes	PIRC Meeting MINUTES November 1st 2022.pdf

Authority Signatures

The SRO approves this document as the baseline for the project and grants approval to move to the Plan stage of the IDF.

Prepared by;
Signature

Please print; Patrick Padilla	Project Manager	28 April 2023
Name	Title	Date
Approved by;		
Signature		
Please print; Bradley Singh	Manager Transport & Infrastructure	4 May 2023
Name	Title	Date

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1. Purpose of this Document

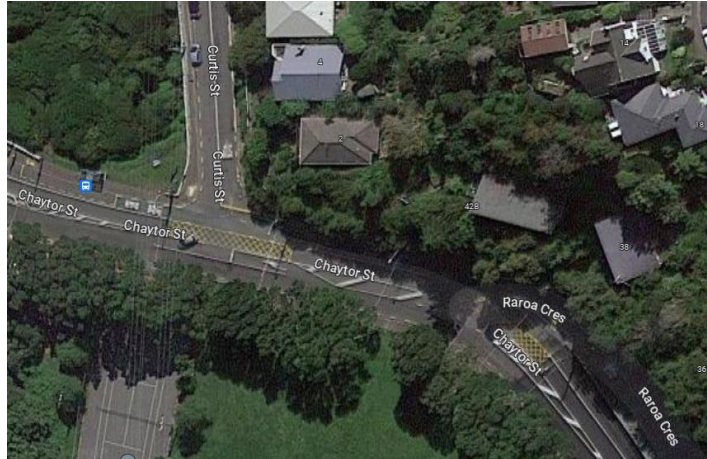
The purpose of the Business Case is to enable a robust process that captures what the project (business problem or business need) is, what investment is required, what are the available options and associated costs to deliver the preferred solution.

The five sections used within this document are based on good practice in both central and local government and cover the following:

1. **The Case for Change**
Reason for the project– provides supporting information as to why the project is required
2. **Options Analysis**
Compare solutions – provides possible solution options and the preferred option
3. **Procurement Approach**
Procurement strategy – provides options on how the solution will be obtained and from where
4. **Funding Approach**
Funding arrangements – provides funding options, project/programme and ongoing costs
5. **Project Management Approach**
Delivery plan – provides high level information as to how the project/programme is going to be managed and delivered

2. Executive Summary

This Business Case seeks formal approval to initiate the development and implementation of the preferred option for Phase 2: Safety improvements for Chaytor Street, Karori, at its intersection with Raroa Crescent and Curtis Street.



The objective of the preferred safety improvements option is to reduce crashes and injury severity by reducing road user conflict due to tight gaps in traffic, conflicting traffic movements, and poor road user visibility.

Additionally, the preferred safety improvements option should provide the biggest benefits for the cost and time, and is complementary to other safety initiatives planned for Chaytor Street. These initiatives are:

- Phase 1: Minor Works (mid-2023)
- Phase 2: Safety Improvements (2023 to 2025)
- Appleton Park Shared Path (late-2023)
- Speed Management Plan (mid-2024)
- Let's Get Wellington Moving (2025 to 2031)

This business case solely focuses on Phase 2: Safety Improvements. All other initiatives are assessed and progressed independently of this project.

2.1. Recommendation

To proceed with the preferred Safety Improvements Option 1: Traffic calming combination, which includes:

- physical traffic calming interventions such as platforms and speed cushions, for development in 2023 and implementation from 2024

These measures will be implemented on Chaytor Street, from approximately 70 metres north of Birdwood Street intersection, to approximately 100 metres west of the Curtis Street intersection.

3. Case For Change

3.1. Case for Change Outline

The intersection of Chaytor Street, Raroa Crescent, and Curtis Street has been identified as having safety deficiencies, particularly for pedestrians and people on bikes.

The current state:

- Crashes involving vulnerable road users regularly occur (nine reported crashes from 2017 to 2023)
- General public and road users feel unsafe and have been expecting safety improvements to be delivered

The desired state:

- The intersections of Raroa Crescent and Curtis Street provide safe connections to and from Chaytor Street, for all modes of transport, including pedestrians).

- Improved safety, connectivity, and levels of service for public transport and active modes of transport
- Increased mode shift, reduced emissions, and improved transport alternatives to private vehicles
- Supports the pathway to permanence, addressing current safety deficiencies while contributing to the long-term solutions.

Business needs:

- design and operational solutions that allows efficient flow of traffic, while ensuring vehicles manoeuvring into and out of Chaytor Street are at minimum risk of crashing
- intersections that promotes the increase of multi-modal road use
- safe and efficient traffic services that caters to and prioritises walking and biking

Chaytor Street is part of the Bike Network in two routes from Karori to Ngaio supporting the need to improve safety for road users while promoting sustainable and active modes of transport. Chaytor Street is also identified as a vital transport route for improvement by Let's Get Wellington Moving's City Streets programme.

Safety improvements options considered and investigated will be assessed against and aligned with Council strategies and policies including the Cycling Policy, Te Atakura -First to Zero Low Carbon Capital Plan, Significance and Engagement Policy, Transport Asset Management Plan Summary, and Walking Policy.

Decisions leading up to the development of this business case includes:

- August 2021: the Indicative Business Case for City Streets identifies the route from Karori Tunnel to the Karori Town Centre in its plan to improve outcomes for people on buses, bikes, and walking.
- May 2022: Council requests that Officers investigate options to address long-standing significant safety concerns at the Chaytor-Curtis-Raroa intersection.
- 15 September 2022: the Pūroro Āmua | Planning and Environment Committee meeting, the Council resolved for Officers to progress the development of a business case that determines the preferred safety improvements option to take forward to the 2023 Annual Planning process.
- 1 November 2022: the Council's Portfolio Investment Review Committee requested a few more details and refinement to the project brief, for added scope consideration prior to developing a business case.
- 17 November 2022: the first community engagement meeting occurred through an online hui. Feedback from the community clarified expectations of the Council delivering improvements that address safety concerns, to include community members when significant decisions are made, and to provide updates when they are available.

Detailed information on the problems, background, safety issues, challenges, potential solutions, and Council resolutions can be found at the 15 September 2022 Planning & Environment Committee meeting linked below (Appendices Section) and here: [Addendum Agenda of Pūroro Āmua | Planning and Environment Committee - Thursday, 15 September 2022 \(wellington.govt.nz\)](https://www.wellington.govt.nz/committees-and-panels/committees/puroro-amua-planning-and-environment-committee)

3.2. Background/Context

Chaytor Street is a vital transport route between Karori and the Wellington CBD and is a public transport route with a dedicated bus lane and an average daily traffic count of 17,775 (2019) vehicles and an 85th percentile speed of 49km/h. Safety concerns have been raised regarding Chaytor Street, between Curtis Street and Raroa Road, effectively creating two T-intersections within 50m of each other.

Safety issues have been confirmed through Waka Kotahi's Crash Analysis System (CAS) as well as through observations on site.

Further observations note the lack of pedestrian facilities such as footpaths, refuges, and crossing points. In most instances, people crossing Chaytor Street cross a high-volume road, unassisted and unprotected from vehicular traffic.

In 2017, safety investigations were carried out to assess and analyse the intersection, the road user demands, the crashes, and to identify improvement options to address any deficiency in safety.

a) The range of safety measures explored varied in range and scale and included new road markings, static and electronic signs, and other means of traffic control such as traffic signals.

b) Further investigation showed that traffic signals would be costly, and result in significant delays to vehicular traffic particularly during the morning peak (both public transport and private vehicles).

Uncertainty about the timing of proposed improvements through the LGWM programme resulted in minor improvements being made at that time – these included minor changes such as road markings, yellow hatchings, and static signs which were installed where applicable.

In August 2021, the Indicative Business Case for the LGWN City Streets programme identified Chaytor Street as a route for improvement for pedestrians and people on buses and bikes. Investigations are programmed to kick off in 2025 with construction completed by 2031.

Given the timing of the City Streets Programme, the Pūroro Āmua | Planning and Environment Committee, on 15 September 2022, resolved for Officers to investigate safety improvement options that address safety concerns in the interim.

The outcomes from Officer's investigations produced deliverables under Phase 1 (Minor Works) and Phase 2 (Safety Improvements).

Works proposed under Phase 2 has no dependencies, constraints, or risks, due to works proposed under Phase 1 or other complementary safety initiatives mentioned in Section 2 Executive Summary.

3.3. Problem statement

Chaytor Street at its intersection with Curtis Road and Raroa Crescent form two busy intersections with high traffic volumes, a dedicated bus lane, high speeds, complex road layouts, and topography that severely limits driver visibility, particularly during morning peak periods.

The conflicts being experienced by road users are due to:

- drivers failing to see other traffic turning into, out of, or on Chaytor Street
- drivers misjudging gaps in traffic when manoeuvring into and out of Chaytor Street
- fundamental deficiencies in the road layout and traffic controls
- the above causes become exacerbated during morning peak periods when gaps between traffic becomes minimal, encouraging drivers to position their vehicles over the (full stop) hold bars and accept smaller gaps in traffic.

Nine crashes have been recorded between 2017 to 2022. Of these, two crashes involved people on bikes, and four crashes involved people on mopeds. Crashes involving the bikes show minor and serious injuries sustained, while two crashes involving mopeds show minor injuries sustained.

3.4. Identified Benefits

By implementing the appropriate safety improvements options will produce benefits and opportunities, including:

Speed Reduction

The posted speed limit on Chaytor Street is 50km/h, with vehicle speeds measured at an 85th percentile of 49km/h.

Implementing traffic calming interventions such as speed cushions and platforms will encourage a reduction in vehicle speeds that align with the upcoming Speed Management Plan. Under this Plan, the desired safe speed limit is 30km/h.

Crash Reduction

Implementing a safety improvements option that resolves the primary safety concerns of visibility and control, particularly for vehicles turning into and out of Chaytor Street, will significantly reduce the number of crashes that occur in the intersection of Raroa Crescent and Curtis Street.

Waka Kotahi's Crash Analysis System (CAS) recorded nine crashes between 2017 and 2022. Of the nine recorded crashes:

- eight crashes were a result of vehicles turning into and out of Chaytor Street
- two crashes involved people on bicycles (versus cars)
- four crashes involved people on mopeds (versus cars)
- three crashes resulted in minor injuries (people on bikes and mopeds)
- one crash resulted in serious injuries (person on a bike)

Implementing the preferred safety improvements option will reduce crashes by approximately 3.3 crashes over 10 years.

Pedestrian facilities

Safety improvements options considered will include pedestrian facilities that improve safety for pedestrians wanting to cross between the northern and southern sides of Chaytor Street.

There is currently one pedestrian refuge approximately 35m west of the Curtis Street intersection. The refuge provides a safe space for pedestrians to wait for gaps in the traffic, when crossing Chaytor Street. The refuge is not raised and does not provide a controlled safe passage that prioritises pedestrians. Instead, it relies on observations and judgement calls made by both the pedestrians and motorists to avoid conflicts.

The preferred safety improvements option will provide up to four raised pedestrian platforms with potential for integrating signalised crossings and upgrading of pedestrian facilities where platforms are not desirable.

These upgraded pedestrian facilities will benefit vulnerable road users including those with accessibility needs, and people on bikes and scooters.

Public and active transport modes

A dedicated bus lane on Chaytor Street supports the priority of public transport users as well as vulnerable road users that use bus lanes, such as bikes and mopeds.

Safety improvements considered allows opportunities to further improve travel times for public transport users and bikes/mopeds. This, in addition to increasing safety, will increase the attractiveness of using public and active modes of transport, over private vehicle use.

With seven of nine crashes involving bikes and mopeds on the bus lane, the crash reduction (of 3.3 crashes over 10 years) will improve the level of service, road user experience, and public perception of safety.

4. Options Analysis

4.1. Options Summary

Options Summary

- **Option 0:** Do nothing. No changes does nothing to resolve or address the safety issues.
- **Option 1:** Traffic calming combination. Using physical measures such as speed cushions and platforms results in lower traffic speed, and increased safety. However, speed reduction alone will not prevent crashes from turning movements.
- **Option 2:** Traffic signals combination. New traffic signals on both Raroa Crescent and Curtis Street will resolve crashes involving turning vehicles. This solution, however, is costly and complex to implement
- **Option 3:** Transformative combination. Redesign of Chaytor Street will provide the ideal outcome for all road users. This solution will be costly, complex, and will take time to develop and deliver. Noting that LGWM construction is tentatively from 2029.

4.2. Preferred Option

Preferred Option

Option 1: Traffic calming combination is the preferred option.

Crashes occurring on Chaytor Street, at its intersections with Raroa Crescent and Curtis Street, predominantly (eight of nine recorded crashes) involve vehicles turning into and out of Chaytor Street. During peak periods, road users must rely on their own judgement to manoeuvre vehicles through tight gaps in traffic. The crashes occur when one misjudges the gap or fails to observe other road users and give way.

Solutions that best address the main issue of turning vehicles, is by lowering overall traffic speed and by controlling traffic movement through the intersections.

Advantages

The key advantage of Option 1 is that traffic calming measures are tested interventions that work well, use standard technologies, follow design processes that are well understood, and can be developed and delivered over a period of 12 to 24 months.

Disadvantages

The disadvantage of Option 1 is the lack of control provided to all traffic movements. Full traffic control will allow all vehicles to move through the intersections of Raroa Crescent and Curtis Street with minimal risk of

conflict. This disadvantage will be managed through traffic calming measures that lower traffic speeds, improves driver response times, and increases gaps in traffic.

Risks

Risks of Option 1 may be due to long-term decisions around this corridor as Option 1 is a suitable interim solution until a long-term solution is developed and implemented via Let's Get Wellington Moving. Until a long-term solution (that addresses the issue of traffic control) is in place, road users remain at risk of conflict, crashes, and injury.

Scope

The objective of this option is to lower traffic speed which effectively improves driver response times, sight visibility, reduce crash probability and injury severity. Under this option, improvement include (but not limited to):

- raise and/or signalised pedestrian crossing
- raised intersection crossings or platforms
- midblock speed humps or cushions
- reduced posted speed limit
- minor improvements such as new road markings, high-friction surfaces, lane alignment, electronic bike warning and driver speed feedback signs.

Estimated Cost

Development and delivery of Option 1 is estimated to cost up to \$1.368m (high-range cost estimate).

See Section 9 Attachments for details.

4.3. Long List of Options

Developing the Long List and Combination Options

Due to a history of ongoing crashes, community concern, and a number of investigations and improvements over the years, the long list of options was derived through:

- analysis of the reported crashes
- review of previous investigations and recommended solutions
- conversations with various members of the community (who offered suggestions and solutions)
- review of the current road infrastructure and condition

With preliminary investigations and community conversations concluded, a range of solutions have been identified and grouped into categories such as traffic calming (with the objective of lowering traffic speed) or traffic segregation (with the objective of keeping traffic movements separated).

Further analysis into the options revealed that combining individual options could further increase safety, such as combining traffic calming measures with lower posted speed limits. Complementary options were combined and evaluated as Combination Options. In total, three combination options were identified: traffic calming, traffic signals, and transformative.

Below is the final long list of options considered, grouped by category:

Option Number	Option Title	Description
0	Do nothing	Retain the current layout and controls. Await improvement from City Streets.
Combination Options		
1	Traffic Calming Combination	Lower posted speed limits, raised pedestrian crossings (zebra or signalised), speed cushions/humps
2	Traffic Signals Combination	Lower posted speed limits, signalised intersections (with pedestrian phase and improvements)
3	Transformative Combination	Lower posted speed limits, road widening, footpath improvements, signal controls, placemaking, platforms
Traffic Calming Options		
4	Lower posted speed limits	Benefit of adopting a lower speed limit from 50kph to 40kph
5	Traffic calming (cushions or speed humps)	Install a series of platforms (or humps) from Birdwood Street to the west side of Curtis Street
6	Raised intersection platforms	Implement raised intersection platforms for the intersections of Curtis Street and Raroa Cresoent
7	Raised crossings	Implement three raised crossings on Chaytor Street (by the pedestrian refuge), Curtis Street, and Raroa Cresoent. A potential fourth raised crossing at Birdwood Street
8	Pedestrian crossing (zebra)	Convert the pedestrian refuge (west of Curtis Street) to a zebra crossing for pedestrian priority. Option for a raised crossing to aid in lowering vehicle speeds
9	Pedestrian crossing (signalised)	Convert the pedestrian refuge (west of Curtis Street) to a signalised crossing for controlled pedestrian priority. Option for a raised crossing to aid in lowering vehicle speeds
Traffic Segregation Options		
10	Traffic signals	Two sets of signalised intersections (for Curtis and Raroa) that is linked together and to the Birdwood Street signals. Phases will include traffic lanes, bus/bike lane (priority), pedestrian crossings, turning movements.
11	One way traffic restrictions (Raroa Cresoent)	Implement one way system on Raroa Cresoent (no exit into Chaytor Street from Raroa), removing conflict of vehicles turning into and out of Raroa Cresoent.
12	Pedestrian overpass/underpass	Providing a grade separated path for pedestrians wanting to cross Chaytor Street
13	Median islands (splitter islands on side roads)	Physical concrete islands to separate northern and southern traffic flows
14	Solid median strips	Banning right turn movements
15	Physically separated bike lane (downhill)	Physical separation of bikes from the bus lane and traffic lanes (citybound lane)
Other Improvements		
16	Placemaking and public spaces development (and integration with Appleton Park)	Improving the amenity and feel around Appleton park to encourage walking and utilisation of the area.
17	Footpath improvements including ramps, new footpath where needed, and/or widening	Providing safe facilities for pedestrians and encouraging the uptake of active travel

Other Design Objective

Following discussions with the Portfolio Investment Review Committee on 4 May 2023, overall delivery timeframes and costs are considered factors that contribute to the overall analysis.

With Let's Get Wellington Moving having identified Chaytor Street as a corridor for improvements, all options with longer delivery time and higher costs will yield lower benefits overall.

All shortlisted option would be deliverable within acceptable timeframes, have the highest weighted scores and cost-benefit ratios, while also being considered a pathway to permanence.

4.4. Multi-criteria Analysis

In determining a preferred option, a Multi-Criteria Analysis (MCA) was used to rank the solutions being investigated against the objectives of the project. The project objectives were determined through investigations completed in 2022, in reviewing previous recommendations, and by talking to the community.

With objectives determined, weightings were assigned against objectives to ensure focus remains on the objectives with higher importance. With seven of nine crashes occurring between people on bikes/mopeds and turning vehicles, the main objectives are to improve safety for people on bikes and the general road

safety. Evaluation notes were also established where any solutions that further continue to compromise safety, or would deteriorate safety, would be deemed fatally flawed and not be considered as a viable preferred option.

See Section 9 Attachments for details.

4.5. Shortlisted Options

With the long list of options evaluated and weighted, a short list of options was derived. These shortlisted options would have the highest weighted score of all options considered.

The top four options are:

Option 1: Traffic Calming Combination (total weighted score of 103)

This option includes a combination of lower posted speed limits to 30km/h, raised pedestrian crossings (zebra or signalised), and speed cushions/humps to physically slow traffic speeds.

This option can be delivered at a lower cost compared to the other shortlisted options and will have safety benefits benefit from lower traffic speeds. However, as recorded crashes occur during morning peak, in relatively low traffic speeds, and during turning movements, not all crashes will be resolved through this option.

Option 2: Traffic Signals Combination (total weighted score of 177)

Two sets of signalised intersections (for Curtis Street and Raroa Crescent) that is linked together and to the Birdwood Street signals. Signal phases will include traffic lanes, turning movements, bus and bike lane priority, and pedestrian crossings. The combination option will include a lower posted speed limit of 30km/h.

Option 3: Transformative Combination (total weighted score of 206)

This transformative solution would include a combination of lower posted speed limits, road widening, footpath improvements, signal controls, placemaking, and platforms.

Option 11: Traffic Signals (total weighted score of 162)

This option is a standalone proposal to signalise the intersections of Chaytor Street with Raroa Crescent and Curtis Street, similar to Option 2: Traffic Signals Combination. However, the 50km/h posted speed limit remains unchanged under this option.

Given the safety benefits of adding a lowered posted speed limit, this option will be superseded by Option 2: Traffic Signals Combination, which proposes both the signalised intersection and a lower posted speed limit.

Final Shortlist

With the Options Evaluation complete, a final short list of options (including a do nothing option) was derived for cost-benefit analysis. As outlined in Section 4.1 Options Summary, these are:

- Option 0: Do nothing
- Option 1: Traffic Calming combination
- Option 2: Traffic Signals combination
- Option 3: Transformative combination

4.6. Cost-benefit Analysis

Cost-Benefit Analysis

With a shortlist of options identified, each option has been investigated in detail to determine the:

- type of interventions required
- cost of each intervention (including construction, labour, and contingencies)
- benefits realised (such as crash reduction)
- final analysis and preferred option

The interventions, costs, and timeframes were identified through project team workshops and discussions, review of previous and recent project costings, and considering the current and potential labour and construction environment.

Final Analysis

A cost-benefit analysis was carried out using information from the cost estimates, crash history, crash costs, future maintenance, and benefits such as crash prevention and road user/community perception.

In calculating the cost-benefit ratio, the mid-range estimate was used for each shortlisted option. Below are the analysis results:

BCR	Do-minimum	Option 1	Option 2	Option 3
Intervention Description	Do minimum	Traffic Calming Combination	Traffic Signals Combination	Transformative Combination
Benefit-cost ratio	-	0.7	0.2	0.1
Net benefits (benefits - costs)	-\$ 42,095	-\$ 263,872	-\$ 3,880,644	-\$ 10,125,349
Crashes avoided (10 years)	-	3.3	4.8	3.3
Cost		\$797,323	\$4,651,184	\$10,658,799

Results from the cost-benefit analysis show Options 2 (traffic signals combination) and 3 (transformative combination) yield the greatest net benefits, as both options implement traffic controls that minimise risk of crashes. However, the high costs to deliver these options outweigh the benefits realised, producing a benefit-cost ratio (BCR) of 0.2 and 0.1 respectively.

Option 1 (traffic calming combination) produced a BCR of 0.7, providing the best benefit-to-cost ratio of the shortlisted options considered. This is due to the effectiveness of lowering traffic speed using proven, cost-effective interventions such as platforms and speed cushions.

4.7. Timeframes

Chaytor Street has been identified as a corridor for improvement under the Let's Get Wellington Moving (LGWM) Programme, where city-wide improvements to safety, public transport, cycling, pedestrian facilities, and amenity will be delivered.

Indicative timeframes for LGWM on Chaytor Street will begin investigations in 2025, with construction completion expected in 2029.

Delivering the preferred Option 1, proposed minor works, and speed management plan from 2023 to 2025 will address safety deficiencies, resolve a number of community concerns, and increase safety before transformational improvements are delivered by LGWM in 2029.

4.8. Options Evaluation Conclusion

As discussed on Section 3.2 Preferred Option, and following the analysis from Sections 3.3 to 3.7, progressing with the preferred option, Option 1: Traffic calming combination, is recommended due to having the best cost-benefit analysis and the shortest delivery time of all the options considered.

5. Procurement Approach

5.1. Procurement Options

Procurement options

- **Option 1:** WCC Panel of Contractors. Minimal contractor procurement process and agreed contract rates for works. A design consultant will be used to prepare detailed design drawings.
- **Option 2:** Go to market with an RFT: Strengths include being able to compare value offered by a range of suppliers. Due to the current supplier demands, there may be little interest received from suppliers, with risks cost uncertainty to deliver the works.

5.2. Contractual Approach

The Panel of Contractors will have a pre-agreed contract to deliver Council works.

5.3. Contract Management

The Project Manager will have oversight of the design consultant during the Develop and Plan Phases, while the Construction Project Manager will have oversight of the contractor during the Deliver phase.

Below are the tasks and timeframes:

Option 1: Traffic Calming Combination						Jun-23	Sep-23	Dec-23	Mar-24	Jun-24	Sep-24	Dec-24	Mar-25	Jun-25
Project Phase	Details	Duration	Start	End										
Stage 3: Implementation Planning	Includes: confirming project team, project board, governance group, stakeholder engagement, completing and securing approval of the Project Implementation Document (PID)	6 months	Jun-23	Dec-23										
Stage 4: Deliver	Includes: detailed design completion, cost confirmation, tendering, Governance group approval, contract awarding, construction	12 months	Jan-24	Dec-24										

5.4. Procurement Approach – Preferred Option

Option 1: WCC Panel of Contractors is the preferred procurement option as the panel would understand Council’s requirements, have an established contract agreement and rates for better value and lower risks, and would require less time for procurement.

6. Funding Approach

6.1. Funding Arrangement

Funding for developing the business case of Option 1: Traffic calming combination is through the Transport & Infrastructure Minor Works budget 2022/2023.
 Pre-implementation planning and delivery of Option 1 will be funded through the Transport & Infrastructure’s Minor Works budget 2023/2024.
 Total funding for Option 1 is up to \$1.468m. \$100,000 for the development of the business case, and \$1.368m for pre-implementation and delivery of Option 1.
 A funding application to Waka Kotahi will be progressed in late-June 2023. Subject to approval, the funding contribution is up to 52% of the project cost.

6.2. Funding Contingencies

The estimated project cost includes a 30% allocation for contingencies, to mitigate risks due to market uncertainties, site specific issues, cost escalation, and other complexities.

6.3. Operational/Post Project Funding

Once delivery of the preferred Safety Improvements option is complete, the assets will be handed over to the Transport & Infrastructure Business Unit who will manage the operations and maintenance requirements as business as usual.

7. Project Management Approach

7.1. Implementation Plan

Stage 3: Plan
 Internal and external (consultants and contractors) project team members will report to the Project Manager. The Project Manager will report to the Capital Delivery Manager of the Transport & Infrastructure Business Unit for day-to-day activities and support. Project decisions are to be discussed and directed by the governance group(s).
Stage 4: Deliver
 Internal and external (consultants and contractors) project team members will report to the Delivery Project Manager who reports to the Capital Delivery Manager of the Transport & Infrastructure Business Unit.
 Design reviews and audits will be carried out at various stages of the project (concept design, detailed design, and post-construction) to ensure safety and compliance are reflected in the design and delivered as intended.

7.2. Timeframes

Implementation planning (Stage 3) of Option 1 is expected to take six months, from June to December 2023, and delivery (Stage 4) to take six months, from June to December 2024. A total delivery period of 18 months.

7.3.Design

An external transport design consultant will be engaged (via the Council procurement process) to deliver the concept and detailed design of traffic calming interventions, in line with project objectives. The design presented and approved will meet Waka Kotahi and Wellington City Council standards, best practices, and will be subject to internal and external reviews, and audits.

7.4.Proposed Governance Arrangements

Body	Membership	Board Type (e.g.: Governance, Management, Leadership Team, Advisory, External etc.)
Significant Projects Governance Group - Infrastructure	Siobhan Procter (CIO) Brad Singh Rebecca Adams / Ben Henderson	Governance Board
Portfolio Investment Review Committee	Brad Singh (Chair) Paul Barker Daniel Cairncross Stephen Harte Claire Pascoe	Governance & Advisory
Project Board	Brad Singh (SRO) Brian Russell Stephen Harte	Leadership Team, Governance
Project Team	Patrick Padilla (Project Manager) Lindsey Hill Sophie Parkes/Lexy Seedhouse Wendy Ferguson Zackary Moody/Dennis Davis Haydn Wardley	Internal team members
Financial	Sarah Bui Jane Fan	Project funding and budgeting
Design Review Panel	Yonas Yoseph (Chair) Shayna Curle Kelly Henderson Liam Farrell Carolyn Saulsberry	Advisory Board
Design team	TBC	External consultants

7.5.Risk and Assurance Planning

Risks and issues will be recorded and managed through Paiaka and escalation to the Delivery Manager through regular reporting, and with urgency, as necessary.

An initial risk assessment will be identified on the outset of the project, and discussed with the leadership and project teams to quantify, resolve, mitigate, and manage as necessary. All identified risks (and residual risks) will be monitored, reviewed, and reassessed monthly, or as required.

7.6.Change Management Approach

The first approach to change control is to clearly define the problem statement and the preferred solutions that resolve the problem. With clear objectives set, the Project and Leadership teams will ensure that the project focuses on delivering what it is tasked to do and does not deviate without authority.

All potential change will be identified and investigated by the Project Team then communicated early and clearly to the Leadership Team. All changes must assess the corresponding impacts such as cost, delays, reputational risks, alternative options, and so forth will be quantified and assessed against the changes desired.

All variations to the approved scope in the business case will be sought through the Leadership Team and, where relevant, its Governance Groups. All decisions made regarding changes will be documented in Paiaaka.

7.7. Benefits Management Approach

Data has been gathered to assess the current situation on Chaytor Street. This information includes vehicle counts, traffic speeds, recorded crashes, historical issues, and community input.

Post-construction surveys will be taken at various points to confirm the impacts on traffic, in particular safety (recorded crashes), traffic speeds, levels of service, amenity for pedestrians and those with accessibility requirements, the uptake of public transport and active modes of transport and change in community perception.

7.8. Project Management Planning

Following the approval of this Business Case, a paper will be prepared for the Environment & Infrastructure Committee. This paper is a follow-up to the Council’s resolutions on 15 September 2022, and will contain discussions of the:

- Business Case, its finding and recommendations
- proposed Minor Improvements
- timeframes for delivery and construction
- next steps following Committee approval

The Project team aims to present this paper to the Environment & Infrastructure Committee on 8 June 2023.

With a resolution from the Environment & Infrastructure Committee to proceed with the Safety Improvements (as recommended by the Business Case) and Minor Works:

- the project will begin Stage 3 Plan of the Investment Delivery Framework
- funding application will be progressed through Waka Kotahi funding process
- Minor Improvements will be progressed via the Traffic Resolutions process

Stage 3 Plan will begin with the appointing and establishing of the Delivery Project Manager, Project Board, Governance Group, and Project Team.

Following the mobilising of the relevant team members, a Project Management Plan will be created, consulted on, completed, and socialised with key internal stakeholders for endorsement and sign off by the Governance Group.

With Governance approval, Stage 4 Deliver will begin.

Key Project Milestone	Description	Approximate Date
Business Case Completion	The Business Case is reviewed and approved by the Project Governance Group	28 April 2023
Business Case Approval	Approval of the Business Case by the Portfolio Investment Review Committee	4 May 2023
Environment and Infrastructure Committee	Presenting the Business Case and Minor Improvements recommendation to the Environment and Infrastructure Committee for approval	8 June 2023
Waka Kotahi Funding	Funding application for the project will be submitted to Waka Kotahi	26 June 2023

Progress with Stage 3 Plan of the IDF	With the Business Case approved by the Environment & Infrastructure Committee, the Project Team will begin implementation planning.	3 July 2023
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7.9. Next Steps

Following the approval of this Business Case, a paper to the Environment & Infrastructure Committee will be prepared by the Project team:

- The Environment & Infrastructure Committee paper will be completed by 28 April 2023 (including internal review).
- A Chair's Briefing to review the paper is set for 30 May 2023.
- The final paper will be presented to the Environment & Infrastructure Committee on 8 June 2023.

8. Recommendations

It is recommended that the Portfolio Investment Review Committee approve this Business Case and the recommended preferred option presented above.

Approve:

Name	Title	Date
Patrick Padilla	Project Manager	28 April 2023
Bradley Singh	Senior Responsible Owner	4 May 2023

9. Attachments

Attachment 1. Multi-criteria Analysis

Attachment 2. Cost-benefit Analysis

Note any comments made by the governance board, if any

ACTIONS TRACKING

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee (the Committee) provides an update on the past actions agreed by the Committee, or its equivalent, at its previous meetings (hui).

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
 - People friendly, compact, safe and accessible capital city
 - Innovative, inclusive and creative city
 - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
 - Affordable, resilient and safe place to live
 - Safe, resilient and reliable core transport infrastructure network
 - Fit-for-purpose community, creative and cultural spaces
 - Accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua

Relevant Previous decisions

Not applicable.

Financial considerations

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. This report lists the dates of previous hui of the Committee and the items discussed at those hui.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
 - In progress: Resolutions with this status are currently being implemented.
 - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the hui itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
6. On 25 October 2022 through memorandum, the 2022-2025 committee structure chosen by Mayor Tory Whanau was advised. This included establishment of the Kōrau Tūāpapa | Environment and Infrastructure Committee.
7. The Kōrau Tūāpapa | Environment and Infrastructure Committee for the 2022-2025 triennium fulfills the functions of Pūroro Āmua | Planning and Environment Committee and Pūroro Waihanga | Infrastructure Committee of the 2019-2022 triennium.
8. The last hui of the equivalent committees in the 2019-2022 triennium were held on the following dates:
 - Pūroro Āmua | Planning and Environment Committee – 15 Mahuru September 2022
 - Pūroro Waihanga | Infrastructure Committee – 24 Here-turi-kōkā August 2022
9. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The Committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero | Discussion

10. Of the 29 resolutions of the Kōrau Tūāpapa | Environment and Infrastructure Committee in Pāenga-whāwhā April 2023:
 - 9 are in progress.
 - 20 are complete.
11. 56 in progress actions have been carried forward from the previous action tracking reports. Of these, 9 are now complete and 47 are still in progress.

12. Further detail is provided in attachment 1.

Ngā mahinga e whai ake nei | Next actions

13. Actions reported as in progress will continue to be reported at future hui of the Committee until determined complete.

Attachments

Attachment 1. Actions Tracking [↓](#) 

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Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 24 June 2021	114	3.2: Approval of 30-year Spatial Plan	6	Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress	Progress on implementing the Spatial Plan's actions will be reported on in September. Proposed District Plan Hearings have begun.
Thursday, 24 June 2021	115	3.2: Approval of 30-year Spatial Plan	14	Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress	Officers are in ongoing conversations with Kāinga Ora about the potential to use the tools provided under the Urban Development Act 2020. There may be potential to use a Specified Development Project as part of the implementation of LGWM. LGWM is continuing to work with Kāinga Ora on a potential SDP. Councillors were updated on this in a LGWM workshop session on Urban Development.
Thursday, 24 June 2021	119	3.2: Approval of 30-year Spatial Plan	29	Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress	Consider the implications and options as part of the Backyard Taonga implementation, the District Plan review, SNA incentives development, and the Annual Plan/Long Term Plan funding processes. Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment.
Thursday, 24 June 2021	120	3.2: Approval of 30-year Spatial Plan	31	Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress	Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment.
Thursday, 24 June 2021	122	3.2: Approval of 30-year Spatial Plan	43	Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress	Analysis of Johnsonville's open space provision has been undertaken as part of the 'Our Capital Spaces' strategy review. A qualitative assessment has been completed and a communications/ stakeholder plan is being developed.
Wednesday, 25 August 2021	124	3.1 Brooklyn Road Bike Lane Trial	3	Agree that upgraded pedestrian facilities will be investigated as a part of this work.	Completed	The project is about to go into detailed design. The pedestrian facilities were investigated as part of the optioneering and concept designs, raised crossings and safe crossing points have been incorporated into the final concept design. An additional east side footpath the entire length of Brooklyn Hill has not been taken through due to not being affordable for the benefits delivered as there is already a footpath on the west side of the hill.
Thursday, 23 September 2021	125	2.2 Frank Kitts Car Park and Fale Malae	4	Direct officers to prepare a development plan and report back to Council by June 30 2022, recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).	In progress	Public engagement period closed Monday 10th April. Councillor workshop scheduled for 30th May followed by Landowner decision to Planning and Infrastructure 8th June which will include the Development Plan.
Thursday, 23 September 2021	126	2.2 Frank Kitts Car Park and Fale Malae	5	If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.	In progress	Draft demolition plan is complete. Demolition plan cost and schedule will not be completed until LTP funding is confirmed 2024.
Thursday, 23 September 2021	127	2.2 Frank Kitts Car Park and Fale Malae	6	Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.	In progress	Final details of sqm between existing and proposed is subject to further design development. Any net loss will be compensated for as per the Green Network Plan objectives.
Thursday, 23 September 2021	128	2.2 Frank Kitts Car Park and Fale Malae	8	Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.	In progress	Until dates for demolition and construction have been confirmed we will be unable to provide significant updates to the businesses however comms where required will be released.
Wednesday, 27 October 2021	130	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	5	Require LGWM to engage closely with the local business community on design and delivery implementation to ensure the needs of business are as best as possible met through detailed design of the project.	In progress	Golden Mile project completed engagement on Traffic Resolutions on 23 May 2023. Decision on TRs and design will come to Council on 29 June 2023. Engagement with businesses, key stakeholders and mana whenua will continue as we progress design and move into construction.
Wednesday, 27 October 2021	131	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	7	Note the funding allocation report will need to explicitly incorporate the loss of parking revenue to Council.	In progress	Noted. This will be included with the funding application.
Wednesday, 27 October 2021	133	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Taiao	2	Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress	Report back scheduled for the 2022-25 triennium

Date	ID	Title	Clause number	Clause	Status	Comment
Wednesday, 10 November 2021	139	2.2 Fossil Fuel Free Central City	4	Agree that officers investigate options for bike libraries and e-bike schemes.	Completed	ReBicycle have received funding through the Climate and Sustainability Fund for a pilot cargo bike library and e-bike conversion scheme . A paper proposing a share e-bike trial is going to committee on December 8th. If committee approves it we will look to get the trial underway early in 2023.
Monday, 11 October 2021	140	2.2 Fossil Fuel Free Central City	5	Agree that officers investigate opportunities for low traffic streets in areas outside of the scope of LGWM, in line with Council's strategic vision and within current programmes of work and budgets.	In progress	A low traffic street trial is confirmed as part of the Kilbirnie Connections Project.
Monday, 11 October 2021	141	2.2 Fossil Fuel Free Central City	7	Agree to open up Dixon Street (Taranaki Street - Victoria Street) as budgeted in the Pōneke Promise and agree to open up Cuba Street (Ghuznee Street - Vivian Street) to people by limiting private vehicle access, for consideration in the LTP 24-34 process.	In progress	Dixon St project is complete. Cuba St business case development is currently on hold due to resource constraints. LGWM City Streets is developing a pedestrian improvement proposal for Cuba St as part of the targeted improvements programme.
Wednesday, 24 November 2021	143	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	3	Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction, but request officers to do further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.	In progress	29/05 - Detailed Design is approximately 50% complete. As this work is further completed, it will inform opportunities for additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.
Wednesday, 24 November 2021	144	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	5	Note that Council officers intend to bring a paper to the Pūroro Hātepe Regulatory Processes Committee outlining parking restrictions for the marina and public boat ramp areas. This expenditure is not included in the current budget.	In progress	12/04/23 We have completed the very lengthy parking survey and we are now looking at drafting a traffic resolution at the moment. Still a bit of work needed to sort out how the parking spaces are allocated exactly but will be putting a resolution together by the next couple of traffic resolution rounds. - Corey Pugh
Thursday, 12 May 2022	153	2.4 Wellington Central City Green Network Plan Update	5	Note that officers will continue to work with mana whenua as a part of our partnership and engagements around the Open Space and Recreation Strategy and through the LGWM Iwi Partnership Working Group to ensure that their values and aspirations are incorporated into the delivery of the Green Network Plan objectives and targets	In progress	underway
Thursday, 12 May 2022	154	2.4 Wellington Central City Green Network Plan Update	6	Note that officers are developing a business case as input into the 2024/25-34 LTP.	In progress	Business case development underway
Thursday, 23 June 2022	164	2.1 Approval of Proposed District Plan for Public Notification	8	Agree to remove the assisted (affordable) housing chapter from the notified District Plan and instead investigate the use of a targeted rate on land in identified growth areas of the city where additional height has been enabled by the PDP to fund an assisted (affordable) housing fund as part of the wider review of the Rating Policy.	In progress	Remove assisted housing chapter - complete investigate targeted rate - in progress. This will be considered as part of the rates review that is being undertaken and implemented as part of the 2024-34 long-term plan.
Thursday, 23 June 2022	175	2.1 Approval of Proposed District Plan for Public Notification	17	Agree that a 'grey water reuse incentives programme' be considered as part of the 2024-2034 Long Term Plan, to assist affected landowners with the retention and reuse of grey water. This will be done with Wellington Water and Greater Wellington Regional Council and give particular emphasis to Mana Whenua with respect to water reuse.	In progress	Note that this action will be an action for the Strategy and Policy Teams
Thursday, 23 June 2022	177	2.1 Approval of Proposed District Plan for Public Notification	19	Request that officers investigate options to incentivise development on underdeveloped land as part of the wider review of the Rating Policy, including land value only rating (as recommended by the Productivity Commission) and a targeted rate on underdeveloped land in the city centre, metropolitan, local and neighbourhood centres.	In progress	Note this is an action for the Strategy and Policy Team
Thursday, 23 June 2022	178	2.1 Approval of Proposed District Plan for Public Notification	20	Agree that officers report back early in the new triennium on the short stay accommodation market in Wellington provided by AirBnB and other providers, and the effectiveness of options used here in New Zealand and abroad to manage and/or regulate the short stay accommodation market provided by AirBnB and other providers.	In progress	Note this is an action for the Strategy and Policy Team

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 14 October 2021	313	3.3 Strategic Waste Review Update He Ara, He Para Iti/A Pathway, Minimal Waste	7	Agree to adopt in principle the draft Waste Minimisation Roadmap, and continue to build on the initiatives and how they will be delivered in co-design with the community.	Completed	11/4 The public consultation on the ZWS took place throughout February 2023. Submissions have been taken into account and the ZWS amended as a result. The covering paper and final ZWS will be presented to the E&I Committee meeting on 27th April 2023.
Thursday, 14 October 2021	314	3.3 Strategic Waste Review Update He Ara, He Para Iti/A Pathway, Minimal Waste	9	Agree that waste minimisation initiatives will be progressed in parallel with the sludge initiative so they can be quickly implemented and scaled up once the sludge constraint is removed.	Completed	11/4 The public consultation on the ZWS took place throughout February 2023. Submissions have been taken into account and the ZWS amended as a result. The covering paper and final ZWS will be presented to the E&I Committee meeting on 27th April 2023.
Thursday, 11 November 2021	316	2.1 Wellington Water Limited - Community Infrastructure Resilience	2	Agree that the Council investigate the development of a proactive strategy for sale and delivery of water tanks enabling increased access at places deemed appropriate such as libraries, service centres, and weekend markets.	In progress	26/5 Deferred until mid 2023
Thursday, 9 December 2021	321	2.3 Strategic Waste Planning Overview	7	Agree that officers will progress ongoing co-design and collaboration with mana whenua, key stakeholders and the community between February and October 2022, to refine the waste minimisation initiatives contained in the draft roadmap and to develop a new (draft) WMMP Action Plan and investment plan, with a report to Committee on the progress and outcomes in October 2022	In progress	26/5 The Wellington City Waste Action Plan has been co-designed with mana whenua and other key stakeholders. The action plan will be presented for consultation as part of the Wellington Region WMMP in mid 2023.
Wednesday, 27 April 2022	333	3.1 Land Disposal (Isolation Strips) - Hanson Street Service Lane, Mount Cook	2 (c)	Recommend to Council that it: a. Declare that an approximately 7.24m ² (subject to survey) part of fee simple land adjoining the Hanson Street service lane and being Lot 3 DP 67283, ROT WN36C/236 and part of Part Lot 1 DP 8308, ROT WN379/283 (the Land) is not required for a public work and is surplus to operational requirements. b. Agree to dispose of the Land to the adjoining owner of 25 Hanson Street (Lot 1 DP 358660, ROT 238839), for amalgamation with that property. c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the disposal of the Land, including all legislative matters, issuing relevant public notices, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary. d. Note that the Land comprises isolation strips that are only 400 millimetres wide and would only be appropriately sold to the adjoining owner.	In progress	24/05/2023 - LINZ to approve subdivision plan, which will trigger settlement.
Thursday, 27 April 2023	763	2.1 Approach to Speed Management	2	Instruct officers undertake a whole network approach for the development of a draft speed management plan using the following default guidance, where considered appropriate: a. a speed limit of 30 km/h for all non-arterial streets; b. a speed limit of 30 km/h for arterial streets within the central city and town centres, near Kohanga Reo, Kura Kaupapa, public housing, schools, suburban shops, kindergartens, playcentres, early childhood education facilities, and where cycling or pedestrian safety warrants slower speeds; c. a speed limit of 40 km/h for all other arterial streets (with exceptions for a few arterial roads, and regional, national, high-volume roads which would remain at 50 km/h); and d. lower speed limits below 30 km/h (e.g., the existing 10 km/h on Cuba Street between Wakefield and Manners streets).	Completed	The Draft Speed Management Plan was approved for consultation by the Environment and Infrastructure Committee on 27 April 2023.

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 27 April 2023	765	2.1 Approach to Speed Management	4	Agree that in developing the draft speed management plan (and during the regional consultation process) the Council will engage with the Greater Wellington Regional Council other Road Controlling Authorities in the region and Māori as required by the Rule as well as engage with schools and the Let's Get Wellington Moving team to adjust the approach above considering the importance of: a. a regionally consistent approach; b. the integration with public transport, to understand the likely effects of the proposed speed changes on bus travel times to ensure ongoing effectiveness and efficiency of the bus network; c. the safety of pedestrians and vulnerable road users and look at opportunities for high quality, accessible, grade separated solutions for pedestrians and cyclists especially where there are major roading changes planned.	Completed	The Draft Speed Management Plan was approved for consultation by the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 27 April 2023	766	2.1 Approach to Speed Management	5	14/4 Agree that officers will report the detailed draft Speed Management Plan to Council in advance of wider public consultation as part of the regional process planned to take place in mid-2023.	Completed	The Draft Speed Management Plan was approved for consultation by the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 27 April 2023	767	2.1 Approach to Speed Management	6	Note that as part of developing a draft speed management plan, the following specific work will be undertaken to come back to Council for further direction: a. Develop options to change the speed limit within the existing lower speed zone in Newtown from 40km/h to 30km/h. b. Develop options to change the speed limit within the existing lower speed zone on Happy Valley Road from 70 km/h to 50 km/h in advance of the proposed Safer Speeds process. c. Develop options for physical works to improve pedestrian safety near pedestrian crossings on Main Road Tawa between the southern end of Redwood Avenue and McLellan Street, acknowledging that the much-needed speed reductions are likely to take longer than previously indicated to the community. d. Develop options to reduce the speed limit on Wright Street, Mt Cook to 30km/h.	Completed	The Draft Speed Management Plan was approved for consultation by the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 27 April 2023	768	2.1 Approach to Speed Management	7	Note Council Resolution 8C of 25 August 2022 "Officers to start the process to investigate a 30km/hr speed limit on Shelly Bay Rd between the Miramar cutting and the Shelly Bay development, either through the Speed Management Review process or the standard speed review process, whichever is faster."	Completed	The Draft Speed Management Plan was approved for consultation by the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	769	2.1 Approach to Speed Management	8	Note that the next Council will consider the feedback from the consultation and make decisions on safe and appropriate speed limits considering feedback from the public	In progress	Transport and Infrastructure will do this as part of the project implementation.
Thursday, 15 September 2022	770	2.1 Approach to Speed Management	9	Agree that officers will work with mana whenua and Waka Kotahi to implement bilingual Te Reo traffic signs to support this mahi where possible in accordance with the vision of Te Tauhu, Wellington City Council's Te Reo Policy.	In progress	Transport and Infrastructure will do this as part of the project implementation.

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 15 September 2022	780	2.4 Future Access Road between Strathmore and Moa Point	2	Note that through WIAL's 2040 Masterplan and letter from John Howarth, GM Infrastructure and Development at WIAL, WIAL is committed to ensuring public access through Stewart Duff Drive for the foreseeable future, unless it causes operational disruption, safety risks, or if there is a regulatory driver for change	Completed	No action required, just noting (11.04.23)
Thursday, 15 September 2022	781	2.4 Future Access Road between Strathmore and Moa Point	3	Agree that Council includes the acquisition and construction of a public road in the 30 Year Infrastructure Strategy for consultation through, and consideration at, the next LTP.	In progress	In progress (17.05.23)
Thursday, 15 September 2022	782	2.4 Future Access Road between Strathmore and Moa Point	4	Note that Council does not currently have available any legal means to require WIAL to provide continued public access across their land.	Completed	No action required, just noting (11.04.23)
Thursday, 15 September 2022	783	2.4 Future Access Road between Strathmore and Moa Point	5	Note Officers will continue engaging with WIAL on Stewart Duff Drive, and work towards a solution if public access through this road is restricted as WIAL plan their airport terminal expansion.	In progress	Continuing progress (17.05.23)
Thursday, 15 September 2022	794	2.7 Newtown to City bike and bus improvements - traffic resolution approval	2	Note the submissions	In progress	
Thursday, 15 September 2022	796	2.7 Newtown to City bike and bus improvements - traffic resolution approval	3	Note the consultation summary report, and responses to design feedback shown in Attachments 1 and 2	In progress	
Thursday, 15 September 2022	797	2.7 Newtown to City bike and bus improvements - traffic resolution approval	2	Note the submissions	In progress	
Thursday, 15 September 2022	798	2.7 Newtown to City bike and bus improvements - traffic resolution approval	4	Agree to make the following amendments to the traffic resolution: a) Extend the proposed loading zone from 24 metres to 30 metres on Cambridge Terrace, removing one additional metered parking space outside 73 Cambridge PŪRORO ĀMUA PLANNING AND ENVIRONMENT COMMITTEE 15 SEPTEMBER 2022 Minutes of the Pūroro Āmua Planning and Environment Committee 15/09/2022 Page 23 Terrace, to accommodate car transporters b) Relocate the start of the Bus lane on Riddiford Street 50 metres north to improve legibility c) Alter 3 parks on the south side of Mein Street to P10 pick up and drop off 8:30am-9am and 2:45pm-3:15pm Monday – Friday during School terms only, P120 at all other times d) Alter 3 parks on east side of Riddiford Street to P10 pick up and drop off 8:30am-9am and 2:45pm-3:15pm Monday – Friday during School terms only, P60 at all	In progress	TRs all approved - installation ongoing and expected to be complete for whole route in Q4 FY 22/23
Thursday, 15 September 2022	801	2.7 Newtown to City bike and bus improvements - traffic resolution approval	7	Request officers report back to Council on the initial monitoring and evaluation of the impacts of the Newtown to City bike and bus improvements, particularly the economic impacts on businesses within 6 months of installation being complete.	In progress	In progress
Thursday, 15 September 2022	802	2.7 Newtown to City bike and bus improvements - traffic resolution approval	9	Request that officers investigate improvements to the bike network that will provide alternatives to the waterfront route.	In progress	Investigations are underway
Thursday, 15 September 2022	804	2.7 Newtown to City bike and bus improvements - traffic resolution approval	10	Request that officers work with LGWM to deliver permanent upgrades as soon as practicable to remove the need for shared paths.	In progress	On-going
Thursday, 15 September 2022	805	2.7 Newtown to City bike and bus improvements - traffic resolution approval	11	Report back to council on the use of the bus platforms, particularly how they operate in Adelaide Road where they are in more constrained space.	In progress	Waka Kotahi research project underway which will provide robust monitoring and evaluation data of Adelaide Rd bus stop

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 15 September 2022	806	2.7 Newtown to City bike and bus improvements - traffic resolution approval	12	Request officers to continue working with walking and disability groups to refine detailed design concerns raised following installation.	In progress	Following feedback from disability groups, a new approach to bus stop platforms is being progressed.
Thursday, 15 September 2022	807	2.7 Newtown to City bike and bus improvements - traffic resolution approval	13	Request officers to work further with willing businesses along the route to properly understand what signage might help direct customers to off street and side street parking.	In progress	Meeting with newly established Newtown Business Group planned for mid June.
Wednesday, 24 August 2022	814	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification and Traffic Resolution Approva	2	Approve the Let's get Wellington Moving– Aotea Quay Roundabout and associated Traffic Resolutions	Completed	
Wednesday, 24 August 2022	816	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification and Traffic Resolution Approva	4	Request officers investigate options to improve wayfinding signage encouraging pedestrians to use Hutt Road/Thorndon Quay rather than Aotea Quay	In progress	Thorndon Quay, Walking and Cycling Wayfinding will be included close to a Proposed Bus Stop location close to Aotea Quay Overbridge to Ferry Terminal and walking connections from Bunny Street close to Railway Station to Thorndon Quay.
Wednesday, 24 August 2022	817	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification and Traffic Resolution Approva	5	Request, as a matter of high priority, officers investigate options to improve the safety of the Aotea Quay pedestrian crossing to the ferry terminal	In progress	Officers will adjust pedestrian ramps for better connection to footpath and further work proposed with National Speed Setting Rule 2022 changes.
Wednesday, 24 August 2022	819	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification and Traffic Resolution Approva	7	Request officers to bring back a traffic circulation report which shows the traffic flow around the city early in the new triennium	In progress	Officers continue to engage with the LGWM partners around the incorporation of low traffic interventions, including a traffic circulation plan. Principles that have been adopted by LGWM.
Thursday, 8 December 2022	968	2.2 E-Bike Share Trial Scheme	3	Agree that officers will report back to committee on the outcome of the trial late in 2023 to inform any future licence beyond 30 March 2024	In progress	This will remain in progress until late in 2023 when we report back to Committee
Thursday, 2 February 2023	1261	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option) Business Case	2	Note the project is at preliminary design stage and has identified a range of potential future risks that will be eliminated or validated through the detailed design and procurement processes. This is planned for June and September 2024 respectively.	In progress	
Thursday, 2 February 2023	1262	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option) Business Case	3	Agree to an amendment to the LTP to bring forward \$16.3M from 2029-2031 period into the 2022-2028 period to address the timing of when funding is required to construct Parts A & B.	Completed	
Thursday, 2 February 2023	1263	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option) Business Case	4	Note the funding request only covers Parts A and B and does not cover the full cost to develop and construct the SLEPO project. Development and construction of Parts C and D, and the funding of this, will be brought to Council when there is a clearer picture of the impact of future waste minimisation initiatives.	Completed	
Thursday, 2 February 2023	1267	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option) Business Case	8	Request officers do more work to come up with a suggested due date for the closure of the southern landfill.	In progress	
Thursday, 16 March 2023	1390	2.1 Major slip events of July & August 2022	2	Note that Officers will undertake a review of the available budgets for resilience activities in time for the next LTP with a view on ensuring that funds are deployed into climate change adaption strategies as well as mitigation.	In progress	
Thursday, 16 March 2023	1391	2.1 Major slip events of July & August 2022	3	Note that Officers have identified that a policy review is required in line with Council's rights, obligations, and relevant legislation and this policy review is currently underway and is due for completion before the end of 2023.	In progress	26/5 A policy review is underway and officers will report back to Council mid-2023
Thursday, 27 April 2023	1460	2.1 Draft Speed Management Plan	1	Receive the information.	Completed	
Thursday, 27 April 2023	1461	2.1 Draft Speed Management Plan	2	Approve the draft Speed Management Plan for formal consultation in May 2023.	Completed	
Thursday, 27 April 2023	1462	2.2 Climate Adaptation Community Engagement Roadmap	1	Receive the information.	Completed	
Thursday, 27 April 2023	1463	2.2 Climate Adaptation Community Engagement Roadmap	2	Endorse the draft Roadmap with the following changes:	In progress	
Thursday, 27 April 2023	1464	2.2 Climate Adaptation Community Engagement Roadmap	2a	Change Objective no. 8 to "To consider the impacts of any decisions on the natural environment, in order to minimise any negative impacts (including mitigating GHGs) and look for opportunities to maximise positive outcomes."	In progress	Officers are working on the final
Thursday, 27 April 2023	1465	2.2 Climate Adaptation Community Engagement Roadmap	2b	Replace all instances of the word "Treaty" (with specific mention to the Treaty of Waitangi) with the word "Tiriti", to show a clear distinction between the two documents - and our recognition of the latter.	In progress	Officers are working on the final

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 27 April 2023	1466	2.2 Climate Adaptation Community Engagement Roadmap	2c	Change objective 4 to, "To undertake climate change adaptation planning in collaboration with communities that will be impacted by high-risk climate change hazards."	In progress	Officers are working on the final
Thursday, 27 April 2023	1467	2.2 Climate Adaptation Community Engagement Roadmap	2d	Add an additional objective to the roadmap with the following wording: "To prioritise those on low incomes and who face systemic barriers, as they have contributed the least to climate change." Change the numbering for this wording to appear second in the list of objectives.	In progress	Officers are working on the final
Thursday, 27 April 2023	1468	2.2 Climate Adaptation Community Engagement Roadmap	3	Agree that the Roadmap will need to be updated over time as policy, funding opportunities or other contextual factors arise.	In progress	Officers are working on the final
Thursday, 27 April 2023	1469	2.2 Climate Adaptation Community Engagement Roadmap	4	Direct officers to proceed implementing the first three phases of the Roadmap which includes: a. Phase 1 – Scoping and groundwork b. Phase 2 – City-wide engagement on education of impacts c. Phase 3 – Public consultation on the draft Adaptation Framework that will guide how and where the local adaptation planning (phases 4-6) are implemented.	In progress	Officers are working on the final
Thursday, 27 April 2023	1470	2.2 Climate Adaptation Community Engagement Roadmap	5	Direct officers to report back on the progress of the Roadmap delivery to the Kōrau Tūāpapa Environment and Infrastructure Committee as part of quarterly Te Atakura Reporting processes and/or at key milestones.	In progress	Officers are working on the final
Thursday, 27 April 2023	1472	2.2 Climate Adaptation Community Engagement Roadmap	7	Agree to recommend to Kōrau Tōtōpū Long-term Plan, Finance, and Performance Committee that priority is given to funding parts 4 to 6 of the programme in the Long-term Plan in order to speed up implementation of the Adaptation Roadmap.	In progress	Officers are working on the final
Thursday, 27 April 2023	1473	2.3 Approval of Zero Waste Strategy	1	Receive the information.	Completed	
Thursday, 27 April 2023	1474	2.3 Approval of Zero Waste Strategy	2	Adopt the Zero Waste Strategy.	Completed	
Thursday, 27 April 2023	1475	2.3 Approval of Zero Waste Strategy	3	Note the feedback provided by the formal consultation process on the draft Zero Waste Strategy.	Completed	
Thursday, 27 April 2023	1476	2.3 Approval of Zero Waste Strategy	4	Agree the proposed changes to the draft Zero Waste Strategy.	Completed	
Thursday, 27 April 2023	1477	2.3 Approval of Zero Waste Strategy	5	Note business cases for investment will be brought to the committee from September 2023.	Completed	
Thursday, 27 April 2023	1478	2.3 Approval of Zero Waste Strategy	6	Note the strong alignment with the Ministry for the Environment Waste Strategy and proposed legislation that was released in March 2023.	Completed	
Thursday, 27 April 2023	1479	2.3 Approval of Zero Waste Strategy	7	Note the Local Action Plan will be finalised when the Wellington Region Waste Management and Minimisation Plan is finalised in late 2023.	Completed	
Thursday, 27 April 2023	1480	2.3 Approval of Zero Waste Strategy	8	Delegate authority to the Chair to sign off any minor edits to the strategy.	Completed	
Thursday, 27 April 2023	1481	2.3 Approval of Zero Waste Strategy	9	Agree that officers will work alongside existing organics collection and processing service providers to identify gaps in our organics waste ecosystem, and integrate with existing or new innovative systems that show potential to provide better environmental, social and economic benefits.	Completed	
Thursday, 27 April 2023	1482	2.3 Approval of Zero Waste Strategy	10	Note that officers are working on interim targets and will present them to Council as part of the 18-month review.	Completed	
Thursday, 27 April 2023	1483	2.4 Actions Tracking	1	Receive the information.	Completed	
Thursday, 27 April 2023	1484	2.5 Forward Programme	1	Receive the information.	Completed	

FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee (the Committee) provides the Forward Programme for the next two meetings (hui) of the Committee.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
 - People friendly, compact, safe and accessible capital city
 - Innovative, inclusive and creative city
 - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
 - Affordable, resilient and safe place to live
 - Safe, resilient and reliable core transport infrastructure network
 - Fit-for-purpose community, creative and cultural spaces
 - Accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua

Relevant Previous decisions

Not applicable.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. The Forward Programme sets out the reports planned for the Kōrau Tūāpapa | Environment and Infrastructure Committee in the next two hui that require the Committee's consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Takenga mai | Background

4. Not applicable.

Kōrerorero | Discussion

5. The following items are scheduled to go to the Committee's hui:

Rāpare Thursday, 3 Here-turi-kōkā August 2023

- Tukuihotanga Cultural Heritage Strategy (Chief Planning Officer)
- Approval for consultation on the draft Biodiversity Strategy (Chief Customer & Community Officer)
- Wellington Regional Waste Management and Minimisation Plan (Chief Infrastructure Officer)

6. Rāpare Thursday, 14 Mahuru September 2023

- Zero Waste Programme - Business Case/s for Resource Recovery Network Expansion, Organics Processing Facility, Redesigning Rubbish and Recycling Collections (Chief Infrastructure Officer)

Ngā mahinga e whai ake nei | Next actions

7. Not applicable.

Attachments

Nil

3. Public Excluded

Recommendation

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3.1 Te Kāinga update and review	<p>7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>

2. Note that, following the meeting, the information that can be released pertaining to the resolutions will be made publically available for item 3.1 Te Kāinga Update and Review.