

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

MINUTES

Time: 9:30 am
Date: Wednesday, 4 December 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Councillor Condie
Councillor Free
Councillor Matthews
Councillor O'Neill
Councillor Sparrow (Chair)
Councillor Woolf

IN ATTENDANCE

Councillor Foon

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1. Meeting Conduct

The Chairperson opened the meeting at 9:30 am.

(Councillor Woolf arrived at 9:31 am)

1.1 Apologies

Moved Councillor Sparrow, seconded Councillor Free

Resolved

That the Regulatory Processes Committee:

1. Accept the apologies received from Mayor Foster.

Carried

1.2 Conflict of Interest Declarations

No conflicts of interest were declared.

1.3 Items not on the Agenda

There were no items not on the agenda.

1.4 Public Participation

1.4.1 Simon Gatensby

Simon Gatensby, representing Taylor Preston Limited, spoke to the meeting regarding Item 2.1 Development Contribution Remission for 131 Centennial Highway.

Attachments

- 1 Simon Gatensby Tabled Document

(Councillor Foon arrived at 9:44 am)

1.4.2 Lynette Neal

Lynette Neal spoke to the meeting regarding Item 2.8 Traffic Resolutions – TR144-19 Sutherland Road.

1.4.3 Murray Douglas

Murray Douglas spoke to the meeting regarding Item 2.8 Traffic Resolutions – TR145-19 Apuka Street.

Attachments

- 1 Murray Douglas Presentation

1.4.4 David Brian

David Brian spoke to the meeting regarding Item 2.8 Traffic Resolutions – TR142-19 Central Terrace.

Attachments

- 1 David Brian Tabled Document

2. General Business

Secretarial Note: For 'Item 2.1 Development Contribution Remission for 131 Centennial Highway' the chairperson moved officer's recommendations that had been amended from those originally published in the meeting agenda. The changes are marked below in red.

2.1 Development Contribution Remission for 131 Centennial Highway

Moved Councillor Sparrow, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
- ~~2. Agrees with the assessed fees.~~
2. Declines the application for a remission of Development Contribution **on the basis that offsets are not transferrable between different sites.**
3. **Invites the applicant to undertake a self-assessment to reconsider the amount of development contributions payable.**
4. **Confirms that if no self-assessment is undertaken then the amount payable will be \$96,517.20.**

Carried

Secretarial Note: In accordance with Standing Order 3.8.6, the Chair temporarily adjourned the meeting at 10:05 am. The meeting reconvened at 10:09 am. When the meeting reconvened, all members were present.

2.2 Proposed Road Closure

Moved Councillor Sparrow, seconded Councillor Woolf

Resolved

That the Regulatory Processes Committee:

1. Receives the information.

2. Notes that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.
3. Agrees to close the following roads and sections of the roads for the events (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Temporary Road Closures Impact Reports:
 - a. Cuba Dupa 12am on Saturday 28th March 2020 until 3am on Monday 30th March 2020
 - i. Cuba Street (between Arthur/Karo Dr & Wakefield St) Leaving SH1 open at Vivian Street
 - ii. Manners Street (between Taranaki and Victoria Street)
 - iii. Marion Street (Lower end between Ghuznee St & Swan Ln)
 - iv. Dixon Street (between Victoria & Taranaki St)
 - v. Eva Street (off Dixon St)
 - vi. Garrett Street (Off Cuba St)
 - vii. Ghuznee Street (between Victoria & Taranaki St)
 - viii. Egmont Street (between Ghuznee & Dixon St) - Restricted Access
 - ix. Leeds Street (from Ghuznee St)
 - x. Inglewood Place (between Taranaki and Dixon St)
 - xi. Abel Smith Street (between Victoria and Taranaki St)
 - xii. Wigan Street (western section off Abel Smith St)
 - xiii. Kensington Street
 - xiv. Kelvin Grove
 - xv. Swan Lane
 - xvi. Furness Lane
 - xvii. Lukes Lane
 - xviii. Victoria Street slip lane
 - xix. Lane closure on Vivian Street on Saturday 28th March 7pm – Sunday 29th March 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.
 - b. Alexandra Road Sealed Hill Climb 7:00am to 6:00pm on Sunday 15th March 2020
 - i. Alexandra Road (Newtown, from Constable Street to Lookout Road)

Carried

2.3 Proposed road stopping - Land adjoining 56 Maida Vale Road, Roseneath

Moved Councillor Sparrow, seconded Councillor Free

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to the Council that it:
 - a) Agrees that approximately 39m² of unformed legal road on Maida Vale Road, Roseneath, (the Land) adjoining 56 Maida Vale Road (being Lot 2 DP 496085 ROT 730241), is not required for a public work and is surplus to requirements.
 - b) Agrees to dispose of the Land.
 - c) Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing of relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants and anything else necessary.
3. Notes that if objections are received to the road stopping, and the applicant wishes to continue with the process, a further report will be presented to the Regulatory Processes Committee for consideration.

Carried

2.4 Proposed road stopping - Land adjoining 181 Clyde Street, Island Bay

Moved Councillor Sparrow, seconded Councillor Condie

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to the Council that it:
 - a) Agrees that approximately 34m² of unformed legal road on Clyde Street, Island Bay, (the Land) adjoining 181 Clyde Street (being Part Lot 311 Deeds Plan 127, ROT WN353/135), is not required for a public work and is surplus to requirements.
 - b) Agrees to dispose of the Land.
 - c) Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing of relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants and anything else necessary.
3. Notes that if objections are received to the road stopping, and the applicant wishes to continue with the process, a further report will be presented to the Regulatory Processes Committee for consideration.

Carried

2.5 Approval of name for new road off Grenada Drive

Moved Councillor Sparrow, seconded Councillor O'Neill

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Approves the name Carmel Terrace for the new road off Grenada Drive, shown on F Plan 3108.

Carried

2.6 Amendment of Suburb Boundary: Khandallah/Ngauranga

Moved Councillor Sparrow, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Approves the minor suburb boundary change shown on F Plan 3109.

Carried

2.7 Approval of Name for Private Way Off Abel Smith Street

Moved Councillor Sparrow, seconded Councillor Free

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Agrees to name the land currently informally known as Youngs Ave, Youngs Lane, as shown on F Plan 3110.

Carried

Secretarial Note: In accordance with Standing Order 3.8.6, the Chair temporarily adjourned the meeting for morning tea at 10:31 am. The meeting reconvened at 9:57 am. When the meeting reconvened, Councillor Condie, Councillor Free, Councillor Matthews, Councillor Sparrow, and Councillor Woolf were present.

Secretarial Note: For 'Item 2.8 Traffic Resolutions' the chairperson moved officer's recommendations that had been amended from those originally published in the meeting agenda. The changes are marked below in red.

2.8 Traffic Resolutions

Moved Councillor Sparrow, seconded Councillor Woolf

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:
 - a. TR139-19, Victoria Street
 - b. TR140-19, Wanaka Street, Dr Taylor Terrace, and Frankmoore Avenue
 - c. TR141-19, Willis Street
 - d. TR142-19, Central Terrace
 - e. TR144-19, Sutherland Road
 - f. TR145-19, Apuka Street
 - g. TR146-19, Balfour Street
 - h. TR147-19, Burma Road
 - i. TR148-19, Houghton Bay
 - j. TR149-19, Kentwood Drive
 - k. TR150-19, Todman Street
 - l. TR151-19, Upland Road
 - m. TR152-19, Mercer Street
 - n. TR153-19, Camperdown Road
3. Agree to amend TR145-19 Apuka St to read that the bus stop will commence 1.5m from the intersection and that the commencement of the no stopping restriction will commence 16.5m from the intersection, resulting in one additional carpark.

Carried

The meeting concluded at 11:05 am.

Confirmed: _____
Chair

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30 am
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Taylor Preston Request for Remission of Development Contribution

Quick Facts about TPL

- Wellington's largest manufacturing employer - 600 FTE directly employed (2344 total FTE)
- Export sales of \$315m to 40 countries
- Generated regional GDP of \$120m (BERL EIA 2017)
- Total production of approximately 40,000mt p.a.

Background

TPL was a 50% owner of the Wellington Port Coldstores (the other 50% was Centreport) situated in Centreport. The 2016 Kaikoura earthquake rendered the WPC facility inoperable and the buildings were eventually demolished.

The next nearest export registered coldstores are in Longburn and Hastings. Since November 2016 TPL has trucked 75% of our cartons to one of these stores – resulting in a massive increase in operational expenditure and fossil fuel use. To stay viable in the fiercely competitive meat industry we need to be as efficient and cost effective as possible.

The new development at TPL is designed to keep all carton production here in Wellington and to be loaded out via Centreport – saving money and fuel.

Development

TPL directors have approved a \$15m capital expenditure proposal to increase our blast freezing, sorting and logistics capability. Central to this project is the construction of a new facility to house the latest technology in freezing, sorting and despatch.

TPL has been assessed as liable for a \$90,000 Development Contribution.

WCC 2015/16 Development Contributions Policy at clause 1.1.1 states “ a development contributions policy provides the Council with a method to obtain contributions to fund infrastructure required as a result of growth”.

TPL's development is not a result of growth – it is a replacement for the WPC facility destroyed in the Kaikoura earthquake.

All utility inputs for the development will be covered by existing TPL consents or legal agreements with WCC. The nature of the new technology being installed means the new logistics system will employ approximately 20 people less than the old freezer system. The only output from the new system is a small amount of clean water that will be dealt with by TPL's existing system.

Conclusion

By any measure this development does not require infrastructure investment by WCC and we seek remission on this basis.

Simon Gatenby

CEO Taylor Preston Ltd

TR145-19 Apuka St, Relocation of Bus Stop



Our previous submission - Two Options

1. Retain the current bus stop location, or....
2. Proposed bus stop site but retaining two car parks above No 46 garage

Officer's response:

- *“primary concern is safety and accessibility for users of the bus network at this stop”*



Moving the entry taper right is possible as the angle to the bus stop has much improved.
This change would also provide two car parks above 46 garage.



Bus at current stop #7764 approaching our suggested “modified” new bus stop.



Bus leaving relocated bus stop (existing no stopping lines) about to turn into Mitchell St



The same bus making the sharp turn into Mitchell St.
M. Douglas, 44 Apuka St, Brooklyn

Wellington City Council Regulatory Processes Committee Meeting - 4 December 2019

Presentation in Support of Item 2.8 Traffic Resolutions - TR142-19 Central Terrace.

Submission

My fundamental submission is that the removal of the two resident parking spaces will not adversely affect other residents - the two vehicles that we currently park on the road will be parked off-road, so it is a zero-sum game. And contrary to the sole Submitter's fears, we do not propose buying another 2 vehicles (or even just the 1) if we have a garage.

In fact, the removal will have a positive effect in that guests will be able to park in front of the garage instead of taking up a parking space. It will also assist vehicle movement on a narrow street.

The Submitter has made a number of statements that require a response.

The Submitter states that there are only 8 parks to service 8 houses (#s 17, 19, 21, 23, 25, 26, 28 & 30):

- Parks are not allocated to specific houses and there are a number of other parks in the near vicinity.
- 6 of those houses have off-street parking (garage or deck). This includes #26, being the residence of the Submitter and his flat-mates, which has a double garage. The exceptions are #21 and #30 (being the 'applicant house'). In fact, only 6 houses from #2 (there is no #1) to #50 Central Terrace do not have off-street parking.
- As is pointed out in the Officer Response, only 7 permits have been issued in relation to the 8 houses, with 3 houses having not requested any permits. So there is in fact a surplus park, on the basis of the Submitter's analysis.

The Submitter states that people are "reserving" parks by placing wheelie bins and other objects on the road, and that they illegally park in front of garages:

- I have resided at 30 Central Terrace for almost 30 years and have never seen wheelie bins or other objects used to reserve parks. I would certainly have complained to the Council if that was the case as, having no off-street parking, we would be worst affected by such behaviour.
- We did rent a garage off the previous owners of 28 Central Terrace for a number of years, during which time we had only 2 incidents of people parking over the garage. The first was by another resident who had parked badly, with the front of his car jutting over the entrance to the garage. He moved it when asked, and apologised. Ironically, the other incident involved a visitor to #26, who parked her vehicle across the garage.
- I do have sympathy for the Submitter if people are parking across his garage. But that is an enforcement matter, not a reason to deny garaging to other residents.

The Submitter states that "From my own observation they [the 2 parks at issue] are consistently occupied at nearly all hours of the day and night.":

- Photo A1, taken at approximately 6:30pm on 2 December 2019 shows no-one parked there (& the park in front of #32 vacant as well. The photo was taken on my arrival home from work.
- Photo B1, taken at approximately 7:50am on 3 December 2019 shows one car parked there - it is one of my cars. The photo was taken as I was leaving for work.
- Photos B2 and A2 & A3 show a number of other vacant parks in the immediate area at those times.

- I acknowledge that parking can be tighter during the university year, but there is always a park somewhere on the street.

I also note the Submitter's statements that a condition of the Resolution should be that #30 forfeits any right to a residents' parking permit, and that "The Status Quo is already untenable, infringes on my rights and results in illegal tortious activity through people parking in front of my garage." I simply note that they display an interesting view of the Submitter's rights vis-a-vis those of other residents.

Lastly, the Officer Response includes the constructive suggestion that 2 of the P120 parks situated between #24 to 30 Central Terrace could be converted to full-time residents' parks. I endorse that suggestion.

David Brian
30 Central Terrace, Kelburn

A1



Item 1.4.4 Attachment 1

A2



B1



Item 1.4.4 Attachment 1

Item 1.4.4 Attachment 1

B2





Item 1.4.4 Attachment 1