
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 7 September 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

Quorum: 8 members

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1 Meeting Conduct

1.1 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.

1.2 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.

1.3 Confirmation of Minutes

The minutes of the meeting held on 24 August 2017 will be put to the City Strategy Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 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 City Strategy Committee.

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

Minor Matters relating to the General Business of the City Strategy Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

2. Operational

TRAFFIC RESOLUTIONS - ELECTRIC VEHICLES AND CAR SHARE

Purpose

1. Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that a total of 27 parking spaces will be for electric vehicle car sharing, with associated charging facilities, and 1 standard car sharing space (Dixon Street), allocated in accordance with the Car Sharing Policy.
2. These locations are listed in the attachments in this report.
3. By introducing this mix of parking for fast and medium EV charging and car sharing, all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Summary

1. The proposed resolutions were advertised either on 18 April or 25 July 2017, giving the public 18 days to provide feedback.
2. All feedback received during the Consultation period has been either placed in Appendix 1 (Attachment 1) if it is general feedback across all parking spaces, or in the individual traffic resolutions if it is specific to that site.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Resolutions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

a.	Car Share Vehicle Parking Space - Bolton Street, Wellington Central (TR 56 – 17)		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bolton Street	Loading zone, P15, at all times.	North side, commencing 26 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and

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			extending in an easterly direction for 12 metres.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bolton Street	Car share, at all times	North side, commencing 26.0 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and extending in an easterly direction for 17.7 metres.
b.	Car Share Vehicle Parking Space - Victoria Street Slip Lane, Wellington Central (TR 57 – 17) Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Victoria Street (Slip lane) East side	Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.	East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Victoria Street (Slip lane) East side	Car share, at all times	East side slip lane, commencing 40.6 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 9.0 metres.
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Victoria Street (Slip lane) East side	Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.	East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly

			direction following the kerb line for 25.5 metres.
c.	Car Share Vehicle Parking Space - Dixon Street, Te Aro (TR 108 –17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dixon Street	P120 Maximum, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 34 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 23 meters.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dixon Street	P120 Maximum, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 34 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.5 meters.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dixon Street	Car share, at all times	North side, commencing 51.5 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 5.5 meters.
d.	Car Share Vehicle Parking Space - Tennyson Street, Wellington Central (TR 109 – 17) Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 41.0 metres.

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	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Car share, at all times	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 11.4 metres.
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 169.9 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 29.6 metres.
e.	Car Share Vehicle Parking Space - Oriental Parade, Oriental Bay (TR 110 – 17)		
	Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Oriental Parade	P120; Monday to Saturday 8:00am - 6:00pm.	North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 29.5 metres. (5 parallel carparks)
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	<i>Oriental Parade</i>	<i>P120; Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m,</i>

			<i>Y=5989030.810441 m) and extending in an easterly direction for 11.3 metres. (2 parallel carparks)</i>
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Oriental Parade	Car share, at all times	North side, following the kerbline 860.3 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 18.2 metres. (3 parallel carparks)
f.	Car Share Vehicle Parking Space - Roxburgh Street, Mount Victoria (TR 111 – 17)		
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Roxburgh Street	P60, Monday to Saturday, 8:00am - 6:00pm.	Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 12.5 meters
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Roxburgh Street	P60, Monday to Saturday, 8:00am - 6:00pm.	Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 6.0 meters.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Roxburgh Street	Car share, at all times	Westside commencing 30.0 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western

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			kerbline for 18.0 meters.
g.	Car Share Vehicle Parking Space - Tasman Street, Mount Cook (TR 112 – 17) Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tasman Street	Car share, at all times	East side, following the kerbline 102.8 meters north of its intersection with Rugby Street and extending in a northerly direction for 18.0 meters (3 parallel spaces).
h.	Car Share Vehicle Parking Space - Tinakori Road, Thorndon (TR 113 – 17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tinakori Road	P120 Monday to Friday, 9:00am-4:00pm, Saturday 8:00am-6:00pm	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.
	Tinakori Road	P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tinakori Road	P120 Monday to Friday, 9:00am-4:00pm, Saturday 8:00am-6:00pm	West side, commencing 27.3 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 47.2 meters
	Column One	Column Two	Column Three
	Tinakori Road	P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.	West side, commencing 27.3 meters north of its intersection with Upton Terrace and extending in a northerly

			direction following the western kerbline for 47.2 meters
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Tinakori Road	Car share, at all times	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 16.0 meters
i. Car Share Vehicle Parking Space - Kelburn Parade, Kelburn (TR 114 – 17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	P120, Monday to Saturday, 8:00am - 6:00pm.	West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 meters.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	P120, Monday to Saturday, 8:00am - 6:00pm.	West side commencing 141.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 5.5 meters.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	Car share, at all times	West side commencing 124.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 17.0 meters.
j. Car Share Vehicle Parking Space - Aro Street, Aro Valley (TR 115 – 17) Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	Aro Street	P20, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Aro Street	P20, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.7 meters.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Aro Street	Car share, at all times	North side, commencing 231.7 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 18.0 meters.

Background

1. In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.
2. The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington's growth, transforming the Capital's transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.
3. In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to either not own a personal vehicle, or to own personal vehicles which operate on sustainable alternatives to fossil fuels.
4. Mobile emissions make up the largest segment of Wellington City's emissions profile. Having a high-quality diverse transport system is key to Wellington's economic, environmental and social success as well as meeting the city's climate change targets.
5. In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016-2018 implementation plan:

- Support car-share schemes
 - Promote electric vehicle uptake, including providing electric vehicle charging stations
 - Invest in walking, cycling, and public transport modes
 - Advocating for lower fares and a fully electric public transport fleet
 - Advocate for greater support for the development of biofuels.
6. As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three year period between 2016 and 2018. This includes 30 car parks in the CBD and 70 in the suburbs. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

Site Selection

7. A list of the selected sites can be found in Appendix 2 (Attachment 2) of this report. A broad outline of how they were selected is provided below.

Car-share – 28 spaced total (27 electric and 1 standard)

- i. In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The twenty eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.
 - ii. WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.
 - iii. Adding car-share vehicles in the city could potentially free up parking space given recent research from Australia showing that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.
8. Based on the above analysis, Wellington City Council officers propose to introduce dedicated car-share spaces by replacing existing parking bays.

Attachments

Attachment 1.	Appendix 1 - General Feedback and Officer's Responses	Page 18
Attachment 2.	Appendix 2 - List of Locations	Page 22
Attachment 3.	TR56-17 Bolton Street	Page 23
Attachment 4.	TR57-17 Victoria Street Slip Lane	Page 28

Attachment 5.	TR108-17 Dixon Street	Page 33
Attachment 6.	TR109-17 Tennyson Street	Page 38
Attachment 7.	TR110-17 Oriental Parade	Page 43
Attachment 8.	TR111-17 Roxburgh Street	Page 48
Attachment 9.	TR112-17 Tasman Street	Page 53
Attachment 10.	TR113-17 Tinakori Road	Page 57
Attachment 11.	TR114-17 Kelburn Parade	Page 66
Attachment 12.	TR115-17 Aro Street	Page 71

Author	Tom Pettit, Senior Advisor, Climate Change
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Foregone parking revenue – largely dependent on speed of Car Share take-up during the year and occupancy rates of EV parks. This revenue loss was agreed to in Council's Low Carbon Capital Plan which was consulted on as part of 2016/17 Annual Plan and its implementation is reflected in current 2017/18 Annual Plan.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down by the Bylaws.

Risks / legal

None identified.

Climate Change impact and considerations

Greenhouse gas emissions from road transport comprise of 40% of Wellington City's emissions profile. Support for car sharing services and electric vehicles will assist towards the City's target of an 80% reduction in emissions by 2050.

Communications Plan

Not applicable.

Health and Safety Impact considered

Health and Safety has been considered.

APPENDIX 1

GENERAL FEEDBACK ACROSS EVERY PROPOSED SPACE

Submitter: Sally King

Agree: Yes

In principle, yes, as a 2 year trial. However, the final outcome needs to be agreed with by the affected local community - i.e., those who live directly in that vicinity and use cars (either their own or shared) for transportation.

Submitter: Jonathan Zukerman

Agree: Yes

Anything to encourage the use of share vehicles will reduce the number of private cars needed in the city.

Submitter: Alex Crossan

Agree: Yes

We should be providing as many opportunities to support electric cars and car sharing as possible to reduce environmental impact.

Submitter: Brent Efford

Agree: Yes

I support in principle with all car-share and particularly electric vehicle initiatives, wherever.

Submitter: Elizabeth Yeaman - Energy Efficiency and Conservation Authority

Agree: Yes

As part of the Government's Electric Vehicle programme, EECA is co-funding projects which help accelerate the uptake of electric vehicles through the Low Emission Vehicles Contestable Fund. EECA is providing co-funding of \$500,000 to Mevo to demonstrate plug-in hybrid electric vehicle car sharing in Wellington. Operating an electric vehicle in New Zealand reduces carbon dioxide emissions by 80% (when operating on the battery). EECA is supportive of the proposed changes as they contribute to facilitating the uptake of lower carbon transport options and the success of the car share project we are co funding.

Submitter: Mevo Supporters – 172 submissions

Agree: Yes

I am writing to express my support for the traffic regulation changes as proposed on your website, specifically the changes related to parking spaces for Electric Vehicles and Car Sharing closing on August 11th 2017. Generally, I also wish to express my support for Mevo and any moves to make more pods available across the city.

As a vibrant, growing city, Wellington should be supporting modern alternatives to car ownership that have been proven internationally to reduce congestion, save

residents and the city money, and increase liveability for everyone.

Please do not hesitate to contact me if I can provide any more information.

Phil Burgess	Jake Leckey	Frazer Black
Tom Cully	Ryan O'Connell	Murray Whyte
Finn Lawrence	Jenna Baker	Penny McDonald
Luke Dodd	Hugo Lawrence	Jae Warrander
Sam Goddard	Maire Boyce	Anna Kivi
	Holindu	
Shayne Thurston	Abhayagunawardena	Fran Bellingham
Brenda Black	Glynn Tulloch	John Holloway
Alison McLeish	Erueti Brown	Liviu Sas
Hayden Montgomerie	Colin Salisbury	Alan England
Richard Scott	Ashlyn Baum	Thomas Humphrey
Joern Scherzer	Christina Houghton	Genevra Mayle
Kimberley Anderson	Russell Silverwood	Sam Parkin
Kim Anderson	Simon Morris	Prak Sriitharan
Alex Komarovsky	Connor Finlayson	Jessica Crayford
Hannah Glaeser	Arthur McGregor	Linda Pannekoek
Miriam Ramos	Nicole McCrossin	Meg Matthews
Miriam Ranos	Anne Heynes	Aileen Burnett
David Montgomerie	Mandy Simpson	Jarred Bishop
Jude Douglas	Dan Tong	Craig Burt
Nick Hyland	Leroy Oldbury-Ashworth	Lisa Kelly
Trish Given	John Campbell	Laura Bishop
Simon Gooch	Christina Bell	Jo Clendon
Kate Goodman	Zainal Wahid	Carl Wairau

Jonathan Teppett	Rebecca Stewart	David L
Robert Whitefield	Anake Goodall	Alice Thomson
Aidan Lawrence	Nicole Oliver	Sebastian Clarke
Jack Shennan	Chris Radley	Amir Haq
Teresa Maguire	Chris Dutton	Leigh Adgo
Josh Wright	Tafa Tupua	Chris Rowe
Cameron Clark	Peter Kerr	Caleb Watson
Billie Gruschow	Jason McDonald	Aaron Robert John Power
Callum Anderson	Shane Kelly	Nicole Jones
Jinna Zwanikken	Thomas Seear-Budd	Anne Rowe
Rene Versteegh	Ana Henderson	Rosina Morfey
Matt Barnes	Sophie Jacques	Jess Chisholm
Tannia Louis	James Blackie	Zack Holmes
Sasha Webb	Rory Harnden	Bryan Hall
Kevin Doran	Steve Sim	Josiah Lester
Etainia Dagda	Samantha Ryan	John Andrews
Sarah Zydervelt	Akil Narayana	Susan Yorke
Tim Rastall	Jesse Lamb	Conor Sligo
Trish Duffy	Alex Cooper	Jason Campbell
Erin Todd	Darryl Joyce	Jack Larsen
Moss Bowering-Scott	Kelly Gray	James Burgess
Paul Callister	Dave Shanks	Yanos Fill-Dryden
Nick Ravaji	Geoffry Sams	Brenden Mischewski
Corbin Andrews	Kaiori Mcguinniety	Michael Jones
Graeme Hart	Til Steinmetzt	Damian Love
Matthew Page	Victor Komarovsky	Olivia Sayegh

Paul Barry	Doug Ferry	Stephen Rivers- McCombs
Jenny Buckler	Chris Evans	Peter Bell
Kathleen Cushing	Heloise Kerr-Newell	Mayu Suzuki
Adele Mason	Dianca Mitchell	Skalk Van Der Merwe
Angus Hodgson	Rosie Wall	Hayden Patel
Paul Kelly	Adrien Taylor	Angeline Thornley
Che-Yu Hsu	Johnny Gibson	Ben Murray
Jonathan Goodwin	Simon Millar	Marcel Lister

Appendix 2 – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR56-17	Bolton Street	Electric vehicle car sharing spaces	CBD
TR57-17	Victoria Street Slip Lane		CBD
TR108-17	Dixon Street	Traditional car sharing spaces	CBD
TR109-17	Tennyson Street	Electric vehicle car sharing spaces	CBD
TR110-17	Oriental Parade		Oriental Bay
TR111-17	Roxburgh Street		Mount Victoria
TR112-17	Tasman Street		Mount Cook
TR113-17	Tinakori Road		Thorndon
TR114-17	Kelburn Parade		Kelburn
TR115-17	Aro Street		Aro Valley

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 56 – 17
- Location:** Bolton Street, Wellington Central
- Proposal:** Car Share Vehicle Parking Space
- Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

In addition to the 16 spaces approved by Council's City Strategy Committee in June this year and the current consultation for 21 spaces for electric vehicle car sharing and 1 space for traditional car sharing, it is proposed that 6 additional electric vehicle car-share spaces be allocated at Victoria Street and Bolton Street.

By introducing these car-share spaces with the Council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This location was consulted on in May 2017 but due to infrastructure requirements to allow electric car share vehicles to operate from these locations, the bays proposed to be converted to car share use have changed slightly. WCC re-consulted on the proposed adjustments. The effective change is to move two parking bays at Bolton Street from the south side of the street to the north, and all three bays at the Victoria Street slip lane from the west side to the east. No further feedback was received.

This traffic resolution report seeks to convert three P120 metered car parks on Bolton Street (parking bays No. 2109, 2110 and 2111) near its intersection with The Terrace into parking spaces dedicated to car-share vehicles. Existing time restrictions on these parking spaces will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

PROPOSED TRAFFIC RESOLUTION

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

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes | 15 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bolton Street	<i>Loading zone, P15, at all times.</i>	<i>North side, commencing 26 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and extending in an easterly direction for 12 metres.</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bolton Street	<i>Car share, at all times</i>	<i>North side, commencing 26.0 metres east of its intersection with Mowbray Street (Grid coordinates, x= 1748624.6 m, y= 5428697.3 m), and extending in an easterly direction for 17.7 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

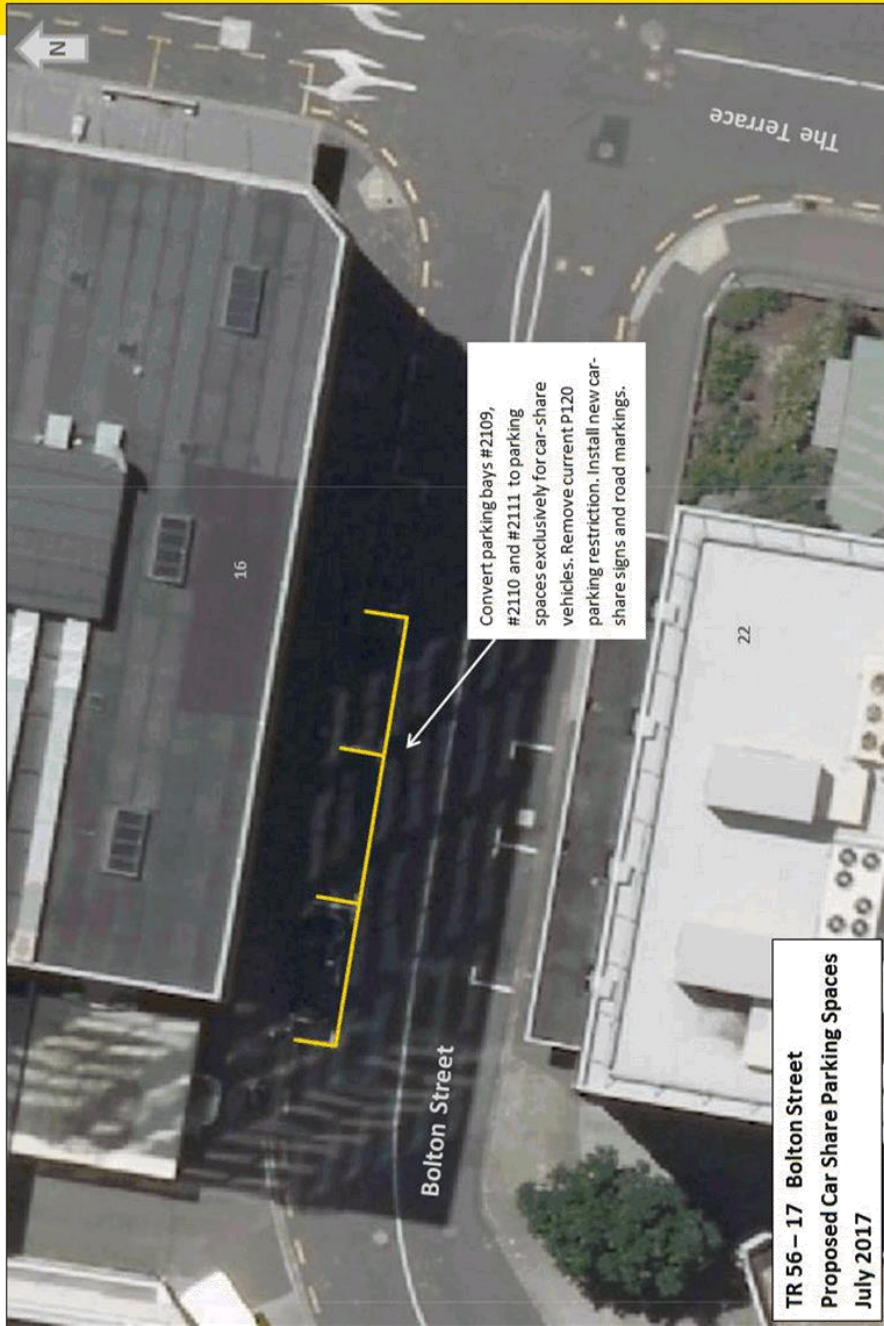
WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	203	96.6%
No	7	3.4%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 57 – 17

Location: Victoria Street Slip Lane, Wellington Central

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

In addition to the 16 spaces approved by Council's City Strategy Committee in June this year and the current consultation for 21 spaces for electric vehicle car sharing and 1 space for traditional car sharing, it is proposed that 6 additional electric vehicle car-share spaces be allocated at Victoria Street and Bolton Street.

By introducing these car-share spaces with the Council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This location was consulted on in May 2017, however unfortunately, it was discovered that the electricity infrastructure at the specific parking bays selected was inadequate for the purpose intended. There were, however, spaces in the near vicinity that served the necessary purpose. WCC re-consulted on the new spaces and no further feedback was received.

This traffic resolution report seeks to convert three P120 metered car parks on Victoria Street Slip Lane (parking bays No. 3713, 3714 and 3715) near its intersection with Ghuznee Street into parking spaces dedicated to car-share vehicles. Existing time restrictions on these parking spaces will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes | 15 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street (Slip lane) East side	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres.</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street (Slip lane) East side	<i>Car share, at all times</i>	<i>East side slip lane, commencing 40.6 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 9.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One

Victoria Street (Slip lane) East side

Column Two

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

Column Three

*East side slip lane, commencing
15.1 metres south of the slip
lane inception (Grid Coordinates
X= 2658614.8 m, Y=5988995.4
m) and extending in a southerly
direction following the kerb line
for 25.5 metres.*

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Item 2.1 Attachment 4

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	202	97.5%
No	5	2.5%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 108 –17
Location: Dixon Street, Te Aro
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert one P120 metered car park near outside Dixon Street into a parking space dedicated to car-share vehicles. The P120 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dixon Street	<i>P120 Maximum, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 34 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 23 meters.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dixon Street	<i>P120 Maximum, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 34 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.5 meters.</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dixon Street	<i>Car share, at all times</i>	<i>North side, commencing 51.5 meters west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 5.5 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	186	99.4%
No	1	0.6%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 109 –17

Location: Tennyson Street, Wellington Central

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert the three angled P120 metered car parks near 35 Tennyson Street into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval 7 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 41.0 metres.

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tennyson Street	Car share, at all times	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 11.4 metres.

Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 169.9 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 29.6 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Wellington City Council | 4 of 8

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	99.4%
No	1	0.6%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

Please see below for specific comments relating to this location:

Submitter: Jan Moore - Capital Care Health Centre
Agree: No

The three car parks in question are right outside the door of our medical practice. The parks are used regularly by our patients, often the elderly, people with disabilities or mothers with small children & babies. We respectfully suggest the proposed Car Share Vehicle Parking space be positioned at the Tory Street corner of Tennyson Street, rather than right at the door of our medical centre, causing much inconvenience to our patients.

Officer's Response:

The point of the submitter is of course taken, and we consider the needs of the elderly, people with disabilities and families as paramount. There is ample parking on both sides of the street here to cater to the needs of those constituencies.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 110 – 17
Location: Oriental Parade, Oriental Bay
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert three P120 car parks outside 245 Oriental Parade into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>P120; Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 29.5 metres. (5 parallel carparks)</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental parade	<i>P120; Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 849 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 11.3 metres. (2 parallel carparks)</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Car share, at all times</i>	<i>North side, following the kerbline 860.3 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 18.2 metres. (3 parallel carparks)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	186	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 111 – 17

Location: Roxburgh Street, Mount Victoria

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert 18.0 metres of P60 car parks outside 7-9 Roxburgh Street into three parking spaces dedicated to car-share vehicles. The P60 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 7 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roxburgh Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 12.5 meters.</i>

Previously incorrect

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roxburgh Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>Westside commencing 24 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 6.0 meters.</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roxburgh Street	<i>Car share, at all times</i>	<i>Westside commencing 30.0 metres of its intersection with Majoribanks Street and extending in a northerly direction following the western kerbline for 18.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 29/08/17

WCC Contact:
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 112 – 17
Location: Tasman Street, Mount Cook
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert an 18.0m long section of coupon parking bay outside 7 Tasman Street (immediately north of the driveway of 1 Tasman Street) into three parking spaces dedicated to car-share vehicles.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tasman Street	<i>Car share, at all times</i>	<i>East side, following the kerbline 102.8 meters north of its intersection with Rugby Street and extending in a northerly direction for 18.0 meters (3 parallel spaces).</i>

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Wellington City Council | 3 of 8

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 113 – 17
Location: Tinakori Road, Thorndon
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert the three P120 car parks near 292 Tinakori Road into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 4 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 metres.</i>

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 27.3 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 47.2 metres.</i>

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.</i>	<i>West side, commencing 27.3 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 47.2 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tinakori Road	<i>Car share, at all times</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 16.0 meters.</i>

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 29/08/17

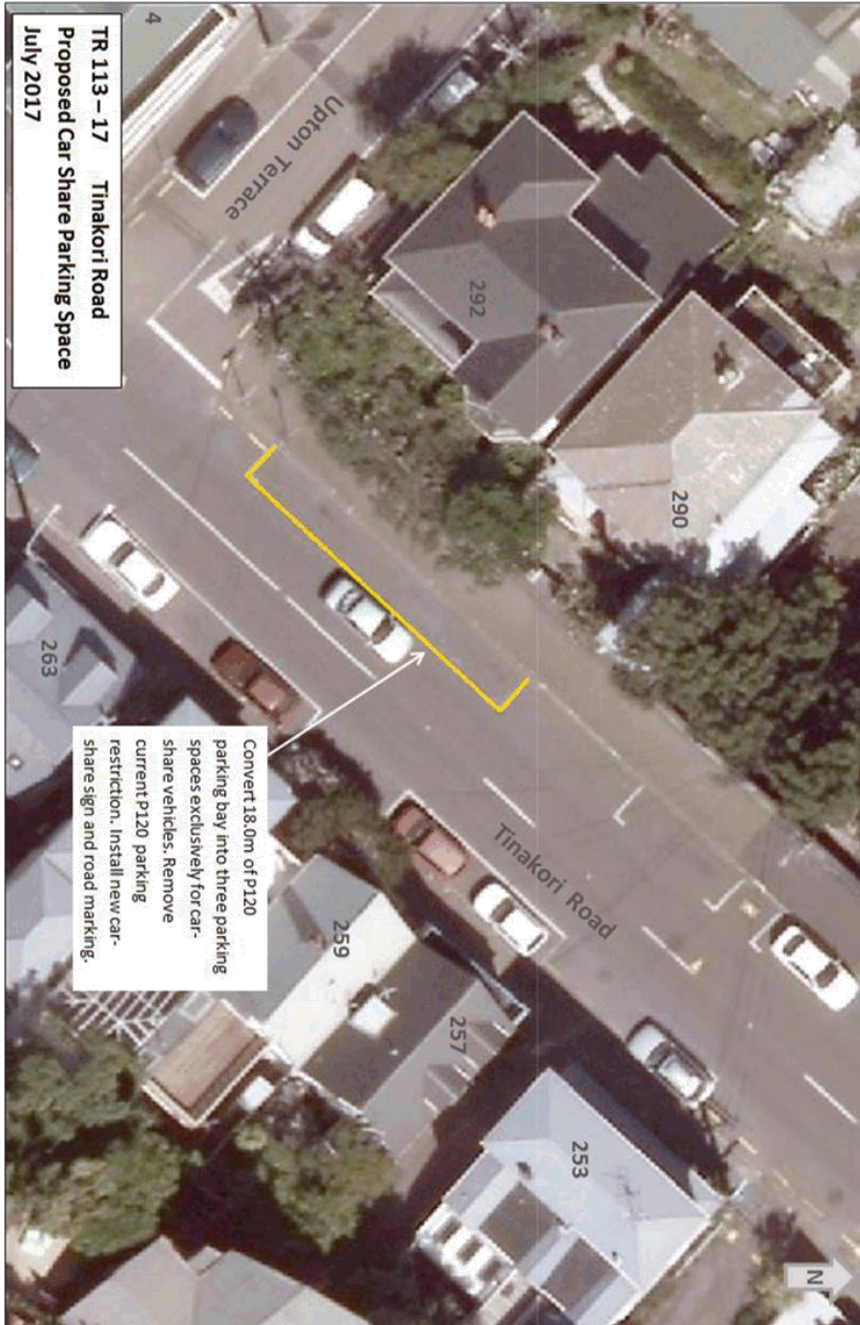
WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 2.1 Attachment 10



Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	97.9%
No	4	2.1%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

Please see below for specific comments relating to this location:

Submitter: Sally King
Agree: Yes

This submission is made on behalf of family members at 9 Upton Tce. Our submission is to support a 2 year TRIAL of the proposal to gauge use and support from the local community before proceeding to a permanent change. We live in 2 dwellings, on one property with a total of 8 permanent residents - 5 of whom are of legal age to own and drive a vehicle. We do not have any off street parking or garages. We own 2 vehicles, consistent with the policy of WCC that allows of 2 on-road parking permits per address. Each of the two families has just one vehicle each. We regularly share our 2 vehicles to manage the demands of our busy households, and have done so for the 15 years we have resided at the property. It is not without some inconvenience, but is entirely manageable. The Council proposal is consistent with our personal commitment to reduce the ownership of personal vehicles. We would consider using council's shared vehicles. As the proposed vehicles are electric, we presume a charging facility will be provided with the parking so that the vehicles can be recharged, otherwise the efficiency and effectiveness gains are greatly reduced to users. On that basis, we therefore support the proposed changes for a trial period of two years. The context in which this decision, which is to remove on-street parking and effectively 'privatise' its use for a particular community of interest, does need further discussion however. There are considerable inconsistencies in how parking is allocated that create disincentive to the community to engage with council's broader transport and environmental objectives. These need resolution alongside the new proposals. For example, while individuals who have off-street parking and/or garages also have access to on 2 on-street permits, the incentives remain for leveraging the limited parking in the community for individual gain. It is not unusual for property owners with garages to then lease or rent their off-street parking and garages (garages which, with driveway access from roadways have already removed on-street car parking). They then also make available to their tenants (or use for themselves) on-street permits. Therefore a household with a double garage can effectively remove 1-2 parking spaces for the community; take 2 further permitted on-street spaces for the property in addition to having 2 off-street parking spaces in via their garages. This effectively 'privatises' and creates significant gain for the property owner at the expense of their community and is inconsistent with the direction of the Council. In our view parking should be allocated to those who reside in the community, consistent with the size of household, taking into

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account the garages and off street parking on the property. A permanent household of two, for example, ought not to be able to 'capture' the equivalent of 5 or 6 spaces (per the example above). Those who reside in the community ought to have precedence (so parking is not available to out of zone commuters by dint of owners (often landlords not residing locally) renting off-street parks to non- residents, or, as happens in some cases, effectively selling on-street permits. To proceed with the shared cars and parking proposal without providing a consistent approach for existing parking does nothing to resolve the council's long term direction and indeed further confuses the community as to the underpinning rationale. With these factors in mind, we propose a 2 year trial, to both gauge the use and community support for shared cars and parking in Tinakori Rd and to find solutions to the to replace the very out of date (and inconsistent with Council objectives) car parking policies now in place. Please feel free to call me to discuss further my submission. I would like to present in person.

Submitter: Pippa Kettle
Agree: No

With the Shepherds Arms restaurant/bar at 285 Tinakori Road on some week nights it is already difficult for residents to find a park in this area as patrons not only take up all the P120 parks but quite often also park in residents parks (there is never any traffic infringement at this time of the night). Taking more parks for EV charging will only make this worse. Further to that due to general parking constraints in this area the retail and cafes along Tinakori Road have never appeared to be very successful. Once again taking more P120 / general parks for EVs will only make this worse.

Officer's Response:

The submitter's points are valued and taken on board. However, as the parks are being taken for car sharing, rather than EV parking, it is important to keep in mind that car sharing tends to decrease parking demand in an area – as each car sharing vehicle around the world has been shown to avoid the purchase of or inspire the disposal of 10-15 vehicles as people sign up for the service. As a result you should see a net parking availability increase in Thorndon.

Submitter: Charlotte McInnes
Agree: No

There are not enough carparks for residents and their visitors in this part of Tinakori Road currently. To reduce the number of carparks in an area where parking problems already exist makes absolutely no sense at all and will create an even greater problem than we have currently, not solve a problem. This is clearly a very poorly thought through proposal.

Officer's Response:

The submitter's points are valued and taken on board. However, as the parks are being taken for car sharing, rather than EV parking, it is important to keep in mind that car sharing tends to decrease parking demand in an area – as each car sharing vehicle

PROPOSED TRAFFIC RESOLUTION

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around the world has been shown to avoid the purchase of or inspire the disposal of 10-15 vehicles as people sign up for the service. As a result you should see a net parking availability increase in Thorndon.

Submitter: Bruce Lynch – The Thorndon Society
Agree: No

1. The Thorndon Society generally supports the Council's Car Share Policy and endeavours to promote sustainable transport options. However, the proposals in respect of parking in the vicinity of 292 Tinakori Road (Reference TR113-17) are not supported because heritage and character considerations have not been taken into account.
2. It is understood the proposed changes will facilitate installing charging stations similar to those near the Oriental Bay boat harbour, shown in the photo below. The Society is particularly concerned that installing charging stations will detract from heritage and townscape qualities.
3. The heritage values of Thorndon are well known and have been well documented in the Thorndon Heritage Project Report 2008. In this report Tinakori Road is identified as having extremely high architectural and townscape values. At the southern end there is a rich representation of 19th century period architecture with a high degree of authentic development.
4. The heritage and townscape qualities of the area have also been recognised in the District Plan over a very long period. The Tr 113-17 are located within the Thorndon Character Area and close to the Thorndon Shopping Centre Heritage Area. Premier House nearby at 260 Tinakori Road is a listed heritage building as is the adjacent dwelling at 292 Tinakori Road. There are also houses with notable home plaques at 251 and 253 Tinakori Road.
5. Under Policy 4.2.2.1, the District Plan seeks to maintain the character of the inner residential suburbs and in respect to Thorndon includes the following statement: *The Thorndon Character Area covers a substantially intact remnant of the original fabric of the city. Many of the buildings date from the founding of the City as we know it by European settlers in the mid-nineteenth century. Most of buildings in the area are modest workers' cottages and include some small dwellings built for the colonial militia. The grouping of colonial cottage and gardens centred around the Thorndon town centre, remains relatively intact and is of historical significance to the Wellington region and to New Zealand as a whole. The Council is concerned to ensure that any new building works acknowledge and respect the character and predominant patterns of the area.*
6. The Society is concerned that the investigations and assessments for selecting area TR113-17 have not considered heritage or character issues. It is believed that if the analysis had included such matters a different determination would have been made. The Society considers that there is sufficient clutter of poles and traffic signage in Tinakori Road at present and that sitting vehicle charging stations there will add to this clutter. The proposal is seen as the 'think end of the wedge' which will lead to a proliferation of on-street charging stations in the Thorndon Character Area over time.

PROPOSED TRAFFIC RESOLUTION

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7. The Society is also concerned that the Council resource consent planners have not consider the status of on-street vehicle charging stations under the District Plan. It is possible that within the Thorndon Character Area a resource consent will be required so a decision on this matter should not be pre-empted by an decision under the current proceedings.
8. The Thorndon Society requests
 - a. That no action be taken on the TR 113-17 proposals in respect of installing vehicle charging stations until the status of these structures has been determined under the Operative District Plan.
 - b. Notwithstanding (a) above it is requested that further assessments be undertaken to select any car share parking spaces within the Thorndon character or heritage areas involving the installation of charging stations, taking into account heritage and townscape values, and that the results be made available to interested parties.

Officer's Response:

The submitter's points are valued and taken on board. Officers have evaluated the district plan impact of charging stations across the city and view them as not requiring a resource consent. These charging stations are also a necessity to deliver the Council's vision of supporting electric vehicle uptake – and particularly so for car sharing. Officer's certainly do not dispute – they in fact embrace – the heritage nature of Thorndon, but the nature of car parked in these three bays and charging stations associated with those three cars are not likely to compromise these important values.

Submitter: Robin Archibald
Agree: No

I refer to your letter dated 21 July 2017 which included details of the W.C.C.'s intention to amend parking requirements in front my property at 290 Tinakori Road (amongst other areas). I was grateful for the clarification about aspects of the notification that you gave me when I rang you on 24 July but you did present a different picture from that which I drew from the actual written document.

1. If I understood the document correctly, on page 4 and page 5 (map), the proposed change refers to (ordinary)car-sharing outside 290 and 292 Tinakori Road at all times. However, page 6 says that this specific area shall be ev- car-sharing. This seems to be contradictory.
2. However, when I spoke to you, I gathered that the three car parks (currently P120 until 9.00 p.m.) will be changed to ev- car charging spaces with one-hour limitation for charging rental ev cars that have been leased from a commercial entity. And not for car-parking as such. This contradicts the wording on the map on page 5.
3. I object to the hi-jacking of ordinary car parks in this heavily-residential area to make way for a purely commercial entity for the following reasons:

PROPOSED TRAFFIC RESOLUTION

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The eastern side of this section of Tinakori Road certainly has parks designated for residents only. However, currently, the Western side has P120 restrictions and is used by a mixture of residents, visitors and health professionals attending residents, tradespeople, commuters (especially), shoppers and diners using the restaurants and pub nearby.

Residents in the area currently can utilise the P120 spaces after 9.00 p.m. They wouldn't be able to use these parks under the restriction outlined on your page 4. While I am in favour of car-sharing and the development of electric cars, the installation of three meters to be used only by vehicles rented out by some commercial entity is an intrusion and a disadvantage to the residents in this Historic Zone E. Surely leasers of e-cars can have their own chargers on their own business sites and also perhaps on other existing commercial sites such as the garage further north on Tinakori Road. On page 2 you say that the 'service provider' was able to indicate where the need was highest for e-car-chargers. How on earth he was able to do this when there aren't many e-cars around is beyond my comprehension. I observe vehicle movements outside these two properties and have done so for years. In addition to the moving of commuter cars every two hours during business hours, there is a constant juggling by the above-mentioned people to access the three parks in front of 290 and 292. I cannot imagine that these spaces that you want to deprive us of will be filled constantly with e-cars having their hourly charge so you can imagine the frustration of other would-be parkers seeing three spaces empty throughout much of the day which they couldn't use. Private owners of e-cars will most likely be able to charge their vehicles at home, obviating the need to use commercial charging stations. I would have thought it impossible to ascertain the odds of someone renting a car in Wellington needing to recharge their vehicle somewhere other than at the commercial premises.

Thank you for the opportunity to voice my opinion.

Officer's Response:

The submitter's points are valued and taken on board. There is some miscommunication – as officers noted during a phone call these spaces are for car sharing vehicles, which tend to increase parking supply as the members of the car club "shed" their own personal vehicles. The spaces are not being provided for non-locals to charge their vehicles, but precisely to offer locals access to vehicles for shared use.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 114 – 17

Location: Kelburn Parade, Kelburn

Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert a 17.0m long section of P120 parking bay outside 24-26 Kelburn Parade into three parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval 7 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 meters.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 5.5 meters.</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca road and extending in a southerly direction following the western kerbline for 17.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 29/08/17

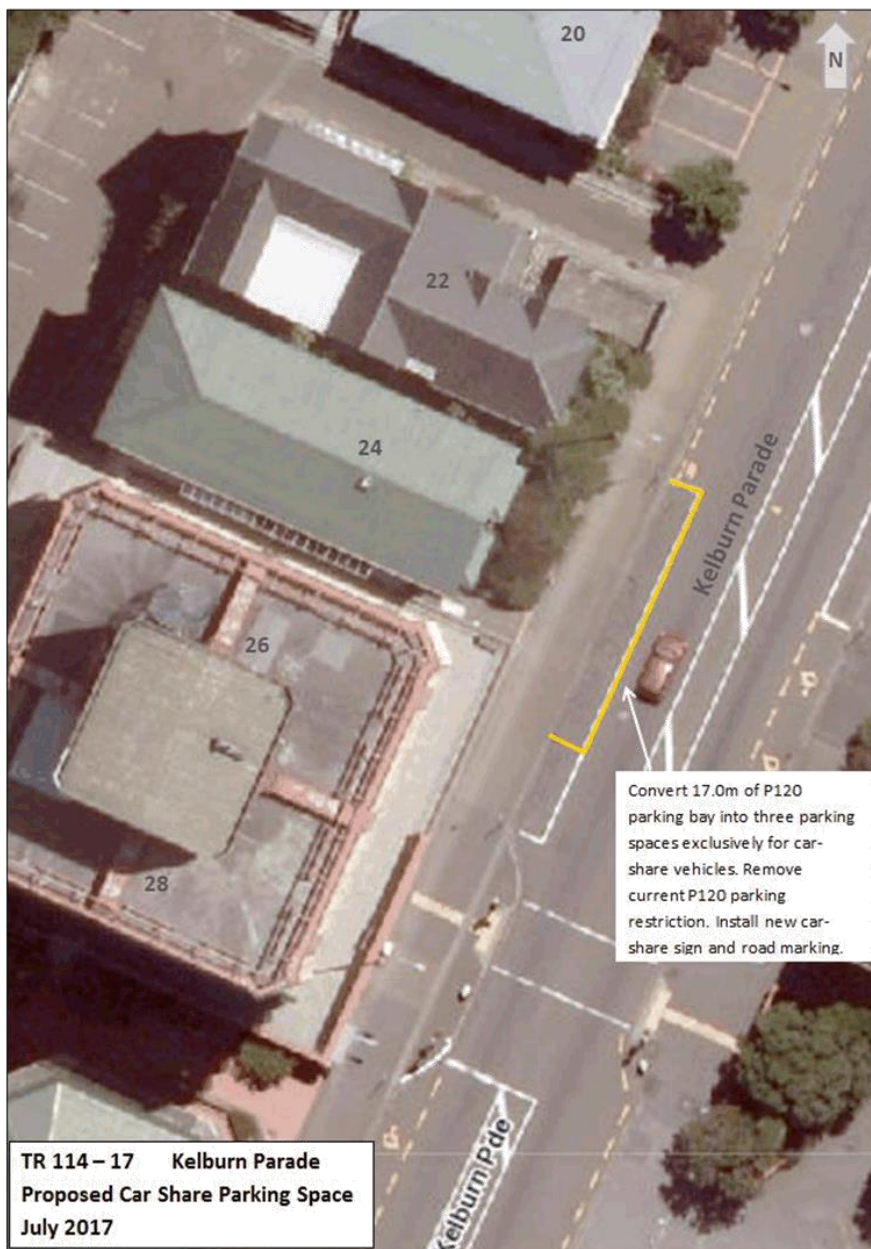
WCC Contact:

Tom Pettit
Senior Analyst - Strategy
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Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Traffic Resolution Plan:



Wellington City Council | 4 of 8

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	184	99.4%
No	1	0.6%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

No feedback specific to this location was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Reference: TR 115 – 17
Location: Aro Street, Aro Valley
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the 16 spaces approved by Council's City Strategy Committee in June this year, it is proposed that 22 spaces be allocated being:

- 21 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert an 18.0m long section of the P20 parking bay opposite 61 Aro Street (outside Aro Park) into three parking spaces dedicated to car-share vehicles. The P20 time restriction will be removed.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 7 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	<i>P20, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 26 meters.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	<i>P20, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.7 meters.</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	<i>Car share, at all times</i>	<i>North side, commencing 231.7 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 18.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

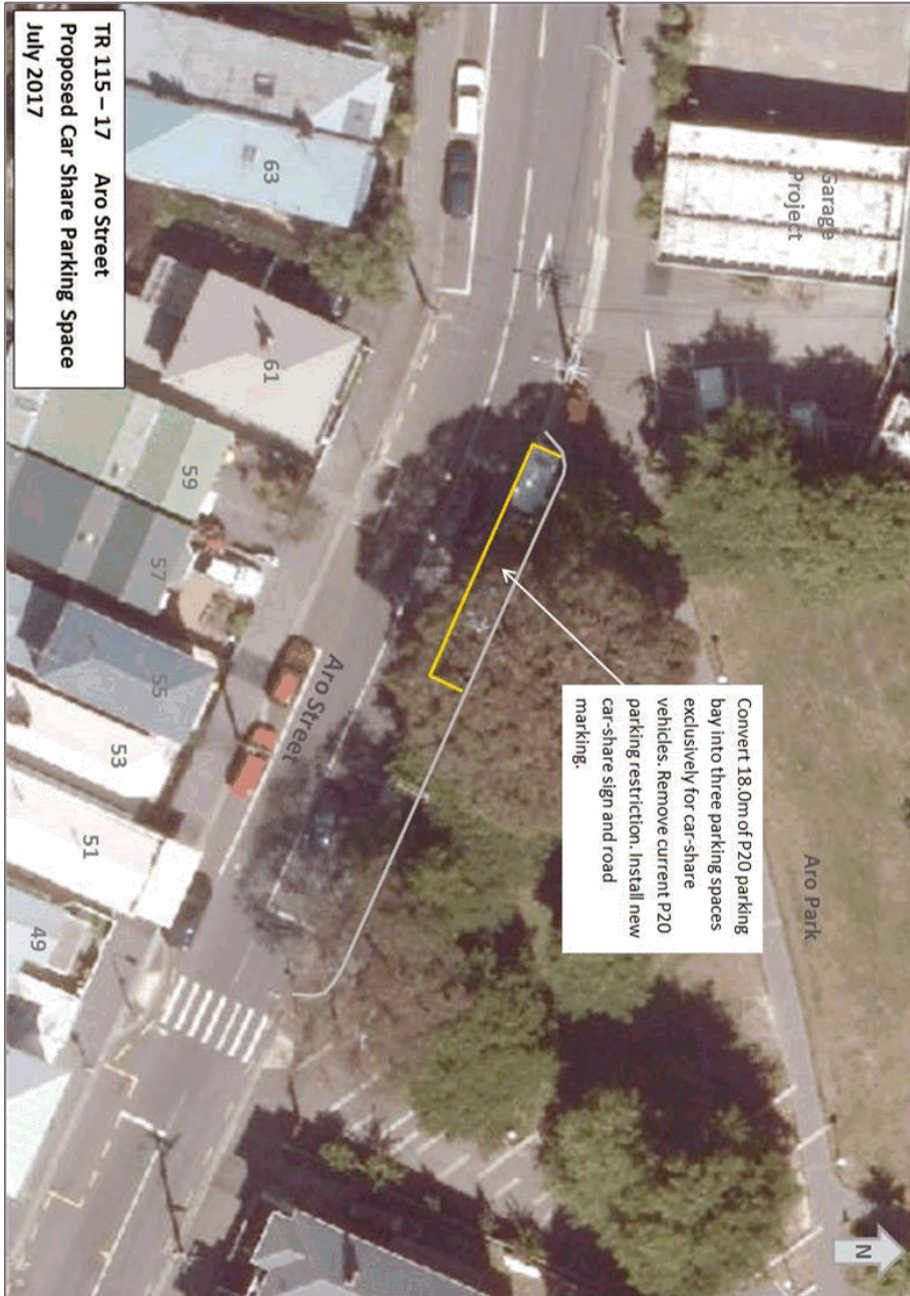
Date: 29/08/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Traffic Resolution Plan:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	185	98.9%
No	2	1.1%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see Appendix 1 for general comments.

Please see below for specific comments relating to this location:

Submitter: Ingrid Downey
Agree: Yes

I do except I have an alternative solution that could work better - would you consider placing the car share spaces where the parking is behind the toilet block and next to Garage Project? It would seem that having those vehicles off the street would be safer and it makes it easier for the users to head off in any direction on Aro. Thank you!!! This will be a wonderful service we will make use of.

Submitter: Martin Wilson
Agree: No

There are several parking spaces in 'St John Street' that are intended to be for community centre users, and pre-school drop-off, but have not been correctly signposted for some years. They have become unregulated free parking, mainly for Garage Project staff and then later in the day for their customers. This would be an ideal site to be (landscaped? and) regulated as car share parking and electric car charging. (Hopefully a carshare business can be encouraged to provide fully electric vehicles.) There is capacity for future growth of the car share and charging into all the several carpark spots there. The 20 minute parking on Aro St functions very well at present, for community centre and pre-school drop-off, and for the frequent public toilet users. I say, use the ideally suited specialist (but currently under-utilised) St John St area for the specialist purpose.

Officer's Response:

The submitter's valid points are noted, and in time consideration may be given to the car parks on St. John's Street for other purposes than their current purpose. These nearby carparks will serve the community in much the same way as the ones on St. John's St.

Submitter: Brent Efford
Agree: Yes

PROPOSED TRAFFIC RESOLUTION

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I am likely to make use of this facility after giving up ownership of my own car and support any initiative to enable uptake of electric vehicles. Many Aro Valley residents like myself do not have off-street vehicle access and the provision of on-street EV charging would be crucial to enabling our use of zero-emission vehicles. Please note that because of an inadvertent miss-key (which should not be so easy!) this is the second submission I have made on this item. If you can, please combine into one submission.

ELECTED MEMBER TRAVEL TO CANBERRA, AUSTRALIA 27 TO 01 OCTOBER. WITH GREATER WELLINGTON REGIONAL COUNCIL TO FOCUS ON LIGHT RAIL

Purpose

1. This report seeks approval from the City Strategy Committee for the Transport, Strategy and Operations Portfolio Leader to attend meetings and field trips alongside counterparts from the Greater Wellington Regional Council. Meetings have been confirmed with Mr Duncan Edghill, Deputy Director-General, Transport Canberra, Australia. There will also be field trips planned during the visit.

Summary

2. The meeting with Mr Edghill has been scheduled for Thursday 28 September, along with field trips in Canberra Australia to share knowledge relating to light rail options. The travel period will be between Wednesday 27 September, returning to Wellington on Sunday 1 October, 2017.
3. The purpose of the visit will be to learn about the strategies employed by the ACT government to progress a new light rail corridor for Canberra, linking the suburbs with the Central Business District.
4. Canberra has some innovative strategies for intensifying housing and industry along the proposed corridor and is evaluating options for capturing value uplift to assist in funding the project.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree to the Transport, Strategy and Operations Portfolio Leader to attend the meetings in Canberra, Australia, alongside Greater Wellington Regional Council counterparts to discuss and learn about light rail options, and undertake field trips.
3. Note that the cost is estimated at NZD1960 to be met by the Elected Members Budget.
4. Note that the Elected Member will provide a report back to the City Strategy Committee on Thursday 19 October, 2017.

Background

5. Transport Canberra are rolling out a Light Rail Network which will deliver a modern transport system that can meet the requirements of their growing and changing city.
6. Duncan Edghill, Deputy Director-General, at Transport Canberra, is heading the Light rail project for Canberra, and recently presented on "Procuring Light rail in a small jurisdiction" at the Driving Growth in Light Rail Conference in Sydney, Australia.
7. This project has potential similarities for Wellington, where there is a view that the current bus patronage to the south and east has the potential to meet the threshold for conversion to light rail within the next ten years.

8. Improving public transport and decreasing the reliance on the private car are key priorities for Wellington city and region, and fit within the guiding principles of the Let's Get Wellington Moving initiative – a joint New Zealand Transport Agency, Greater Wellington Regional Council and Wellington City Council project.
9. Depending on time, the Transport, Strategy and Operations Portfolio Leader will also meet city officials responsible for roads and transport planning, traffic and parking operations, and walking and cycling.
10. Canberra is one of Wellington's sister cities and this visit will help to strengthen our sister city relationship.

Estimated cost

11. The estimated cost of NZD 1960, 00 including flights and accommodation. This table below provides more details on the estimated costs. If the travel is approved, the costs will be met by the Elected Members Budget.

1. Item	2. Description	3. Estimated Total
4. Flights	5. Wellington to Canberra return	6. \$560.00
7. Taxi Fares	8. Transfers to airport	9. \$200,00
10. Accommodation	11. 4 nights	12. \$1000.00
13. Miscellaneous	14. Meals	15. \$200.00
16. Total	17.	18. \$1960.00

12. In line with Council policy, Carbon credits will be purchased to reduce the carbon footprint of these flights.

Next Actions

13. If the City Strategy Committee agrees to the Elected Member's travel to Canberra, Australia, to undertake meetings and site visits as outlined in this report, the Democracy Services team will work with the Elected Member to ensure that bookings and necessary arrangements are confirmed.

Attachments

Nil

Author	Crispian Franklin, Governance Team Leader
Authoriser	Anusha Guler, Head of Governance

SUPPORTING INFORMATION

Engagement and Consultation

Engagement and consultation has not been undertaken.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations required.

Financial implications

The proposed travel, and associated costs, will be covered by the Elected Members budget.

Policy and legislative implications

<insert text here>

Risks / legal

<insert text here>

Climate Change impact and considerations

Carbon Credits for international flights will be purchased inline with Council policy.

Communications Plan

A communication plan is not required for this report.

Health and Safety Impact considered

<insert text here>

ORAL HEARINGS FOR PROPOSED LONG-TERM LEASE AND SALE OF COUNCIL LAND AT SHELLY BAY.

Purpose

1. To provide a schedule of the submitters who are making an oral submission in support of their written submission on the proposed long term lease and sale of Council land at Shelly Bay. These hearings will be held over 2 days; the 7th and 8th of September.

Summary

2. The Council at its Council meeting on 26th April 2017 agreed to consult on the proposed long-term (125 year) lease and sale of Council's land at Shelly Bay.
3. Formal consultation took place between 17th July and 14th August 2017. Total submissions received were 1109, of which 107 have asked to be heard. A full copy of all the submissions is publically available on the Wellington City Council website.
4. Submissions are still being assessed, and this assessment will be fully reported back to Council on the 27th September.
5. The schedule of submitters who will be speaking and their submissions are attached (Attachment 1).

Recommendation/s

That the City Strategy Committee:

1. Receive all the submissions, hear the oral submissions and thank all submitters.

Background

6. At the Council meeting of 26th April 2017, officers presented a proposal for Council to consider the long-term lease and sale of Council land at Shelly Bay to support a proposed development of housing, commercial development and public open spaces by The Wellington Company in partnership with Port Nicholson Block Settlement Trust.
7. The meeting recommended that there be a public consultation to help inform Council in its decision making.
8. These oral hearings are a precursor to the Council meeting to be held on the 27th September where the substantive analysis of the submissions will be presented and an officer recommendation regarding the long-term lease and sale of Council land.

Next Actions

9. As noted, officers will report to Council on the 27th September with a detailed summary and responses to the submissions received and issues raised.
10. Recommendations will be proposed regarding the sale and long-term lease, and if appropriate, any terms and conditions on the sale and lease.

Attachments

- Attachment 1. Shelly Bay Oral Hearings Panel A 7 September 2017| Page 84
Schedule and Submissions
- Attachment 2. Shelly Bay Oral Hearings Panel B 8 September 2017 | Page 251
Schedule and Submissions

Author	Gerald Blunt, Design Manager
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The detail of the public consultation that ran from the 17th July to the 14th August will be included in the Council report of 27 September.

Treaty of Waitangi considerations

The proposed development is being undertaken by Shelly Bay Ltd, of which one of the two partners is Port Nicholson Block Settlement Trust.

Financial implications

Financial implications will be reported on in the Council report of 27 September.

Policy and legislative implications

Policy and legislative implications will be reported on in the Council report of 27 September.

Risks / legal

Risks and legal will be reported on in the Council report of 27 September.

Climate Change impact and considerations

Climate change impacts will be reported on in the Council report of 27 September.

Communications Plan

Financial implications will be reported on in the Council report of 27 September.

Health and Safety Impact considered

There are no health and safety implications.

Shelly Bay Oral Hearings 7 September 2017 | Schedule and Submissions

Time	Submission No.	Name, First	Name, Last	Organisation	Page Number
9:30am	985	Angela	Foster	Havana Architects Group	1
9:30am	561	Angela	Foster	Havana Architects Group	5
9:35am	561	Frances	Velvin		5
9:40am	972	Alister	Smith		9
9:45am	500	Alan	Hucks		13
9:50am	42	Callum	Strong		17
9:55am	Buffer				
10:00am	95	Craig	Boyes		22
10:05am	443	Craig	Oliver		26
10:10am	560	Max	Meyers		30
10:15am	1116	Andrew	Muir		34
10:20am	488	Dan	Henry		36
10:25am	48	Duncan	McKee		40
10:30am-10.45am		MORNING TEA			
10:50am	1066	Mike	Britton	Wellington Branch of the Royal Forest and Bird Protection Society NZ Incorporated	43
10:55am	1066	Mike	Britton	Wellington Branch of the Royal Forest and Bird Protection Society NZ	43
11:00am	309	Michelle	Rush		49
11:05am	803	Nicole	Miller		
11:10am	804	Nicole	Miller		
11:15am	Buffer				
11:20am	727	Grahame	Hanns		53
11:25am	1072	Stan	Andis		57
11:30am	405	Ian	Cassels		63
11:35am	752	Yvonne	Weeber		66
11:40am	566	Jim	McMahon	Wellington Civic Trust	70
11:45am	566	Jim	McMahon	Wellington Civic Trust	70
11:50am	Buffer				
11:55am	597	Uli	Muellner		76
12:00pm	964	Jo	Copland		80
12:05pm	1016	Ruth	Pemberton		85
12:10pm	996	Tim	Bollinger		89
12:15pm	607	Richard	Burrell		93
12:20pm	1086	David	Graham	Scots Colleague Cycling Club	97
12:25pm	1086	David	Graham	Scots Colleague Cycling Club	97
12:30pm-1pm		LUNCH			
1:05pm	953	Leigh	Malcolm		103

Time	Submission No.	Name, First	Name, Last	Organisation	Page Number
1:10pm	429	David	Hazlett		107
1:15pm	1140	Faye	Bishop		111
1:20pm	581	Karen	Smyth		113
1:25pm	1087	Chris	Horne		117
1:30pm	Buffer				
1:35pm	631	Derek	McCorkindale		120
1:40pm	729	Russell	Tregonning		126
1:45pm	24	Sea	Rotman	Sustainable Energy Advice Ltd	130
1:50pm	24	Sea	Rotman	Sustainable Energy Advice Ltd	130
1:55pm	663	Nicole	McKee		134
2:00pm	332	Nicole	Swann		138
2:05pm	846	Nick	Tipping		142
2:10pm	Buffer				
2:15pm	374	Bernard	O'Shaughnessy		146
3:00-3.15pm		AFTERNOON TEA			
3:20pm	890	Thomas	Wutzler		151
3:25pm	1088	Thomas	Wutzler		155
3:30pm	1088	Thomas	Wutzler		155
3:35pm	186	Nina	Stevenson		161

~~Angela Foster & Roger Walker (registered architects):~~
Shelly Bay Development - Proposed Sale and Lease of Council Land from foster, angela organisation: foster+melville architects behalf

985

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **angela**
Last Name: **foster**
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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from foster, angela organisation: foster+melville architects behalf

985

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?

Not only will it provide much needed housing in an area already serviced by existing infrastructure, it will upgrade one of Wellington's favourite city scenic routes.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Wellington does not have the money to develop the area effectively on its own, nor is it its core business to do so. A developer has resources to research options and provide the commercial expertise to make the site work. The most viable option is a partnership with the developer leading, and the council moderating the public zones to enable it to provide guardianship in the long term.

Shelly Bay Development - Proposed Sale and Lease of Council Land from foster, angela organisation: foster+melville architects behalf

985

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

It will active the edge of the harbour, and encourage an upgrade of the foreshore in general. An intensive development would also provide the population for a small community to develop and grow and enrich the area.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Continued public use is essential when looking to activate the waters edge alongside commercial activities. This can also help to enhance and populate retail entities.

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

Need Help?

~~Shelly Bay Development - Proposed Sale and Lease of Council Land from foster, angela organisation: foster+melville-architects-behalf~~
Shelly Bay Development - Proposed Sale and Lease of Council Land from foster, angela organisation: foster+melville-architects-behalf
Privacy Statement

985

Shelly Bay Development - Proposed Sale and Lease of Council Land from Velvin, Frances organisation: WCC rate payer

561

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Velvin, Frances organisation: WCC rate payer

561

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I strongly DO NOT support the proposal submitted by Shelly Bay Ltd. The proposed development will severely and adversely affect the natural environment and recreational value of that section of the coastline both to Shelly Bay and the road from Miramar Avenue. The proposal is unsympathetic to the raw beauty of the area that is due to its undeveloped nature. The increased infrastructure, high rise buildings, high traffic volumes, widening of the road, and years of construction will severely detract from its natural and wild beauty that has drawn Wellingtonians to the area for many generations. There is no environmental impact report for the impact on the coastline, the birdlife, flora, fishing, and recreational value. This is an essential document for all major developments and its omission is serious. Nor is there an impact assessment on the affect of construction on Wellingtonians who already use this section of the coastline, or on the already serious traffic congestion from the Eastern suburbs. I also note that the WCC consent restricts discharge/runoff through the storm water drainage system but makes no mention/restriction on erosion/discharge directly in to the sea. Given the proximity to the coast this should have also been restricted. There is lack of transparency around why WCC has engaged only with Shelly Bay Ltd, why the urgency to have this particular proposal promoted at such hast or why ratepayers are expected to pay so much toward a private development and associated infrastructure costs. I don't agree with the WCC saying that the total cost is only \$2m rather than \$10m because the cost is offset with the sale of land for \$8. The sale of land is a cost in itself because we no longer have the benefit of owning that land. The proposal includes ~350 apartments/houses. This puts too much strain on the roads and infrastructure (water, waste water, sewage, etc) and therefore this number should not be included a proposal for Shelly Bay. The area was made a HASHAA area to alleviate the housing shortage yet I saw nothing in the proposal that the homes must be affordable for the average person/family. Consequently, the area is likely to become an elitist development that most Wellingtonians won't be able to afford to live in.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to

Shelly Bay Development - Proposed Sale and Lease of Council Land from Velvin, Frances organisation: WCC rate payer
page 10 of the consultation document at wellington.govt.nz/shellybay

561

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

The WCC should retain ownership of the land so that it can retain control of that land and gain income from it.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

The land earmarked for lease is right on the waterfront. All waterfront land should remain under WCC control, to be open space so as to retain the beautiful wide views of the harbour. Everyone should have access to all the waterfront at all times.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Velvin, Frances organisation: WCC rate payer

561

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Green space and walkways are the key to retaining the beauty of this area. The bay should be kept as open spaces with no buildings on the waterfront, though at the base and up the hill might be acceptable. Shelly Bay should not allowed to become a shopping centre/destination! Cafes, bars and shops are already located on the down town waterfront and are not necessary here, other than in very limited numbers. Keep the atmosphere unsophisticated, natural and relaxed. Parking should be kept away from the waterfront to ensure safe access to the walkway and beaches.

8. What other comments or questions do you have?

Comments

I am extremely concerned about the adverse affect of widening the road on the aesthetic and recreational value of the coastline between Miramar Ave and Shelly Bay. The whole of the northern section of the Miramar Peninsula coastline is an attraction, not just Shelly Bay. This has been completely overlooked in the proposal. The current proposal is to construct a footpath. This is likely to take out many of the beautiful trees that grow between the road and sea; there will be a lack of parking thus restricting access to the beaches for swimming, fishing and picnicking; and the beaches will likely be severely damaged. Should the road be widened further, as the WCC suggests, there will be major destruction of the beaches. I strongly oppose this to happen. I've enjoyed the Evans Bay eastern coastline for many decades and will be extremely disappointed if the WCC supported its destruction.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Smith & Chris Burnett
Shelly Bay Development - Proposed Sale and Lease of Council Land from Smith, Alister organisation: Home Owner behalf of: Alister

972

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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eMail: **zakchris@clear.net.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Smith & Chris Burnett
Shelly Bay Development - Proposed Sale and Lease of Council Land from Smith, Alister organisation: Home Owner behalf of: Alister

972

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Mainly because it is in all the best interest of all of us here to have money coming in here as long as the biggest amount goes towards the whole Community in a whole.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

As long as the whole Community ,meaning rate payers can have more money coming in here by a way of revenue in some way.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for

Created by WCC Online submissions Page 2 of 4

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Smith & Chris Burnett
Shelly Bay Development - Proposed Sale and Lease of Council Land from Smith, Alister organisation: Home Owner behalf of: Alister
commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

972

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Once again it will be of a benefit to the community as long as a percentage of the lease money goes back into the Community here.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

As long as there is not going to make too much congestion around Shelly Bay.

8. What other comments or questions do you have?

Comments

Just be more considerate of the people that live around the Shelly Bay as we will have to live with these decisions for the rest of our lives.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Smith & Chris Burnett
Shelly Bay Development - Proposed Sale and Lease of Council Land from Smith, Alister organisation: Home Owner behalf of: Alister

972

Item 2.3 Attachment 1

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hucks, Alan

500

Introduction



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Submitter Details

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Mobile: **+64272218883**
eMail: **alanhucks@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hucks, Alan

500

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Supportive on the condition of many incentives and consequences being in place for the length of the lease/sale. Developer must contribute ongoing costs for maintenance and modernisation. Council must create accurate and measurable criteria for performance of the developer for duration of the lease.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Reflection that the parking and infrastructure is not sufficient for the proposed residents and public visitors (including those local Miramar/Seatoun residents who use the road for commuting/access to activities) The Council rental leases for buildings be strictly controlled to allow low income artists

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hucks, Alan

and community residents to utilise and afford to rent the area as they currently have prior to development. Not enough public space has been allocated nor has the parking along the road from Miramar wharf and Scorching Bay been considered for major events that happen regularly like marathons, bike races, fireworks, festivals etc. Alternative access should be considered from the top of Mapuia down to the Shelly Bay development.

500

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Keen to hear your views on strategic themes for WCC for the new Shelly Bay development and what the opportunity can be used for to develop Arts and Culture, Tourism and Historic initiatives for the citizens. Keen to see some leadership around what policies for building ecosystems and public good can be applied in this sale and lease rather than the measure of economic impact via rates and taxes. Safeguarding a 100 year lease to a commercial operator appears to have profit at the centre of all decisions... just want to be wary of public good initiatives alongside this opportunity for the WCC - Legacy stuff and exciting stuff for the city. (we have enough cafe's, bars and restaurants - what else can we pioneer here??) I would hope that the offer to renters is open to those who have established Shelly Bay as a hive of artistic activity and the pioneers are given affordable rates to stay and continue to benefit from the new ecosystem. These companies and individuals set up there for multiple reasons (mostly low rent) and have helped create Shelly Bay into a destination with little or no outside help from Council (or developers). I would urge anyone not to forget these people and reward them for their hard work in making this 'gem'(rough but lovely gem) the place it is today. Ask yourself the question - what type of atmosphere do you want there? Is it a chance for Wellington to front foot our arts and culture scene? Make a world leading showcase of talent? Please don't make it yet another hub of cafes and restaurants with no soul.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hucks, Alan

500

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

My only real concern is that as the WCC is providing a leasehold of the land that will be used for commercial and community purposes that the same policies are honoured as if it was leasing the land itself to wellington businesses, individuals and community organisers. Is there any policies that the WCC uses for tenants and commercial leases that should be carried over to the Shelly Bay co? Also great to see the peninsular developed. I'd hate to see this turn into a playground for the rich when the ecosystem has been developed over the last few years by small business and artists.

8. What other comments or questions do you have?

Comments

Traffic and building disruption is inevitable and once the construction is done then it can't be reversed. All major issues should be over budgeted for as will invariably go over time and cost. There isn't a theme to this development apart from a loose idea of high end housing and retail space for visitors. What is the objective beyond housing that the WCC s trying to achieve? Is this a jewel is Wgtn crown then don't let it be under invested in to meet the outcomes of the developer. Make it something truely special and invest for the long view.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Strong, Callum

42

Introduction



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Submitter Details

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Mobile: **0226721048**
eMail: **callum.strong@tepapa.govt.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Strong, Callum

42

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

No consideration has been given to the vehicular impact on Massey Road, Karaka Bay Road and Marine Parade. The applicant calls this route 'recreational'. However there will be an increase in traffic - both recreational and business related on this access route. There is already a problem with speeding traffic between 209 and 165 Marine Parade in Worsler Bay as this is the first wide straight part of the route. I believe that traffic calming chicanes and speedhumps should be included on this stretch of road. There is an opportunity here to increase the width of the sanddunes through a chicane in front of properties from 165 - 175 Marine Parade. No consideration has been given to increase of recreational users of the Seatoun Bays beaches. The traffic report only shows 'average' delays for the Mirimar Ave intersection. Full metrics on peak delays should be included as this is likely to run into many minutes as I have experienced under the current situation. I currently rent space at Shelly Bay from so am a regular user of the road. Concerned the road width will impact on Shelly Bay Road beaches. I have lived in Wellington 38 years and spent many a weekend with my Uncle gathering kai moana in the early 80's as a kid. These beaches so close to the city allow so many private quiet spots to enjoy. The peace will be lost for ever. Concerned that the applicant sees fit to hijack the number 30 bus route by increasing the time and inevitable change in timetable that increasing the bus route from Shelly Bay to Scorching in the mornings.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral

Shelly Bay Development - Proposed Sale and Lease of Council Land from Strong, Callum

- Supportive
- Very supportive

42

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I believe as other developers have offered that the valuation is too low. The lease is also too low over a 125 year term. The 5.5 million to maintain Shelly Bay as is is a saving of 4.5 million to the council over \$10 million contribution. This is also setting a bad precedent for developer handouts when no other development has ever received such help. Cap the investment at 5.5 million.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

The lease is too low over 125 years. The council should look at investing in the properties themselves to create new revenue. Reduce rates not increase!

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Shelly Bay already has the best cafe in Wellington, art gallerys, shops, parking seating, walkway

Shelly Bay Development - Proposed Sale and Lease of Council Land from Strong, Callum

and green space. The cafe serves beer. A brewer and boutique hotel does not offer me as a local ratepaying resident any benefit.

42

8. What other comments or questions do you have?

Comments

A smaller scale development would be more appropriate for this environment. A long term staged development would be preferable so that traffic and environmental impacts could be managed.

Attached Documents

File
165-209 marine parade drag strip

Need Help?

Privacy Statement

Item 2.3 Attachment 1



Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig

95

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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Submitter Details

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Last Name: **Boyes**
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Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig

95

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?

I wish to preserve public access by motor vehicle to the Peninsular. I enjoy driving around it. I enjoy fishing from the shore. There are a number of important areas from which to fish. I enjoy launching my kayak from it. These are all things that are part of what makes Wellington such a great place to live in. I think it's one thing to allow someone to use the land is part of the old airforce base. It's quite another to take away from Wellingtonians their access to these wonderful amenities. I think you should modify your plans to respect these uses or send the developpers somewhere else.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I am supportive provided you don't change access rights to the coastal road, access to the

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig
beaches and the walkway that already exist.

95

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I am supportive provided you don't change access rights to the coastal road, access to the beaches and the walkway that already exist.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

I am supportive provided you don't change access rights to the coastal road, access to the beaches and the walkway that already exist.

8. What other comments or questions do you have?

Comments

I am concerned that you have not thought through who uses the Peninsular and how it is used by so many Wellingtonians.

Attached Documents

File

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig

File
No records to display.

95

Need Help?

Privacy Statement

Item 2.3 Attachment 1

Shelly Bay Development - Proposed Sale and Lease of Council Land from Oliver, Craig

443

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Mobile: **027 443 2242**
eMail: **craig.oliver57@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Oliver, Craig

443

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

There are many reasons I do not support the WCC entering into an agreement with Shelly Bay Ltd but I will focus on two. The first is parking. The developer has stated there will be one carpark for every household. Given the value of the proposed residences/apartments and the likely makeup of the families that will own them the likelihood is that the majority of households will have two cars. This doesn't include the the boutique hotel, rest home or businesses that are going to operate there (Chocolate Fish Cafe) let alone any visitors whether they be private or business oriented. As there are approximately 350 residences proposed the number of cars estimated by whomever did the numbers seems to be understated almost deliberately and given there are going to be a maximum of 120? public carparks I don't see where everyone is going to park. The other parking issue is along the 2.5km access road from Miramar Avenue. Over the last 60 years I have enjoyed picnics, swims, fishing with my father and then my children all along that piece of coastline and that will no longer be available to future generations of Wellingtonians under this proposal because there will be nowhere to park. The other issue is related to the first and that is traffic. I see in the promotional material there is comment that there will need to be minor alterations to the intersection of Miramar Avenue and Shelly Bay Road. Whoever made that comment has obviously never tried to get into or out of Shelly bay Road currently let alone sat in nose to tail traffic in Miramar Avenue during peak hour traffic on pretty much any day of the week. The reality is that traffic comes to a near standstill twice a day during peak hours as commuters try to get to work or their children to school and until the situation between the Basin Reserve and Cobham drive is resolved adding several hundred more cars into the mix is going to increase the problem markedly, and the council have said there is no plan for public transport!

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Oliver, Craig

443

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

The proposed scheme is so out of character with the area and the whole peninsular as well as any other developments that have taken place (Fort Dorset being the last one) that it will ruin the nature of the area forever. How this land ever became able to be considered under the HASHAA scheme is beyond belief. To have high density residential building to a height of 27 metres where the rest of the peninsular is only allowed 8 metres is a joke. The new carpark building at Wellington Airport is only marginally taller and that is completely overbearing on the landscape. I agree that the area needs development but not like this. DO IT ONCE AND DO IT RIGHT. That was something my grandfather said to me and his words are as true today as the day he said them to me over 50 years ago. Maybe the Island Bay cycleway is a good place to look for decisions that haven't worked out!

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I simply don't see any benefit for the public.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Oliver, Craig

- Neutral
- Supportive
- Very supportive

443

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

The public spaces are only of use if there is sufficient parking and reason for people to go there. The proposal includes note of a microbrewery and other commercial operations but if commercial operators don't see these as viable they won't set them up. Likewise the developer isn't bound according to what I have read, to actually develop these commercial spaces. As for the 'village Green' it appears to be a token gesture which is unlikely to be of much value and I suspect will be totally underused. The other issue is the assertion that the cost to the ratepayer is only going to be two million dollars (\$2million). I would like to see some independent costings as I suspect that figure is grossly understated and as the 50/50 split on the cost of the infrastructure is capped at \$20million, we the ratepayers will be liable for any overruns.

8. What other comments or questions do you have?

Comments

I agree the area needs some development. The area does have the potential to be the Jewel in the Crown for Wellington and future generations and as such the Council has an obligation to its ratepayers and those future generations of ratepayers to ensure the best possible decisions are made. Central Park in New York covers an area of 341 hectares. The balance of the land on the Miramar peninsula is under 100 hectares. Surely we can preserve this as open space and parkland for future generations and make Wellington the envy of other capital cities worldwide.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Meyers, Max

560

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Last Name: **Meyers**
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Country:
PostCode: **6022**
Daytime Phone: **021 482315**
Mobile: **021 482315**
eMail: **maxmeyers100@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Meyers, Max

560

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?

1 It is an effective way to use the resource, using the expertise of a proven effective local developer. and making use of the land. 2 The area has potential for residential use and reserve/recreation and these are compatible and the housing will enable recreational uses to be more widely enjoyed by local residents and visitors. 3 If the project does not go ahead there will be much less value in the land. The housing component will have no value and the use value of the reserve areas will be less. 4 The proposal will create an attraction for the Wellington area and create additional jobs and an additional visitor destination.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Shelly Bay Development - Proposed Sale and Lease of Council Land from Meyers, Max

1 It will realise considerably more value from the land than leaving it as it is. 2 It will deal with the wasting/degraded buildings and wharfs which will eventually have a cost to demolish or maintain. 3 It will generate ongoing rates revenue for the council. 4 It will revitalise the area and make it a much more attractive place to visit for locals and visitors. 5 I see this as an ideal time to improve Massey memorial, just up the road that is undervalued as it is overgrown with trees and has poor access and parking.

560

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

1 I think this is a good idea as it keeps equity in the project so that council benefit in the long term from the added value the project will create. 2 It also helps the developer in the initial stages as it will allow the area to be developed at an earlier stage and getting the commercial elements in place early will help with the success of the area from a public, visitor point of view.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

1 It is important to have adequate public toilets. My experience overseas is that these can easily become overloaded at peak periods. This could be public/private facilities.

8. What other comments or questions do you have?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Meyers, Max

560

Comments

1 The addition of 350 homes will add to the eastern suburbs traffic problem. The additional population will be larger than any other development since Maupia. This is no reason not to do the project, but emphasises the need to get on and find a solution. 2 As noted above, Massey Memorial at the end of the Miramar Peninsular has got lost. It can hardly now be seen being overgrown by surrounding pine trees. It also has a modest walk up access that is inappropriate for the significance of the memorial. Consideration should be given to extending the road improvements to the memorial, to improving parking, upgrading by significantly widening the access path to be appropriate for the memorial, as well as clearing the old pine trees so it can be seen from around the harbour.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Proposal for the Council to sell/lease part of its land at Shelly Bay



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged. You can answer these questions online at wellington.govt.nz/shellybay, email your thoughts to shellybay@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 14 August 2017.**

Privacy statement - what we do with your personal information

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Section 1 – your details

Your name*:	ANDREW MUIR
Your email or postal address*:	a.muir@paradise.net.nz 86 Tio Tio Rd, Sentoan, Wellington. 6022
You are making this submission:	<input checked="" type="checkbox"/> as an individual <input type="checkbox"/> on behalf of an organisation. Your organisation's name:
I would like to make an oral submission to the Councillors:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please give your phone number so that a submission time can be arranged*:	9340710

*mandatory field

Section 2 – questions about the proposal

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

Do not support at all Not really supportive Neutral Supportive Very supportive

What are your main reasons for supporting/not supporting this agreement?

The Council land should remain open space with rotten wharfs and buildings demolished

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Do not support at all Not really supportive Neutral Supportive Very supportive

1116

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?
It is too close to the sea - and too low - and will be inundated by sea level rise in the next 100 years

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for housing and commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay
What is your level of support for that proposal?
 Do not support at all Not really supportive Neutral Supportive Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes?
1st fold here - fasten here once folded

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.
Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?
 Do not support at all Not really supportive Neutral Supportive Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?
There is no adequate infrastructure to support development and the cost will be expensive - if private land is to be developed then it should be at private cost only.

8. What other comments or questions do you have?
The Shelly Bay access is inadequate to support 350 units. The only access is restricted by the Airport. New Residential Development should be at least 10 metres above sea level. Rate Payers cannot afford to be involved financially - there are many more pressing needs - like Earthquake proofing existing infrastructure.
2nd fold here

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Henry, Dan

488

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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eMail: **beaconhillpictures@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Henry, Dan

488

Submission

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- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

My reasons are many, but number one is that the costs of the required improvements to the infrastructure, such that the development can proceed, are far too great, and still not quantified. You suggest a 50-50 split, but it's subsequently been stated that the developer's contribution be capped at \$10 million. One only needs to look at costings of large scale infrastructure work proposed for similar areas in the eastern suburbs to realise the true cost of this element will be far more than \$20 million, and likely upwards of \$40 to \$50 million. The council does not appear to have independently costed the works, but rather taken the developer at his word. There is no sound reason for committing generations of ratepayers to this expense. The ratepayers will bear the cost and the developer will reap all the profit. The second is that I think Wellingtonians will lose far more than they gain by this development proceeding. We'll lose access to a large amount of accessible land. Granted much of the base and its associated roads are currently privately owned, but in practice, the public have right to roam. We'll lose access to the 2.5km of coastline, through loss of parking. Instead, we'll have 350 private dwellings, and a 50m by 30m lawn. Any suggestion that outsiders will be welcome here is cynical - and hopelessly optimistic at best.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Henry, Dan

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3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I strongly disapprove of selling this land and building such intensive housing. I understand that Wellington needs more housing, but 350 dwellings alone is not going to fix it, and this area is not the place. The fact that the road and the infrastructure cannot support such intensive building should be a clue. There is land elsewhere in the city - even on the peninsula which is better suited to housing.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

The sea-level rise factor makes this a poor decision. Who will be responsible for mitigating risk to buildings and improvements, when the rising sea makes these areas unsafe? The tenant? Or the ratepayer as landlord? I understand there's directive from central government enforcing a 'retreat' from coastal areas lower than 1.9m above sea level. By my reckoning this would encompass more than a third of the area being considered for lease. I cannot fathom why more detailed analysis had not been done in this area prior to the resource consent being granted.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Henry, Dan

Comments

I think public spaces are hugely important. To the extent that I think any development in the Bay should be close to 100% publicly accessible. I guess the 350 houses are there to gain maximum profits for the developer.. but I think the Council should have sought multiple visions for the area, rather than be lead by one developer. So -public spaces are good - but what's proposed here is in NO way enough. The village green is tiny. A walkway? - for goodness sake, it's the coast! Of course there should be a walkway! That's like telling us you'll provide fresh air for all visitors. Parking - there is not enough. What's available will be used by residents. There's no public transport planned, no cycle-way planned, ... so people will HAVE to drive. It's a handbrake to the whole space. A cafe? ..ok, but not exactly visionary is it.

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8. What other comments or questions do you have?

Comments

I've covered only a few main points here. The increased traffic flow has clearly not been thought through, with regards to the downstream effect on an already stressed Cobham Drive; The bizarre way this development has been ushered through the HAASHA Act - deliberately to avoid consultation and notification of consent, it would seem; I fear greatly that this proposal is the thin end of the wedge. That phases two and three of this concrete jungle will ruin Mt Crawford and Watts Peninsula forever. I realise the scope of this submissions process is limited to the sale and lease of two land parcels, and it NOT seeking general views on he potential of the area - but I think the Council has a great opportunity here; a chance to shape the beginnings of something truly world class in an area that is the best real estate, in the best city in the world. I would urge Councillors to take the long view - and decide to make their legacy something far greater than an urban slum. Thanks for reading this far. I do appreciate it. Cheers, Dan

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

whanau
Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Duncan organisation: Ratepayer behalf of McKee

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Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

whanau
Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Duncan organisation: Ratepayer behalf of McKee

48

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

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- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

whanau
Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Duncan organisation: Ratepayer behalf of McKee

What is your level of support for that proposal?

48

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

8. What other comments or questions do you have?

Comments

I will address the matter in person at the hearing.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

1066

**Submission from Forest & Bird, Wellington Branch, on the Shelly Bay Proposal
 (Service Request No 368659)**

Our Details

Name	Mike Britton		
Address	Chairperson, Forest & Bird, Wellington Branch P O Box 4183, Wellington 6140		
Email	wellington.branch@forestandbird.org.nz		
We are making this submission on behalf of an organisation	Yes	Name of organisation	Forest & Bird, Wellington Branch
We would like to make an oral submission to the Councillors	Yes	Contact phone number	021 054 3456

Introduction

This submission is made to Wellington City Council (WCC) on behalf of the Wellington Branch of the Royal Forest and Bird Protection Society New Zealand Incorporated. Forest & Bird is New Zealand’s leading independent conservation organisation, which has since 1923 played an important role in preserving New Zealand’s environment and native species.

Grass-roots support for Forest & Bird is achieved through our local branches, which operate semi-autonomously to carry out local environmental projects. Wellington Branch, with approximately 1,700 members, has concerns about the proposed development, which could directly and indirectly affect wildlife adversely.

Special Housing Areas and the Resource Management Act

The enabling legislation for Special Housing Areas (SHAs) is the *Housing Accords and Special Housing Areas Act 2013* (HASHAA). While the HASHAA overrides some parts of the *Resource Management Act 1991* (RMA), it does not supplant the major part of the RMA.

Part 2, section 34 of the HASHAA states that slightly greater weight is to be given to the purpose of the Act (that is, the HASHAA) than to the provisions of Part 2 of the RMA. However, this does *not* mean that the RMA is to be ignored — it means that the provisions of the RMA still apply, but in certain cases greater weight is to be given to the purpose of the HASHAA.

In other words: a resource consent application under the HASHAA cannot simply ignore the environmental protections built into the RMA, but should explicitly state where the protections of Part 2 of the RMA are considered to have less weight than the HASHAA.

The applicant’s Service Request document (SR 368659) acknowledges this in many sections of the application, but otherwise makes little mention of the impact of the proposal on the natural environment. Furthermore, there appears to be little justification for the site’s categorisation as an SHA under the criteria of the HASHAA, especially in light of the additional infrastructure that will be needed. We ask that either the applicant or WCC specify the criteria under which this site qualifies as an SHA and produce evidence to support this assertion.

Where the word “environment” is used in the application, it often refers to “the surroundings”. There is little consideration of the impact on wildlife or plants and trees, other than reference to the possible relocation of some pōhutukawa (which, of course, although they may have some heritage value, are not native to Wellington).

We ask that a full environmental impact report be produced that will take into account the effects on the native vegetation of the area and the marine life, especially Little Penguins (kororā, *Eudyptula minor*), which are known to nest in the area.

Printed: 14 August 2017

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Submission from Forest & Bird, Wellington Branch

Shelly Bay Proposal (Service Request No 368055)

1066

Features of the proposed development

This proposed development will:

- be isolated from the core infrastructure and facilities of both the Miramar Peninsula and the central city
- have an impact on the peninsula's wildlife both during construction and from an increase in the permanent population — with over 350 residential dwellings — as well as their visitors, hotel guests and other Wellingtonians visiting the proposed café and other facilities in the area
- abut the marine environment and be vulnerable to rising sea levels and storm surges
- create a projected four-fold increase in vehicle traffic, which will increase the proportion of heavy metals from road runoff and potentially increase the presence of these toxins in the sea unless adequate safeguards are put in place.

There is no plan for any local shopping facilities, nor any plan for a convenient bus service in the short to medium term. Wellington prides itself on the proportion of its citizens using public transport, but apart from a suggested ferry service, the proposal makes no effort to avoid a large increase in car traffic along a narrow access road. Since WCC is to play a major part in the development, it would be unacceptable for it to agree to a clearly retrograde plan.

Wildlife

This proposal will affect not only the wildlife on the shore (such as the kororā) but also the foreshore and inter-tidal zone, with an impact on oystercatchers and other vulnerable species. However, the greatest impact is likely to be on kororā.

We request that the development not result in any loss of coastal edge and that areas of ecological and geological value be protected, for example: the cliffs and cliff faces, which are nesting habitat for some species of birds (other than kororā).

Kororā

Kororā (or Little Penguins, also often known as Little Blue Penguins) are the only seabirds known to nest along the strip of coastline between Cobham Drive and Shelly Bay. They are worthy of particular consideration as they are classified by the Department of Conservation (DoC) as "at risk and in decline" in urban areas — the population around Wellington Harbour and along the South Coast is in slow decline (unlike the kororā population on Matiu/Somes Island, which is not threatened by development, dogs or cars).

DoC's website entry on kororā notes that:

"Dogs are likely the greatest threat to Little Penguins. Cats, ferrets and stoats will also kill them. Little Penguins are also killed crossing coastal roads.

"These threats have increased with more coastal development bringing more dogs and the clearance of traditional nesting sites." (Our italics)

Kororā have high site fidelity — they return to their natal area to breed even if the topography has changed. They are often killed by vehicles when travelling between nest-sites and the sea, or searching for a nest-site which has been lost through development or road-widening.

In October 2016 a penguin detector dog found kororā activity at 12 sites along Shelly Bay Road between the proposed Shelly Bay development and the Miramar cutting. The majority of these were natural nest sites in riprap or burrows in natural clay banks. In this same area, Forest & Bird's Places for Penguins project has 7 nest-boxes situated on the seaward side of

the road. We ask that provision be made to ensure these nest sites remain, because there is nowhere else kororā can safely nest along this stretch of coastline.

Kororā require suitable nesting places and a means to get to them. Riprap, made with large and irregular shaped rocks, built to a depth of 2m and with large voids between boulders, can offer good nesting opportunities. This is increasingly being used in suitable coastal areas to provide a margin between the ocean and coastal roads, since, as well as being kororā-friendly, it also provides much greater protection against increasing tidal and storm surges than a near-vertical sea wall, which will always eventually get undermined.

The two major threats to kororā on land are dogs and cars. A close check should be kept on the number of kororā killed or injured in the area and the cause identified, where this is possible. If the number increases significantly, WCC should be ready to restrict those activities most responsible for the deaths. Knowing that kororā are present in the area and that the species is at risk and in decline, we expect safeguards for kororā well-being will be integrated into the final design and that WCC will strictly enforce controls on activities that are known to cause harm to kororā, especially dogs off-lead.

It is possible that a barrier of suitable design could prevent kororā from crossing the road, if coupled with enough nesting opportunities along the foreshore. There may possibly be opportunities for underpasses for kororā to access higher ground, although it seems likely that all areas of higher ground suitable for kororā will be under development.

The access road

We have already highlighted the considerable increase in traffic that the proposed development will generate. If, at some future time, a bus service is provided, it is likely that the road will be widened. It appears that road-widening is also being contemplated by WCC for other reasons, such as providing more room for cyclists and pedestrians as traffic volumes grow.

In the shorter term, the development at Shelly Bay will require considerable construction traffic, a point that seems to be glossed over in the application. Shelly Bay Road is already in only moderate condition and likely to require upgrading before heavy construction vehicles can use it. Any such upgrading would have an adverse impact on the marine and shore wildlife.

We consider that all of the various options proposed for the road between Cobham Drive and Shelly Bay have serious deficiencies. Along most of its length, there is insufficient room to allow for walkers, cyclists and the increased motor traffic without unacceptable damage to the coastal edge, which is important for the survival of wildlife, some locally rare plants and increasingly rare coastal ecosystems.

We therefore ask that before any development at Shelly Bay goes ahead, WCC should resolve all the outstanding issues relating to the future of the road around Miramar Peninsula. (For example: restricting activity to walking and cycling around the northern end of the peninsula, between the Massey Memorial access point and Scorching Bay, would be of substantial assistance to wildlife and recreation — provided of course that there are restrictions on dogs in these areas and that dog control regulations are actually enforced).

We also ask that WCC consider options that would allow a safe, separate footpath that does not destroy the coastal edge nor ruin kororā habitat, together with measures to enhance cyclists' safety.

One option being discussed by WCC is the provision of a cantilevered walkway. While we do not support this option, if it were to be implemented it might be possible to position nest-boxes beneath it.

However, the difficulties with this option are:

- **kororā access:** the provision of suitable kororā access routes
- **volunteer access:** the difficulty of access by Forest & Bird volunteers to ensure the safety of the kororā and to maintain and monitor the nest-boxes on a regular basis
- **rubbish:** this coast is a lee shore in a nor'westerly — débris tends to build up along the shore as a result and it is currently a repository for washed up rubbish and dumped waste — all highly detrimental to wildlife.

If the road or walkway is cantilevered out over the current shoreline, rubbish will need to be removed on a regular basis or it will be a hazard to wildlife. The area beneath should be inaccessible to the public, with locked gates or similar, allowing only authorised access (for example: by WCC staff or Forest & Bird volunteers tending the nest-boxes).

The proposal discusses making the road safer by reducing the speed limit to 30km/h. While we support this, we consider this inadequate without further measures. The current 40km/h limit is already widely ignored. Forest & Bird volunteers use this stretch of road regularly and find that if you travel at the speed limit, drivers behind you will often exhibit impatient and aggressive behaviour, tailgating and hooting.

We ask that the speed limit be enforced by effective speed calming measures and that consideration be given to safe crossing facilities for kororā.

Climate change

The effects of climate change appear to have been largely disregarded. The application mentions that buildings will be raised a couple of metres above the current sea level, but this can only be a short-term measure, and of course it will not protect the access road from inundation as the sea level rises.

In line with scientists' predictions, it is becoming apparent to everyone that mean sea levels are rising and extreme weather events are becoming increasingly common. Furthermore, recent analysis suggests that the changes are happening more rapidly than even many of the most pessimistic had predicted. It appears to us to be a gross oversight to discount the effect of climate change as minor and to construct a coastal community without undertaking a comprehensive environmental impact assessment.

The development appears to have minimal contingency for sea level rise. It commits WCC, as a partner in this development, to actively support an untenable future for residents of the development. We question whether Wellington ratepayers would support the building of a seawall along the entire length of Shelly Bay Road and Massey Road. Furthermore, such a seawall would effectively remove the entire length of this coast from being kororā habitat.

Loss of amenity

As one of our members notes:

"In any other major city, such an asset so close to the city centre would be highly treasured and preserved to enhance the essential and diverse recreational requirements for the health and well-being of a large urban population."

This area is one of the few places left in the city where people can watch seabirds and native marine animals such as seals, minutes from the city, without getting stuck on a traffic jam.

If this proposed development goes ahead, with the likely widening of the road that is suggested in some parts of the application, we ask that large parts of the area should be kept in their current state (which we accept is, in some cases, already highly modified) to allow wildlife and native plants to continue to thrive.

Other concerns

We ask that the agreement between WCC and the developer require a high standard of maintenance, appearance and minimal impact on the environment from factors such as rubbish, pollution, noise, or activities detrimental to wildlife.

The proposed complex may increase boat traffic and measures will need to be taken to protect wildlife (such as kororā, seals and dolphins that occasionally visit the area) from jet-skis and motor boats travelling at high speed. A maximum speed limit for powered craft of 5 knots should be imposed within 200m of the Miramar coast. A noise limit should also be imposed on watercraft to preserve the peaceful nature of the area.

The application also gives insufficient consideration to the natural features of the site and shows scant concern for its open space classification. Section 8.4 of the application (*Actual and Potential Effects* [SR No 368659, p 33 et seq]) discusses effects on adjacent properties but ignores or treats as minor the environmental impact. Although the area was previously used by the defence department, the proposed multi-storey dwellings are quite different in scale from the department's single-storey buildings.

Mitigation of adverse effects

The Design Panel required by WCC (mentioned in a note in Section 12.0 of the application [SR 368659, p63]) should include a design panel member who has environmental design credentials — this member would be the design panel member jointly appointed by the applicant and WCC. We would expect this designer to be familiar with, and have design experience using, water sensitive urban design (WSUD) methods in addition to having ecological expertise.

Provisions of the consent by WCC (Notice of Decision, p10, clauses 22 and 24) on control of material need to include measures that require the marine environment to be free of the contaminants mentioned in these clauses.

We are also particularly concerned about stormwater and wastewater (Ibid, p17, clauses 55 and 56). We ask that:

- no contaminants are able to enter the marine environment during extreme weather events (which will be more frequent due to climate change), and
- no stormwater be directed into the marine environment without filtration and removal of contaminants, and
- roadside drainage is similarly treated, consistent with the principles of WSUD.

The proposed landscaping of the site (Ibid, p19, clauses 59 and 64) should require species that are native to the ecological area. There is no reason to use any exotic or New Zealand species that are not native to Wellington. In particular, we do not agree with clause 65, which requires the transplanting of pōhutukawa (*Metrosideros excelsa*); although these pōhutukawa may have some limited heritage value, it would be more far-sighted to use for landscaping purposes trees that are native to Wellington, such as northern rātā (*M. robusta*).

Submission from Forest & Bird, Wellington Branch

Shelly Bay Proposal (Service Request No 1066)

1066

However, we do agree with the notes in the Notice of Decision following clauses 61 and 64 (Ibid, p19–20). The notes in these clauses suggest that ngaio (*Myoporum laetum*) should be used in place of Chinese elm (*Ulmus parvifolia*) — we strongly agree that there is absolutely no justification for the use of *U. parvifolia*.

Other mitigation could include:

- planting the foreshore to be kororā-friendly habitat, although the opportunities for this may be extremely limited by road-widening and site development
- prohibiting fishing from the wharf (since fishing gear endangers kororā and most marine life — it is not widely appreciated that seabirds frequently get tangled in fishing line or swallow baited hooks, and that the outcome is generally an agonising death)
- enforcing dog control measures.

In summary

We ask that:

- in general:
 - the Design Panel include a panel member with environmental design credentials
 - there be no loss of areas with high ecological value, including on the cliffs above the road
 - there be effective enforcement of dog control regulations
- for the development site:
 - either the applicant or WCC specify the criteria under which this site qualifies as an SHA and produce evidence to support this assertion
 - a full environmental impact report be produced that will take into account the impact of sea level rises on the long-term sustainability of the site, and the effects of the development on the native vegetation of the area and on the marine life
 - WCC impose speed and noise limits on watercraft to preserve the peaceful nature of the area
 - WCC require any new planting to include only species native to the ecological area
- for Shelly Bay Road and Massey Road:
 - there be no loss of the road edge and coastal land in kororā nesting areas (most of Shelly Bay Road and Massey Road), since there is nowhere else kororā can safely nest along this stretch of coastline
 - before any development at Shelly Bay goes ahead, WCC resolve all the outstanding issues relating to the future of the road around Miramar Peninsula, such that large parts can be kept in their current state to allow wildlife and native plants to thrive
 - WCC implement measures to improve the long-term safety of for cyclists and pedestrians without destroying the coastal edge or ruining kororā habitat
 - roadside drainage be treated, consistent with the principles of WSUD, and that no contaminants are able to enter the marine environment during extreme weather.

We wish to be heard in support of this submission.

Mike Britton
Chairperson
Forest & Bird, Wellington Branch
14 August 2017

Printed: 14 August 2017

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Rush, Michelle

309

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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Submitter Details

First Name: **Michelle**
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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Rush, Michelle

309

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?

Shelly Bay is a beautiful place, and Wellington needs to see it better cared for, and we also need more houses closer to town. This satisfies on a number of fronts. Having council help enable this, especially when it has a responsibility regardless to manage existing, run-down buildings makes sense. However, I believe that WCC is not making the most of this opportunity, and that it needs to tie its investment to some improvements to the proposals being put forward: Three things are missing, that I believe would make a huge difference: 1) Road access. It is madness to rely on the current narrow road for such a major development. An alternative route needs serious investigation. 2) The proposal does not include a camping ground. WCC currently doesn't have one, and this site would be the perfect place for one. 3) Social housing. Whilst I note that some housing is being provided for papakainga, which I strongly support, I would like to see provision of a portion of the homes as social housing a condition of council support for this development: this is an area with flat access, and close to amenities at Miramar, and in a nice place with access to good schools nearby: it is ideal for social housing, including older people, those with disabilities, and families. Don't let this opportunity go! And if this requires further council investment to realise, please do so. I would like to see my rates supporting poorer Wellington families to access good quality housing in a nice place. More on these matters below.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral

Shelly Bay Development - Proposed Sale and Lease of Council Land from Rush, Michelle

- Supportive
- Very supportive

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3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Continuing the matter of my conditional support for the reasons above, here are what I see as the benefits and issues: Benefits are that it provides some income generation for the council. Issues are that this development consent application doesn't include provision for social housing. If a portion of this council land, and/or a condition of sale of the land, could see part of what is developed earmarked for social housing (I'm thinking the ground floor apartments for instance, good for families, the disabled, and old people...) then it would have my full support. No developments should be being allowed without social housing anymore. We have far too much inequality as it is.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

It is a good concept, as it retains the land in public ownership, yet enables people to work near to home, and/or provide services for the new community and visitors. It would be good to see some quality design guidelines incorporated to the consent conditions, so that we don't end up with anything hideous like big box retailing slapped on the waterfront.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Rush, Michelle

309

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

This sounds great. However WCC is missing a major opportunity for a camping area to be part of this development: it's a beautiful place; it would attract a wider range of tourists (domestic and international) - and it would provide another income stream for the businesses that establish here... for all these reasons I'd like to see that form part of what WCC does here. If you're spending dollars to upgrade infrastructure anyway, it would make sense to ensure that this sort of use is provided for w.r.t. waste water etc.

8. What other comments or questions do you have?

Comments

Has alternative road access been considered? If it hasn't, please do so and report on this to submitters. Has council considered synergies between the future for Mt Crawford and Shelly Bay? In my view, an alternative roadway makes even more sense when this wider picture is taken. Why is a development put through under the 'special housing area' provisions and all the privileges that come with that class of consent, allowed to have no provision for social housing? I do hope WCC is amending its policy on this with urgency. It is shocking to me that this is the case.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hanns, Grahame

727

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

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eMail: **seadog.invest@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hanns, Grahame

727

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?

Supporting the development will add a vibrant seaside village to the city. A new port for the East/West Ferry to pick up and drop off residents and visitors; making the ferry service more viable to the Eastern bays. Seen as a point of interest to people flying into the city as they arrive. Tidying up an area that has been neglected. Providing much needed accommodation in a city with limited land resources.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Filling a gap in the housing shortage in a city short of land resources.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hanns, Grahame

727

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Balancing an area with residential/business activity; therefore creating local communities.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Benefits of providing families with another outdoor city area to enjoy and share memories. Creating a vibrant outdoor environment for all to enjoy. Attraction for visitors to the City.

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hanns, Grahame

727

Item 2.3 Attachment 1

1072

Apartment D44/25 Graham Street
Petone,
Lower Hutt 5012

Telephone: 970 7450

Email = stanpatandis@gmail.com

12th August 2017

Wellington City Council
PO Box 2199
Wellington

Attention: Gerald Blunt (279)

SUBMISSION re: Shelly Bay sell/lease part of its land at Shelly Bay

To whom it may concern,

I do not support the Wellington City Council in its bid to enter into any Arrangements, Contract or Partnership with Shelly Bay Ltd.

Introduction:

My name is Stanley Andis, recent resident of Petone.

I lodge this submission as an individual on my own behalf.

I do not represent any organisation.

Prior to moving to my current address, I had been a resident of Wellington for 78 years.

As such I was a Wellington Ratepayer for 52 years at my previous address of 36 Ahuriri Street, Strathmore Park.

I was President of the Strathmore Park Progressive and Beautifying Association (Inc) for 24 years.

In my capacity as President I represented the Strathmore Park Community on the Moa Point Waste Water Community Liaison Group (CLG) for 24 years.

Prior to its voluntary winding up I was President of the (RANAG) = Residents Air Noise Action Group (Inc).

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I was the Chair Person of the Eastern Suburbs Steering Group comprising of eastern suburb Resident Associations in the 1980's.

During the term of my community involvement I participated in Environment Court Proceedings on behalf of RANAG and two occasions on behalf of the Moa Point CLG.

I also attended a District Licensing Application by the Strathmore Local for an Alcohol Licence at their property in Strathmore Avenue.

In August 2015 I was awarded the Absolutely Positively Award for services to the Community.

SUMMARY:

I have read the documents that have been made available on the WCC website, and quite frankly I am disturbed that this proposal is all but signed off by the Council.

It is inconceivable that a non notified Resource Consent Process has progressed to the extent where the public consultation process is merely a formality.

This process would indicate that there is a sense of urgency, and yet when the documents are scrutinised the development will not be completed for at least 13 years.

The introduction of HASHAA without any shadow of doubt is an Act that is completely foreign to the Community.

From my point of view and involvement in community issues the implications of HASHAA or its existence have never been communicated to me.

While ignorance of the Law is not an excuse, the extent and implications of this Act should have been broadly advised to the public at large.

Clearly the Wellington City Council has taken advantage of this procedure to circumvent an entire process and has consequently become involved in a process that is tarnished with a veil of secrecy.

While the housing shortage in Wellington needs to be addressed I cannot accept that the Council has entered into an agreement that was undertaken in the manner that is unfolding day by day.

As such the Wellington City Council in my view needs to address and review its stance and the extent of its involvement in issues relating to Building Developments.

The Local Government Act 2002 lays down the requirement that Local Bodies must "consult" with the public prior to authorising expenditure for Draft Annual Plans.

Inevitably the Wellington City Council has followed this procedure in accordance with the Act.

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Having been part of many processes involving the Long Term Plan and Draft Annual plans I cannot recall any occasion where a decision has been approved by Council as a result of the Consultation process.

Past history indicates that Council documents are made available to the ratepayer after recommendations have been completed by Council Officers, and then put out for "Consultation" prior to Council approval.

This proposal is a case in point where the Council has been totally involved with a prospective developer to the extent where an agreement has been reached in accordance with the legal requirement of the Act.

To complete the process all that is required is a so called "Consultation" process similar to what is currently in place and provides a 4 week period for submissions to conform to the Act.

The ratepayer's opinions become a secondary consideration as the decision has virtually been agreed upon.

Further to this, Council has drawn up a Memorandum of understanding with the developer without knowledge of the ratepayer.

The Council proposes to commit several million dollars to this agreement without a clear and decisive amount to fulfil a budgeted expenditure regime.

To the best of my knowledge expenditure for this project has yet to be included in the Long Term Plan and Draft Annual Plan.

Neither does there appear to be a District Plan change to permit this proposal.

Dominion Post Advertisements:

Advertisements in the Dominion Post Newspaper (lodged by Shelly Bay Ltd) dated July 22nd, July 29th and 5th August clearly imply that the ratepayer will be committed to \$2 million.

The implication that for \$2 million *"we can have a world class destination with new housing, employment and attractions that will make Wellington an even better place to live."* is an outrageous claim.

The advertisement implies that \$5.85 million will be required to *"maintain Shelly Bay's neglected buildings and infrastructure."*

The buildings have been left to rack and ruin from the day that the RNZAF vacated the location.

Where is the documentation indicating why the buildings should or will be restored?

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Where is the consultation process of the ratepayer by Council that concludes \$5.85 million has been approved for the restoration?

When referring to documents obtained through the OIA by Undersea Construction and GK Shaw the wharf piles are beyond repair.

The buildings as illustrated are clearly neglected and run down.

When the buildings are in such a dilapidated state, the question remains as to why any process should be followed or finance committed toward such a futile exercise.

In my view all of these buildings including the wharves should be demolished, with site being cleared and the land converted to public open space.

While HASHAA aims to fast track housing developments the Act does not provide WCC to commit ratepayer's funds to enter into secret arrangements or agreements.

Even though the Act might suggest that a non notified Resource Consent is desirable clearly the lack of public input is totally unsatisfactory or acceptable.

The current "Consultation" process is clearly one of fulfilling a legal requirement that does not commit, indicate or suggest that changes will be made in accordance with public opinion.

I totally disagree with any arrangement or agreement where the Wellington City Council and Shelly Bay Ltd where \$10 million for each party would be committed to public infrastructure improvements or renewal.

It is noted that should there be a requirement for road widening then the onus of responsibility falls on to the shoulders of the Wellington City Council.

This is totally unacceptable.

If road widening was required then a Resource Consent would be required to be applied through the Greater Wellington Regional Council at the expense of the Wellington City Council.

This arrangement is totally unacceptable.

As the Development is the responsibility of Shelly Bay Ltd then this party in my view must shoulder the burden of responsibility.

I totally disagree with the implication that the Wellington City Council should be held responsible for the Infrastructure relating to sewage and it being piped to Salek Street with the need to install a pump station.

4

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As the Development is that of Shelly Bay Ltd it is that party as Developer who should be party to all expenses relating to that service.

The current sewage and storm water infrastructure in the eastern suburbs has reached its full capacity and any undue overload from additional flow rates would severely impact on the existing infrastructure.

The water supply via a water reservoir should be the responsibility of Shelly Bay Steel Ltd and not that of the Wellington City Council.

I totally disagree with the Traffic Report that the impact of 4700 vehicle movements would only have a "minor" impact on the traffic intersection at Miramar Avenue and Shelly Bay Road.

Already the traffic congestion from Wellington Airport on Cobham Drive plays a major part on traffic congestion, the fact that airport traffic will increase in future will without doubt play a major role on future traffic flows.

Traffic congestion during the so called "rush hours" has reached the stage where traffic flows through Wellington Road, Ruahine Street and Mt Victoria Tunnel are in a situation that cannot cope.

These roads should be widened immediately to relieve the congestion with the chances of that occurring are not even on the horizon.

A suggested remedy at the Miramar Avenue has been the addition of traffic lights or the addition of a roundabout.

In my view Traffic lights would create unacceptable congestion.

A Roundabout would probably be worth considering.

Whatever the remedy, 4700 new vehicle movements will impact on this intersection in major proportions, a far cry from "minor" impacts.

Conclusion:

Wellington City has demonstrated a complete lack of transparency in this process to date.

When ratepayers' monies are involved there cannot be any circumstances where commercial sensitivity prohibits public information.

The Wellington City Council in my view has exceeded its authority by entering into arrangements where ratepayers' monies have been committed without due process.

That a non notified Resource Consent process has been completed without public input is unacceptable.

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HASHAA may well have been implemented to speed up the process but when this development will take 13 years, I can see no reason why the Council has taken the action that has taken place.

The impact on rates has not been discussed.

The commitment to open ended expenditure is firmly placed on the shoulders of the Wellington City Council.

This is totally unsatisfactory and unacceptable.

I wish to appear for an oral submission with a time allocation of 30 minutes.

Based on my comments, I do not support the Wellington City Council to enter into any arrangements, Contract or Partnership with Shelly Bay Ltd.

Yours faithfully,

Stan. Andis

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Cassels, Ian organisation: self behalf of: self

405

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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eMail: **ian@twc.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Cassels, Ian organisation: self behalf of: self

405

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

It is precisely what Wellington needs - diverse housing range, better harbour use, tourism attraction, Friday Night Fish and Chips

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
as before

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for

Shelly Bay Development - Proposed Sale and Lease of Council Land from Cassels, Ian organisation: self behalf of: self commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

405

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Stops Wellington looking like a decrepit City - improves choices and raises the reputation of the City

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

The reinstatement of Taranaki Whanui and proof of the cooperation pledged in two documents

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Weeber, Yvonne

752

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Country:
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Mobile: **0272225390**
eMail: **weebery@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Weeber, Yvonne

752

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I do not support the agreements that are proposed between Wellington City Council and Shelly Bay Ltd. The existing roading, beaches and open spaces should remain accessible to all Wellington ratepayers and users now and in the future. The resource consent should have been fully notified explaining to the public of Wellington City that this was being proposed. If the developer can not develop this land without a sale, lease and 50/50 split of infrastructure costs then the development should not go ahead. I am aware that accurately quantified costs for significant infrastructure have not been assessed, therefore it does not make economic sense to Wellington ratepayers to have anything to do with this development. I also asked at one of the consultation days if the plan was accurate and was told it was not. Effectively the Councillors are proposing to sell undefined land to support over development in Shelly Bay.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the

Shelly Bay Development - Proposed Sale and Lease of Council Land from Weeber, Yvonne
area of land so it can be developed as housing?

752

Comments

This development is not an affordable housing development and will not result in housing that the majority of Wellingtonians can afford. It is very unclear as to why Wellington City Council is supporting this type of development to this degree. The amount of housing will increase the amount of cars travelling on a narrow windy road that is used by a large number of cyclists. The proposal needs to consider reducing the number of houses and increasing the diversity of other uses for employment and general passive and active recreation. Wellington City Council also has no clear plans of what it is going to do with the land around Shelly Bay. This whole end of the Miramar Isthmus should be considered for a total Masterplan prior to any development or resource consent taking place in Shelly Bay

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

At present the plans for this development do not support enough diversity. The proposal needs to consider reducing the number of houses and increasing the diversity of other uses for employment and general passive and active recreation. Any development in Shelly Bay should be through a fully notified resource consent.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Shelly Bay Development - Proposed Sale and Lease of Council Land from Weeber, Yvonne

The amount of housing and intensity is not sensitive to the area or the Shelly Bay guidelines in the Wellington District Plan. The development is putting a large number of houses at the end of a long narrow windy road. The development needs to be truly mixed use and consider the future recreation potential of this coastline and this end of the Miramar Peninsula. Any development in Shelly Bay should be through a fully notified resource consent.

752

8. What other comments or questions do you have?

Comments

Why was this development undertaken as a non notified resource consent under the HASHA legislation? It would appear to me that a number of issues have not been sorted prior to granting this consent. The proposal needs to consider reducing the number of houses and increasing the diversity of other uses for employment and general passive and active recreation. Any development in Shelly Bay should be through a fully notified resource consent. The number of cyclists who use this road have not been considered in an appropriate way in the design. The road does not increase the cycling safety it decreases it. The use of angle parking along a section of road within the development is not appropriate and very dangerous for cyclists. The increase in the number of cars that are anticipated to use the road is inappropriate for this area.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from McMahon, Jim organisation: Wellington Civic Trust

566

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Last Name: **McMahon**
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City: **Wellington**
Country:
PostCode: **6143**
Mobile: **027 292 4649**
eMail: **secretary@wellingtoncivictrust.org**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from McMahon, Jim organisation: Wellington Civic Trust

566

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

The Wellington Civic Trust is not opposed in principle to any plans to improve this important area so future generations of Wellingtonians can enjoy Shelly Bay. However, we have significant concerns about this particular proposal by The Wellington Company. These include: Lack of a wider master -plan for the Miramar Peninsula Although the council has made encouraging progress in enhancing Miramar town centre, there has been a failure to develop a comprehensive master-plan for the Miramar Peninsula including Shelly Bay. This proposed development does not appear to form part of a wider strategy for Miramar Peninsular, in particular, the preservation of its historic sites, natural amenity and ease of public access. Costs We are concerned that the investment associated with providing and maintaining infrastructure to support the proposed housing density have not been fully stated. This includes road access and water, storm water and sewerage reticulation. We urge the council to seek a full cost-benefit analysis before proceeding further.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from McMahon, Jim organisation: Wellington Civic Trust

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

566

Comments

Special Housing Area (SHA) criteria We oppose the use of the SHA criteria for the proposed development as it: * Is not set within an existing urban area. * The existing infrastructure will require extensive development to service the expected increase in population density * The proposed development does not support the current ease of access and amenity value of the area for most Wellingtonians * The types of housing proposed for the area will not alleviate Wellington's current shortage of affordable dwellings.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Contrary to Wellington City Council's Shelly Bay Design Guide The proposed development itself appears to contravene the Council's own Shelly Bay Design Guide, in relation to space, building height, build form, impact on natural character and impact on public amenity value. The trust urges the Council to consider the heritage value of buildings within Shelly Bay including the Submarine Mining Depot Barracks.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Loss of public amenity areas Many Wellingtonians are drawn to Shelly Bay's popular open space

Shelly Bay Development - Proposed Sale and Lease of Council Land from McMahon, Jim organisation: Wellington Civic Trust
and recreational opportunities not available in the inner city. The re-development of the area will result in a transfer of space currently accessible to the public to a private developer. Public use will be diminished or lost with a permanent resident population.

566

8. What other comments or questions do you have?

Comments

Insufficient consideration of sea level rises The impact of sea level rise due to climate change on the Shelly Bay site does not appear to be factored into the proposed development.

Attached Documents

File
Wellington Civic Trust Shelly Bay FINAL

Need Help?

Privacy Statement

566

Wellington Civic Trust

Submission for consultation on proposed re-development of Shelly Bay site by The Wellington Company

The Trust

The Wellington Civic Trust was established in 1981 with the aim of helping make Wellington the best of all possible places to live and work. The trust comprises individual and business members — planners, architects, engineers and citizens.

We work to:

- encourage public participation in decisions that affect our city
- ensure good planning and design to address the challenges of the future
- preserve the best of the old, but encourage new development which will enhance our city
- protect and enhance the unique character and the many natural features of the city, including the skyline, the town belt and the harbour
- encourage green space and environmentally conscious development
- develop a pedestrian- and cycle-friendly environment
- safeguard the waterfront as a public amenity
- support transport options that enhance the city and health

Summary

The Wellington Civic Trust is not opposed in principle to any plans to improve this important area so future generations of Wellingtonians can enjoy Shelly Bay. However, we have significant concerns about this particular proposal by The Wellington Company. These include:

Lack of a wider master -plan for the Miramar Peninsula

Although the council has made encouraging progress in enhancing Miramar town centre, there has been a failure to develop a comprehensive master-plan for the Miramar Peninsula including Shelly Bay. This proposed development does not appear to form part of a wider strategy for Miramar Peninsular, in particular, the preservation of its historic sites, natural amenity and ease of public access.

Loss of public amenity areas

Many Wellingtonians are drawn to Shelly Bay's popular open space and recreational opportunities not available in the inner city. The re-development of the area will result in a transfer of space currently accessible to the public to a private developer. Public use will be diminished or lost with a permanent resident population.

Contrary to Wellington City Council's Shelly Bay Design Guide

The proposed development itself appears to contravene the Council's own Shelly Bay Design Guide, in relation to space, building height, build form, impact on natural character and impact on public amenity value. The trust urges the Council to consider the heritage value of buildings within Shelly Bay including the Submarine Mining Depot Barracks.

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566

Costs

We are concerned that the investment associated with providing and maintaining infrastructure to support the proposed housing density have not been fully stated. This includes road access and water, storm water and sewerage reticulation. We urge the council to seek a full cost-benefit analysis before proceeding further.

Insufficient consideration of sea level rises

The impact of sea level rise due to climate change on the Shelly Bay site does not appear to be factored into the proposed development.

Conclusion

The Wellington Civic Trust urges Wellington City Council to re-consider this proposed development. We wish to present our submission to Wellington City Council in person.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Muellner, Uli

597

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Muellner, Uli

597

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

This is a dense housing developing which will define the area in a negative way for generations to come. It will destroy the natural character of the area and cut off the area for general use of the public. We do have a great opportunity to make something very special out of the area, fostering recreation, tourism and ecology - the planned development is in contrast a poor example of housing development. I would have loved to see e.g. a competition about the use of the land with consultation of the public - utilising the great creative capital of the city (e.g. Weta, Universities, artists etc), I'm sure a much greater vision for the area would be able to be developed My main concerns for the development are: - Huge traffic impact, the road into town is already congested and this would add to it. No wider traffic concept has been developed. - The additional traffic on Shelly Bay Rd would impact negatively cyclists, pedestrians, recreational fisherman, divers, windsurfers and others who currently enjoy this stretch of the coast - Just a narrow pathway is planned for pedestrians; cyclist will be forced onto the road - Capped infrastructure cost for the developer - the rate payer has to pay any addition and carries the risk; this has been badly negotiated and plays into the pockets of the developer - Very limited parking and recreational space at the development - No eco concept - I think WCC should lead the way to a greener city, what about a zero emission development??? - none of it is addressed in the concept, sustainability hasn't been addressed at all - The development looks like 'concrete jungle' to me, it will look ugly from the CPD and have no appeal for e.g. visitors and Wellingtonians wanting to enjoy the area; it is no social / affordable housing either

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to

page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all

Shelly Bay Development - Proposed Sale and Lease of Council Land from Muellner, Uli

597

- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Concerns see above; I don't opposed development in this area in general, however I think this is a poor concept with no long-term vision

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Again - there hasn't been any consultation with the public how these buildings should / can be used; it hasn't e.g. been specified what will happen to the wharf

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

From the proposal it is unclear how much parking actually will be available and be provided. The

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Muellner, Uli

southern side just seems to be housing, with some recreational / public space on the northern beach. However the dense housing will destroy the natural character of the space.

597

8. What other comments or questions do you have?

Comments

'Shark Bay' is the most frequently used flat-water windsurfing spot in Wellington. From the proposal it is not clear what will happen to the spot and if parking / access will be provided.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Copland, Jo

964

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Copland, Jo

964

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

This plan is for a private development which requires WCC and rate-payer funding to allow an exclusive housing development. This will adversely affect the beauty, accessibility and utility of this extremely popular public area. Shelly Bay itself, the coastal drive and the beaches are areas of unspoiled natural beauty which Wellingtonians and visitors to Wellington have enjoyed for decades. Each weekend there are cyclists, runners, walkers and those on scenic drives - over summer there are many families using the beaches for swimming, picnicking and fishing. These benefits are priceless. As a recreational 'playground' for Wellingtonians, this area is priceless. The proposed development will destroy this for everyone. I oppose WCC selling or leasing this publicly-owned land for this purpose. The opportunity cost is simply too high. Housing can go anywhere, but the potential recreational uses of this area cannot be substituted. Developed properly this area could provide an unsurpassed space for all Wellingtonians and visitors to enjoy. The land should be enhanced as public space for use by the whole population as was originally intended when the Defence Force quit the Bay. Also-- 1. Having refused WCC funding, WCC should gain expert opinion on how to improve the sea-front space which is highly-valued by the public as a popular recreation area. Any additional infrastructure should also be subject to expert design input rather than left to the current single developer. There is no hurry to do this: the existing buildings have lain idle there for many years. The Council should resist being pressured by the current proposed developer and the Tenth's Trust. It should stop the current plan, pause and rethink. 2. The Miramar to Shelly Bay road is popular for many functions: cyclists, walkers, fisher-people, beach-lovers, picnickers and many other recreationalists highly value this Peninsula route. The information provided thus far is insufficient to assess how the proposed changes to the road and walkway will impact accessibility to the beaches - I have been told by council representatives that there will be no / reduced parking availability from Miramar Wharf to Shelly Bay. How will the public get to the beaches? Is this access to be denied to everyone for the benefit of a few, subsidised by ratepayers? As a consequence of this development, this coastal route will become an urban thoroughfare - the recreational value of it to the public will be completely destroyed - cyclists, runners, walkers, fishing, beach going - all these activities which should be done in peace and safety will simply be ruined by traffic, noise and pollution. Cyclists and others will be expected to

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Copland, Jo

964

share the road space with cars and large construction vehicles during the many years while development proceeds; this will be unsafe. Also, Wellington City Council has promoted Ciclovía along this part of The Great Harbour Way/ Te Aranui O Pōneke, an event which has attracted thousands of Wellingtonians. People of all ages and abilities cycle, walk, run, skateboard, wheel-chair the route with beach-side activities run for children who are able to ride the road safely. The Great Harbour Way is supported by WCC as a safe & wide access route for pedestrians & cyclists around the whole perimeter of Wellington Harbour. This development with its narrow congested roadway will disturb this potential tourist attraction as well as deny locals easy & safe access. 3. This type of development normally requires a collector road of 14m width with an 8m berm. The proposed road will only be modified to be 6m wide for 2 lanes & a 1.5m wide walkway ie 7.5m in toto, about 1/3 of what is normally considered safe. This narrow roadway will be expected to carry about 4 times the current traffic volumes. This will disturb not only human use but also conservation values--there are about 15 little blue penguin nesting sites along this portion of the coast. GWRC has not given consent for further widening of the road: any such would be destructive and further threaten the marine environment. The roadway is low-lying: predicted sea-level rise inundating the access way has not been considered properly. 4. There is no provision for public transport. This has health & climate implications. The quadrupled car numbers will generate climate-hostile emissions and unhealthy particulate pollution. WCC has strong aims and written policies to act against and adapt to climate change which is an existential threat to humanity. The Council also has legal responsibilities to protect the health of its citizens. There is hopeful talk of the ferry being a form of transport. This mode is already unreliable and will likely become more so as more severe weather events increase as climate change kicks in. In any case, ferries do not make profit, so would need to be subsidised by the ratepayers. GWRC has no plans to provide bus transport or fund a wharf for a ferry. 5. The SH1 route to & from the Eastern suburbs is already congested at peak times. It is proposed that the increased traffic generated along Cobham Drive will be accommodated by NZTA -planned improvements--but these are hypothetical at present. Many Wellingtonians see that all-electric rapid transport like light rail from CBD to the airport & Miramar via the hospital will be a superior way to relieve congestion, reduce emissions and pollution, to cope with increased traveller volumes in the longer term. It is well known that increasing urban motorways attracts more cars and become congested again quickly. 6. The economic benefits to the city are hypothetical estimates. Accurately quantified costs for significant infrastructure have not been assessed. In my view, the benefits for public recreation are priceless and will outweigh other purely dollar estimates of benefit. 7. The area is one of natural beauty and as such is a tourist attraction in its own right. Developed as an enhanced public space, it will be both a visitor attraction and a place for Wellingtonians to enjoy in peace and safety, adding to the value of Wellington as a desirable destination and place to live and work.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

See comments under 1. above.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Copland, Jo

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

964

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

See comments under 1. above.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

The plan is for an overdeveloped private housing development. This plan should be abandoned, see comments in 1. above. The entire area should be developed as an enhanced recreational space for the whole population.

8. What other comments or questions do you have?

Comments

1. Once lost, this area can never be regained for the public and future generations. It should never be allowed to be captured by a few. 2. In addition it is an absolute affront to ask ratepayers to contribute to the funding of something that takes so much from them. Personally I am happy to pay rates to contribute to the city infrastructure and services for the benefit of myself and other Wellingtonians. I strongly object to paying rates to subsidise a private development. The benefits here are to the few who can afford the exclusive housing and the developers who will profit from the sale of that housing. The people of Wellington lose more than they gain from this proposal. 3. Just because it can be done doesn't mean it should be done. It is a time for wise heads to take a

Shelly Bay Development - Proposed Sale and Lease of Council Land from Copland, Jo
step back and look at the long view. All that glitters is not gold!

964

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Item 2.3 Attachment 1

Shelly Bay Development - Proposed Sale and Lease of Council Land from Pemberton, Ruth

1016

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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City: **Wellington**
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eMail: **ruth.pemberton@paradise.net.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Pemberton, Ruth

1016

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Environmental impact. Both the construction phase and the resulting buildings are likely to not only disturb, but destroy, the coastal habitat used by korora (Little Penguins). These are one of Wellington's taonga, which DoC records as being at risk and in decline in urban areas. Insufficient existing infrastructure. The proposed development is for an area that currently has limited infrastructure. Much upgrading will be required and ratepayers will be expected to pay for a large proportion of this. Special Housing Areas are required to have existing adequate infrastructure. Lack of consideration of the impact of climate change. This development is very close to the coast. Although there is a suggestion that the buildings will be raised by 2 metres, there is no guarantee that this will be sufficient to raise them above future MHW and storm surge levels, resulting from climate change. No doubt, residents will want their properties protected from a higher sea level and will expect the Council to pay for any mitigation, such as a seawall. This would be another expense that would fall to ratepayers. In addition, a seawall along the coastline would prevent korora from accessing their nesting sites.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Pemberton, Ruth

1016

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
As above.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
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5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

8. What other comments or questions do you have?

Comments
As a member of the Wellington Branch of Forest & Bird and an active volunteer for its Places for Penguins project, I support the submission being presented by the Wellington Branch of Forest & Bird.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Pemberton, Ruth

Attached Documents

1016

File
No records to display.

Need Help?

Privacy Statement

Item 2.3 Attachment 1

Shelly Bay Development - Proposed Sale and Lease of Council Land from Bollinger, Tim

996

Introduction



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Submitter Details

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eMail: **tim.bollinger@dia.govt.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Bollinger, Tim

996

Submission

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- Very supportive

What are your main reasons for supporting/not supporting this agreement?

The sale of a piece of publicly accessible Council land (much of which is currently given over to open space and greenery) for a private development is contrary to preserving the public amenity of this area. The lease of the other area for \$5.5 million will effectively put multi-millions of dollars into the hands of the private property developers over the next 125 years, and prevent those facilities from being used for publicly determined purposes. The additional cost of supporting infrastructure is unclear. The 'Have Your Say' document suggests that infrastructure cost will be \$20 million, with Council paying for half that, while a news article in 14 July 2017 Dominion Post (p.A5) estimates that the bill could be as much as \$40 million. Then all your figures - used extensively in publicity about this consultation - would be wrong - and possibly cost us much much more. Greater attention to the real costs need to be fully and openly investigated and documented. Further, it is of deep concern to me that the citizens of Wellington are not being consulted on the development itself, which has already received Resource Consent approval. The development proposes FAR too many private off-street parks, making access to and from the development almost entirely dependent upon private motor vehicle traffic, and requiring massive upgrading and widening of the road with the destruction of natural beach fronts that give this geographic area of Wellington its special character and ecological integrity. The Resource consent was granted under the terms of the 'Special Housing Areas Act' which have proved notoriously unreliable in providing ANY social housing anywhere in the country while by-passing important checks and balances for the public, the community and the environment. Under such terms, the consent for this development may have been gained legally, but when we are talking about an area which is obviously up-market exclusive residential beachfront property to be built upon an important publicly accessible natural amenity (a whole coastline, in fact), then there are questions of ethics, morals and social justice to be answered as well. Just because you can, doesn't mean you should! I would like to see restrictions placed on the developer by the Wellington City Council upon the number of planned private car parks, with a guarantee of new public transport infrastructure to support the development. The 'Have Your Say' document gives over two paragraphs to speculation about a public ferry service 'proposed by the developer'. Such a ferry service (and other public transport facilities) should be contingent and conditional upon any agreement with the developers, so as to minimize the amount

Shelly Bay Development - Proposed Sale and Lease of Council Land from Bollinger, Tim

of environmental damage to the existing coastline. Not allowing residential properties to have cars would reduce the need to upgrade the road, and save on the infrastructure costs, as well as the natural environment! If necessary reduce the number of units.

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2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
See above.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments
See above.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all

Shelly Bay Development - Proposed Sale and Lease of Council Land from Bollinger, Tim

- Not really supportive
- Neutral
- Supportive
- Very supportive

996

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

What's with the micro brewery? Does the Wellington City Council really think that there's a need for ANOTHER one? I can't help feeling that this is just a superficial appeal to a currently trendy local business model whose success may well have peaked by the time that this development is completed. Why not a local music recording studio? Or a boutique fashion label? I would like to see more of these areas given over to 'Community space' rather than hand-picked commercial enterprises. The proposed 'Village Green' area amounts to less open green space than exists in the current configuration and would be barely enough for the families and children in the 350-plus adjacent new residential properties, let alone the anticipated additional tourist numbers. Again, far too much public space is planned to be given over to parking and vehicle traffic (see comments above)

8. What other comments or questions do you have?

Comments

I am deeply concerned about the environmental and public amenity outcomes of this development. The WCC has chosen to subsidise and support an ambitious private speculative venture, whose financial outcomes are dependent upon currently inflated property prices, and whose profits are almost entirely derived from its exclusive beachfront location - which depend upon a the public amenity. There is no doubt that this area is (and always has been) important to ALL Wellingtonians, and its beauty and special place in our hearts make it an area whose future should not be arbitrarily decided upon by a single self-appointed property development company. Who would have thought that anyone who cares about the city would think that the nicest thing that we could do with it? The structures and facilities that they propose are entirely out of scale with the coastal beach environment and the limited amount of useable land available. The fact that one company is doing the whole 350-plus dwellings, means that it will provide a backdrop less like the mosaic of buildings that populate the other coastlines of Wellington harbor, and more like that of a single institutional development - of row six story high buildings. Not a good look for any new urban centre, let alone one in the jewel of Wellington's crown. I also believe that the developers and the City Council do not take into account the full cost of the infrastructure required to support this development, and have given only cursory attention to the intense environmental damage that the transformation would have upon the area. They have not even considered public transport, or impact on local ecology in their equations. We are expected to consider these as an additional nice-to have. The size and quantity of private development units should be halved at least, and Council-owned areas retained for public development for public amenity. (I wish to supply further documentation to the committee when I submit in person). Thanks.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Burrell, Richard

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Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

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Last Name: **Burrell**
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eMail: **richard@building-solutions.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Burrell, Richard

607

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

NO Public process Land is worth \$25 - \$30 mill Council will spend \$30 mill on infrastructure Will add another 6000 cars per day on road and WCC has no plans for 4 lanes to the city

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

This is a luxury housing project 350 apartments at \$700,000 plus 14 Houses at \$4 mill plus Where is the 20% social housing? Where is the 300 car parks for weekend visitors Where are the 100 carparks for retirement home

4. The Council is proposing to lease an area of land and two buildings on the waterfront to

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Burrell, Richard

Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

607

What is your level of support for that proposal?

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- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

There are no benefits to the city Put the 12000m2 of land to the market

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

The city has 8000m2 of green lawn at Shelly bay it owns More the building of the front and open up as a park for all Wellingtonians The planed park is too small

8. What other comments or questions do you have?

Comments

The \$13 mill infer structure number given by WCC is incorrect Please make all numbers public?

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Burrell, Richard

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Item 2.3 Attachment 1

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SUBMISSION ON SHELLY BAY

SUBMISSION BY:

SCOTS COLLEGE CYCLING CLUB
c/o David Graham
SCOTS COLLEGE
1 Monorgan Rd,
Strathmore Park,
Wellington 6022

The Scots College Cycling Club would like the opportunity to be heard

Please contact Sally Dossor sally.dossor@gmail.com 0212478665 to arrange the submission time

INTRODUCTION

1. Scots College has had an active road cycling programme for 8 years. We have about 20-30 cyclists at any one time. The programme runs with the assistance of keen cycling parents and teachers who coach and ride with the boys.
2. Boys start cycling at year 6 or 7 (ages 10 -12) and many of these boys cycle through to year 13 (age 17-18). Our boys compete at North Island and National events. Several of our boys achieve at a National level and have been selected to cycle in New Zealand development squads. We aim to cater for all levels of cyclist and one of the great legacies of our club is that the boys develop a love of cycling which means that they will continue with cycling for transport, leisure and fitness long after they leave school.

Our training/training on Shelly Bay Road.

3. We cycle all year round. We train as a school group 2 x per week at 6.45 am – 8 am and go on the road in all but extreme weather conditions (when we train on wind trainers at the College). Safety is paramount. All cyclists must achieve a 'road ready' competency before cycling on the road. All must have front and rear lights, as for most of the year at least some of our ride is before daylight.
4. The north and south Miramar peninsula is our most regular cycling route. We choose this route as it:
 - is relatively free from morning commuter traffic
 - is flexible, as depending on the prevailing wind we can also choose the direction we cycle
 - Is a good training ride distance (15 ish km) – before leaving the flat to do hill training
 - is low stress (for cyclists and their anxious parents)
 - is close to the College
5. We use the route for bunch training rides but also train for team time trials (which is one of the events at both the North Island and National school competitions) and sprint training. We tend to split into groups according to ability/ speed. Our junior riders ride at 26-28 km/hr, our intermediate at 30-32 km/hr and our seniors at 34 plus km/hr.
6. The majority of our boys cycle another 3 or 4 days after school and on weekends on top of our school training times. Many of these rides are on the Miramar peninsula, because of the low traffic environment, which is particularly supported by parents when their boys are training alone. As mentioned in the PNP Club submission, the Wellington PNP junior coach (Gary Gibson) runs a junior ride around the peninsula on the weekend and our younger boys (up to the age of 14) ride in that programme.
7. Our experience of the road in its current condition and with the existing traffic volumes is:
 - The road has improved as a cycling environment since the speed cushions and 40km/hr speed limit have been put in. This has significantly reduced the boy racers

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and the low suspension cars. In our experience, these drivers have a very low tolerance for cyclists and sometimes abuse and intimidate our riders

- If we are only going to ride ½ the peninsula our preference is to ride the north peninsula (Seatoun to Miramar) over the south (Airport to Seatoun) because of the lower traffic environment and fewer parked cars. Breaker Bay Road has 1500 vpd (which isn't much more than the current vehicle count on Shelly Bay of 1200 vpd) but when we are cycling in the mornings, there is a noticeable difference between the two
- When we ride the north peninsula we currently encounter very few vehicles in the mornings. When we ride at other times there is more traffic but most drivers are reasonably tolerant of us and wait for an appropriate time to cross the centre line to pass us
- The road surface is not in great condition, particularly close to the shoulder. This makes it more difficult (and not very comfortable) for us to stay close to the shoulder when cars are passing
- There is no shoulder – so we can not move left when cars want to pass us
- On sunny days, it is Wellington's 'scenic drive' of choice. Particularly on the weekends, it can get very busy and can be very dangerous.
- The scenic drive status sometimes creates issues in itself. Recently one of our cycling Dads was on a midday/midweek ride and got knocked off his bike by a motorist who was looking at the view

OUR SUBMISSION

8. Our concern with the overall proposal relates to the effects on cycling and the effects on cyclists using Shelly Bay Road.
9. Our concern primarily relates to safety, however, for our riders (and we expect the cycling community overall) the effects also go beyond safety and relate to the loss of amenity and the concern for the potential loss of this important cycling route for recreation.

Current use

10. There is little information in the Resource Consent (RC) application and the supporting Traffic Design Group (TDG) report about current cycling type, times and volumes.
11. In particular, this is all that the TDG report covered in respect of the existing cycling use/numbers:
Shelly Bay Road is currently used largely for recreational purposes, accommodating some cyclist and pedestrian demands, especially on weekends.
12. This was the subject of a further information request, for current and projected cycling numbers using Shelly Bay Road. We have been provided with a letter from TDG (27 October 2016) which has some further information but it is by no means a detailed assessment (the cycling information is for one day only, May 2016).
13. The information is not consistent with our own use and observations of the use by others.

Adequacy of the assessment of effects on cycling

14. We are concerned that the baseline data lacks depth and understanding and that the effects of the proposal on road cycling has consequentially not been considered, before conclusions on traffic effects were reached.
15. In particular, the AEE submitted by the applicant draws the conclusion that:

...it is concluded that the proposed residential and retail, hospitality and commercial activities can be accommodated with little adverse effects on the surrounding transport network, and more particularly within a substantially improved Shelly Bay Environment. The proposal is therefore acceptable with respect to traffic related effects.

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16. And the TDG report concludes as follows:

In conclusion:

-
- the increase in traffic will not adversely affect the capacity on Shelly Bay Road and Miramar Avenue intersection;
- possible solutions to public transport and improved access by foot and by cycle could be investigated and would add to the accessibility of the proposed development;
- overall this assessment finds that the traffic-related impacts would be minor and that the level of use and activity can be properly and safely accommodated in this location.
(emphasis added)

17. The conclusions above were adopted in the non-notified Notice of Decision issued by the Council, albeit with some minor modifications (to the realigned road within the development) and further approval processes for detailed design (but none of which materially address cycling safety on Shelly Bay Road).

18. Consequentially we are concerned that the consented development has overlooked the effects on road cycling – from both a safety and recreational value perspective.

Increase in vehicle movements

19. The RC application states that vehicle movements will increase from 1200 to 4700 per day. The projected am and pm peaks will be 436 vehicle movements. These are considerable increases.

20. We first ask that Council carefully considers whether 4700 vpd is in fact accurate, and consider the degree of confidence it has in that estimate.

21. This is a unique site (which is a traffic generator in itself) and an acknowledged scenic drive route. There are a bundle of uses proposed that are all traffic generators in addition to an already highly variable base use (largely impacted by weather). The actual vehicle movements associated with the proposed commercial uses, hotel and aged care facility will have significant numbers of staff and visitors & customers associated with them. Staff travel is being managed through a staff travel management plan under the conditions of the consent but there will be no control over visitors and customers. And there can be no reliance placed on bus or ferry services.

Impact of increased vehicle movements

22. The current carriageway is narrow and not in good condition. There is no shoulder, and in the few places there is room for a shoulder it is unformed and unsuitable for road cyclists to move left onto. Rather, the current condition of the road (particularly at the edge) forces cyclists towards the centre of the road, as the edge is rough and in some areas potholed.

23. The narrow carriageway requires vehicles to cross the centre line to pass cyclists. This will be more so the case for the inevitable increased truck and bus/coach movements. We seriously question how large vehicles travelling in opposite directions will be able to pass comfortably when there are cyclists on the road.

24. With the current very low traffic volumes (and little oncoming traffic) cars pass us safely now. With increased traffic our cyclists will be passed with much-increased frequency, and the manoeuvres will be more difficult because of increased oncoming traffic. As is well known the road is winding – and we are concerned drivers will get frustrated and make jubious passing moves and/or pass too close to cyclists. This is when accidents happen and cyclists get run into the ditch or worse, hit by a vehicle.

25. Officers provided us with examples of roads with similar traffic volumes to that projected for Shelly Bay.

26. From the list, there were only 2 that we regularly cycle on. The boys experience on these roads is:

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- Awa Road. When going uphill (from Miramar) this is not that safe due to the number of cars parked on the side of the road. Cars passing have to cross the centre line and get irritated with us and have to avoid conflict with oncoming traffic. When going uphill (from Worsler Bay) cars can get past us reasonably safely once past the sharp corners because the road is wider at that point (as long as there are no cars parked on the side of the road). When going downhill (in either direction) it is Ok because we go the same speed or faster than the cars.
- Happy Valley Road, Owhiro Bay; this is a regular route we use for hill endurance training. When the boys were asked how busy it is - they said it is 'very busy' and estimated being passed by 'heaps ... like maybe 80-150 cars' in the time of the gradual climb (8-12 min). Where there is a shoulder, cars can pass quite safely, but where there is no shoulder cars are forced to stay on the cyclist side of the centre line (because of oncoming traffic). On these narrow bits, cars passing feel like they are only about 20-30cm away.

27. Little comfort is taken from these examples of roads with similar traffic volumes.

Footpath from the development site to Miramar Ave

28. The RC, the consultation material for the land sale/lease and the Council's own report on infrastructure by Calibre Consulting (commissioned by City Shaper, 1 September 2016) is mixed on whether cyclists are intended to be on the 1.0-1.5m footpath or share the road space. Certainly, our road cyclists would never use such a path, and it would be dangerous for them (and any pedestrian they meet) to do so.

29. It is noted that Mr Spence's assessment accepts this.

Road Widening

30. It is understood that some widening will occur to achieve a minimum of 6.0m at all parts. There is no detail on this, so we would like clarification whether it is proposed for the road to be widened to 6.5m or even 7.0m?
31. From what we have heard so far, we are not hopeful. The carriageway is at or nearly at that measurement (ie 6.0m) now so we question whether there will be any change to the physical dimensions of the carriageway at all. Our concern is that the first priority will be to allocate space to construct the 1.0-1.5m footpath and that even if there is room to increase the carriageway (above the minimum of 6.0m) that there will not be funding available within the \$20M allocated for all infrastructure (given the other considerable demands of the project).
32. It is noted that the Wellington Company (as reported by the Dominion Post on Saturday 12 August 2017) appears to take no responsibility for the roading issues beyond the site. It is concerning that the key Development partner is a reluctant participant in any road widening. Refer:
Earl Hope-Pearson, from the Wellington Company, said it was the council looking at road widening and developers would be happy with no widening.
33. The Calibre Consulting report (1 September 2016) states that were this to be a new/greenfields development it would require a 14m carriageway under the Council's Code of Practice (plus footpaths and berms). This obviously would have significant environmental effects and create a highly urbanised environment and is not being proposed (or requested) here.
34. But it does give an indication of a 'text book' safe road environment and how far short this is. It raises doubts as to whether the intensity of development is appropriate given the existing physical environment and its current use.
35. The Calibre Consulting report states:

...the various options and alternatives [referring to road widening and footpath/cycle path] will all provide roading infrastructure that will adequately service the scale of the development proposed. Whilst the finished result may not

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be fully compliant with standard Code of Practice requirements or 100 percent satisfactory to all parties, it will be of a scale and standard that sufficiently and appropriately caters for the development proposal.

36. This statement gives little comfort that there has been an appropriate assessment of the significantly undersized carriageway and its ability to accommodate the traffic generated by the development, current traffic volumes and existing and projected cycling use. This is particularly the case given that the author of this report appears to assume that cyclists will be on the 1.0-1.5m wide pedestrian/cycle lane.

Traffic through the actual development

37. The applicant states in its application that the realigned road and the angle park arrangements will be much like Oriental Parade.
38. When the boys were asked "where the worst places to cycle in the City are" – they said Happy Valley and Oriental Parade (travelling from the City) particularly when it's a nice day.
39. Council's traffic engineer (Mr Spence) refers to the carriageway being widened (through the development) from 6.0m to 6.5m to enable coaches and trucks to pass cyclists. He states that a reduced speed limit (the same as all other Suburban Centres of 30km/hr) will ensure that cyclists will coexist with other traffic and a busy pedestrian environment.
40. This area will not be too much of an issue for our early morning training – but it will affect weekend and after school rides and the bulk of other cyclists who use the road (and not the cycle path).
41. We suggest that the Council reviews this area as to whether the proposal will mitigate the impacts and create a safe environment.
42. We also ask that should this proposal go ahead that the angle parking within the development is very strictly enforced so that it is not able to be used as overflow parking overnight (eg by staff working at the hotel, aged care facility or other commercial uses and residents with more than one car). Drivers making reverse movements to exit these angle parking spaces early in the morning (to avoid parking enforcement) will be a hazard to cyclists (who they may not be expecting to see at such an early time of day).

Parking in the development

43. The development is understood to have 'under catered for' for parking, which at one level is a good thing.
44. However, we do question if this will mean that cars will park on the road (thereby taking up carriageway) in and to the north and south of the development site. On busy 'activity and trip generating' days, then parking will be at a premium. We have to be very careful when cycling around Scorching Bay on busy summer days as cars park anywhere they can.

Speed

45. The current speed limit of 40km/hr is not enforced - and our riders observe that cars regularly travel above this speed.
46. Enforcement will be required particularly when traffic volumes increase in order for cyclists and traffic to co-exist. We understand this is a police resource issue – but measures such as feedback speed signs and potentially more speed cushions (but designed so they work for cyclists) would be important.

Timing of road widening works/conditions

47. It is noted that the proposed carriageway widening (if it is to happen) and footpath do not (obviously at least) appear as a condition of the resource consent and that consequentially there is no detail on the timing of construction and requirement regarding its commissioning.
48. Further, the Council in its own Q & A consultation material even suggests that what is proposed will need to be reviewed and may need to be improved:

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QUESTION 14. How will you maintain safe, comfortable access to the coast road on foot or by bike, with the increase in traffic and years of heavy trucks during building?

It is proposed the road from the Miramar Avenue intersection to Shelly Bay be six metres wide (as it is now) for vehicles and cyclists, with an additional 1.5 metre adjacent pathway. The Council would be responsible for the construction of the road and would monitor the road during construction and after it is complete to make sure it is safe and suitable, and improve it if required. A traffic management plan will be in place during construction.

49. This with respect is in the wrong order. A full and proper assessment needs to be done before the proposal proceeds.
50. Furthermore, we trust that provision will be made to maintain road access (with preferably a suitable surface for cycling) around the Peninsula at all times – in particular when the road is realigned within the development site.

Construction traffic

51. The condition of the road will be made worse by increased vehicle movements and in particular construction vehicles. The Council is urged to fund road improvements to ensure the condition of the road is improved.
52. There are no conditions on the resource consent re vehicle movements for construction vehicles (e.g. avoiding morning and evening peak and avoiding weekends). This (as is the usual practice) is left to a Construction Management Plan approval process. It is suggested that a way is found to consult the cycling community on this plan prior to approval.

Interface with the RC

53. Normally, for a development of this scale and on such a site of significance, the Council and the wider community could be confident that the RC process has identified and explored all issues fully and put in place appropriate mitigation.
54. As illustrated by the extracts from the RC process (refer above) we are concerned that the streamlined RC process followed in this case has meant that this has not occurred – certainly insofar as it relates to cycling.
55. We therefore ask that Council, resource consent aside, re-opens this issue (as part of this decision) so that it and the community can be confident the effects on cycling are acceptable.

CONCLUSION

56. The Council is the enabler of this project. As decision-makers, you hold the key to whether it is appropriate for the development to proceed. In considering its decision we ask that the Council takes responsibility now for understanding the impacts fully and ensuring the safest and most effective cycling environment possible.
57. To achieve this we ask that before agreeing to allow the lease/sale that Council obtains an independent review of the effects cycling environment and if the effects are not acceptable, the available mitigation measures (along with full costings).
58. Failure to address this now will leave it to chance and be an opportunity lost. If road improvements are required they will be solely the Council's responsibility (once the \$10M cap of contribution is exhausted).
59. Or worse still, an unsafe environment may be created that rules out this route as a safe place to cycle. Such an outcome would be a bad outcome for our cycling programme and a very significant erosion of the recreational values of the Miramar peninsula.

Date: 14 August 2017

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Malcolm, Leigh organisation: none

953

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

First Name: **Leigh**
Last Name: **Malcolm**
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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Malcolm, Leigh organisation: none

953

Submission

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- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I have no support for the agreement for the selling of public land to a private developer. The infrastructure part of private development is usually paid for by the developer. This have been ignored with the council proposing that 50% is paid with public money for a private development to progress. Shelly Bay Ltd have advised that \$10 million is the maximum they will contribute. So if there is an increase in the money required for the infrastructure beyond that amount. The council will be required to pay extra cost. It has been acknowledged in the documentation that the council would have to fully met any costs of road improvement that exceed the agreed budget. There has been a lot of discussion about the road infrastructure but the infrastructure needed for a new water supply and waste water treatment along with lighting, gas and electrical supply for the development. This will also be part of contribute from the 50% infrastructure cost that the council will be paying.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Malcolm, Leigh organisation: none

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

953

Comments

I see several issues with the proposal. Once this land has been sold for this development it is gone from the public ownership and the developer can use it for his own financial gain. The proposed buildings and public spaces are only a concept so the finished structures can be changed. The sale of the land is a deal where the money gained from the sale is put back directly into the cost of the infrastructure. The benefit of the land is not being gain by the public. The proposal is asking the rate payer to support a development that does not have the interest of the public as is first priority.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I have issues with this proposal. The leasing of the land becomes the same as sold land as it is for such a longer period of time that no future financial income can be gains from it. If the space is developed by the council and promotes public space. If the public money is available to pay for half of the infrastructure that should be pay by the developer. That money should be used to make the existing buildings viable as commercial endeavours,

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Shelly Bay Development - Proposed Sale and Lease of Council Land from Malcolm, Leigh organisation: none

953

I do not support a public green area development that is presented as part of a private development. The council could use the rate payers money to develop the area for the public following the suggestions of the rate payer not the desires of a private developer. At present there are many artists working in studios at Shelly Bay. With the council's expression of supporting the arts there is no support of the arts in this development. The limited parking facilities make it extremely difficult for the elderly to access the green space with the limited parking that is proposed. The plan shows a limited number of facilities to be accommodated and ends up being facilities that benefit mainly the private housing development at the cost to the rate payer. The numbers of public that can access this area at any one time is undermined with the expectation that the majority of the public will arrive on bikes or park the car at the cutting end of Shelly bay and walk down the road for several kilometres to reach the public area. This is not an option for the numbers of days that the weather hinders a bike ride or mobility effects to individuals. Not enough parking spaces allocated at the public green area. No indicated public toilet facilities.

8. What other comments or questions do you have?

Comments

Traffic at the cutting entrance to Shelly Bay road has much congestion at present, so the extra traffic that will be generated from the 350 residences and proposed commercial businesses will increase this problem. Shelly bay road currently has many little parking areas along the water side of the road where people park and access to the rock areas for fishing, swimming and relaxing. With the proposed footpath put in along the length of road from the cutting to the shelly bay village area this access is completely lost. People will have to either park at the cutting end or the Shelly bay public parking end of the road and walk. Access to the natural areas will be also lost. The traffic that use Shelly Bay road will also change. Not only will there be an increase of cars from the 352 dwellings but 100 workers vehicles, taxis, delivery trucks, refuse collections trucks, maintenance vehicle and buses will also be using the road. (Though it was indicated at one of the public meetings that a bus service was not in the foreseeable future but was recorded on the master plan on Page 12) At present it is difficult to pass cyclists on many parts of the road as bends have limited views of the roads ahead. Conflicting ideas have been put forward to have the cyclists 1. on the road, 2. have them share the footpath. It is naive to think that because you want people to use predominantly bikes, to walk or use public transport that this will be the case. I feel that public money and proposed land sale is being used for the benefit of a private developer to make money and the public facilities benefit the privileged few who can afford a residence in this development. A gated community just without a physical gate For the money that will be spent by the council to prop up and enable this development to go ahead the same amount of money can be used to improve the buildings that are already exist on the council land (only in a poor condition as they have been neglected by the council) There are other people interested in developing this area. I see no evidence that any others have they been given the same options to buy or lease the land as this developer.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hazlett, David

429

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

First Name: **David**
Last Name: **Hazlett**
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Mobile: **044707703**
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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hazlett, David

429

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

There is only talk of costs not profits. For Shelly Bay Ltd to undertake such a venture there has to be 2 motivations, firstly to make a good return on capital invested and secondly have the resources available to carry out such a development. Why should the rate payers of Wellington subsidise the profits of a private company? If Shelly Bay Ltd was successful in its application to develop the site it should do so with its own resources and not rely on subsidies to make it work. The figure of the value of the development is stated at around \$500 million surely within that value figure there is at least \$20 million available for the infrastructure spend.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hazlett, David

The area being sold by the council will have the lowest density housing and by deduction be the most expensive to be sold. Surely the councils intention should be to provide housing for the less well off, there is no mention of affordable housing units being offered to first time buyers or indeed for essential services employees who have to live in Wellington.

429

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Why is the council offering a 125 year lease? Because with being a landlord does come with responsibilities and in all likely hood the area in question will be under water in 125 years time leaving the council open for damages of all sorts from Shelly Bay Ltd. If the council wishes to proceed with this development sell the site outright for a greater sum than the \$5.5 million on offer.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Does Wellington need another microbrewery cafe boutique hotel? They are only there to ramp up the value of the other commercial sites. Walkways and green spaces are fine and should be encouraged - after all it is mainly on the council's own property and it is a facility that rate payers can already enjoy without having to pay out vast sums to subsidise the development. We have enough buildings without any distinction in Wellington already these are bland before they begin.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Hazlett, David

8. What other comments or questions do you have?

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Comments

The focus of the booklet and the development proposal is particularly one sided it focuses on the costs of continued council ownership £5.85 million to refurbish existing buildings - ironically this would provide a better revenue stream to the council over 125 years, if the council did refurbish and retain ownership of the commercial areas If Shelly Bay Ltd wants the development to proceed they should dip their hand into their own pocket - pay for the infrastructure upgrades and pay market price for all the council land. It is not up the the Wellington rate payers to subsidise the development. Even paying for all of the costs as most other developers do, Shelly Bay will still make handsome profits from the proposal. The council will still benefit in terms of rates and other surcharges once the development is completed. It is the councils responsibility to put their ratepayers first, not to subsidise developers.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

1140

Proposal for the Council to sell/lease part of its land at Shelly Bay

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged. You can answer these questions online at wellington.govt.nz/shellybay, email your thoughts to shellybay@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 14 August 2017.**

Privacy statement - what we do with your personal information

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

Section 1 – your details

Your name*:	Faye Bishop
Your email or postal address*:	Unit R, 44 Roxburgh Street, Mt Victoria, Wellington 6011
You are making this submission:	<input checked="" type="checkbox"/> as an individual <input type="checkbox"/> on behalf of an organisation. Your organisation's name:
I would like to make an oral submission to the Councillors:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please give your phone number so that a submission time can be arranged*:	04 384-2369

*mandatory field

Section 2 – questions about the proposal

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

Do not support at all Not really supportive Neutral Supportive Very supportive

What are your main reasons for supporting/not supporting this agreement?

Cost to ratepayers. Private business should fund own project
Loss of Council land.
Roading. Shelly Bay road not adequate to manage increased traffic volume
East side of Shelly Bay open space for families, picnics, ferries.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Do not support at all Not really supportive Neutral Supportive Very supportive

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1140

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?
No benefit to general population. Issues with roading. Too large a number of dwellings for the area

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for housing and commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay
What is your level of support for that proposal?
 Do not support at all Not really supportive Neutral Supportive Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes?
No benefit to general population of ratepayers. Issues with roading and water and sewage infrastructure

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.
Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?
 Do not support at all Not really supportive Neutral Supportive Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?
Rising sea level - does this fit with other research by WCC?

8. What other comments or questions do you have?
This is one area of open space suitable for people to relax and play in Evans Bay. For families an outing without great expense as it currently is.

Free Post Authority Number 2199
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FREEPOST 2199
Gerald Blunt (279)
Wellington City Council
PO Box 2199
Wellington 6140

112

Shelly Bay Development - Proposed Sale and Lease of Council Land from Smyth, Karen

581

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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Submitter Details

First Name: **Karen**
Last Name: **Smyth**
Street: **13 Rolleston Street**
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City: **Wellington**
Country:
PostCode: **6021**
Daytime Phone: **04 381 3913**
Mobile: **021 0766 096**
eMail: **karendavid@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Smyth, Karen

581

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Shelly Bay is a beautiful, underdeveloped asset to Wellington. The proposed developments will take away this unique, and well-used public asset. In brief - yes, deal to the run-down existing infrastructure. Fix the buildings and the wharf. The former military buildings can be gently developed for unique housing - suited to the history of the area and providing more housing that does not look like an international resort. Keep the Chocolate Fish café, with all its charm and open areas.. Much could be achieved within the Council's estimate of \$5.85 million to refurbish the buildings and maintain the infrastructure to a minimum standard. Should the Council enter into its proposed agreement with Shelly Bay Ltd, vast amounts of funding will be required both short and long-term. Our asset will become just another expensive and exclusive area of apartments, cafes, and boutique shops. I urge the Council to take a minimalist approach, not to be dragged in by plans and promises of increased values. These are hardly ever offset by the cost of development. The argument that the land without this huge development is worth 'significantly less' to the Council is only one part of the debate.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to

page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Smyth, Karen

581

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
see earlier comments at Q1

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments
None.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments
see response at #1. Certainly, the property/properties have been greatly neglected, but there are already places to walk, green places, seating and parking, a café, and access to the beach. (Bars at the end of the coastal road do not sound particularly sensible, ditto the micro brewery). The coastal road could do with a more-defined footpath.

8. What other comments or questions do you have?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Smyth, Karen

Comments

Repair and restore this unique area, without being 'tempted' by all the plans put up by developers.
Tread carefully before destroying what we have and appreciate (and use).

581

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Item 2.3 Attachment 1

1087

John Christopher Horne
28 Kaihuia Street
Northland
WELLINGTON 6012
Phone 475 7025

14 August 2017

Wellington City Council
PO Box 2199
WELLINGTON 6140
ShellyBay@wcc.govt.nz

To whom it may concern

SUBMISSION: SHELLY BAY DEVELOPMENT – PROPOSED SALE AND LEASE OF COUNCIL LAND

Thank you for the opportunity to comment on the proposal, and for making hard copies of the document available at WCC reception.

I wish to speak in support of this submission.

Background

I am a long-term resident of Wellington. My outdoor interests centre on tramping, walking, native plant communities, indigenous ecosystems, natural landforms, and the pre-European and post-settlement associations with them.

On Friday 11 August, I alighted from the no. 24 Miramar Heights at the first stop on Akaroa Drive, Maupuia. I walked the entire length of the Maupuia Walkway from there to Shark Bay, then walked along Shelly Bay Rd to Shelly Bay. (Total walk time c. 40 minutes). I spent time walking around the entire Shelly Bay site. I noted the dilapidated state of some of the buildings, and the long-decommissioned above-ground pipe-tracks. I also noted the vegetation on the steep slopes behind the site. The plant communities include a substantial proportion of typical Wellington, regenerating native-forest species.

To reach the no. 24 Miramar Height bus route, I walked up the old military road (Russian threat 1880s vintage, and World War 2 vintage) from Shelly Bay, passing the ten historic munitions magazines, and up to the bus stop at the former Mt Crawford Prison. (Total walk time c. 30 minutes).

I understand that Treescape Limited has a contract to fell pine trees above Shelly Bay. I believe that the pine trees are on LINZ/Defence land. Is the felling in any way related to the proposed development of Shelly Bay? If so, in what way is it related?

Non-notified resource consent for the proposed development

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I regard all Wellingtonians as parties likely to be affected by this proposal, whether they can see the site from their homes, or not. Thus I fail to see how Wellington City Councillors could vote to accept the application for resource consent as non-notified.

Submission

I support the provision of a village green and walkway/cycleway.

I oppose the proposed sale and lease of Council land in its entirety.

Reasons for my opposition:

1. The proposed development would produce a suburb which would be largely car- and motor-bike-dependent, contrary to Wellington City Council's policy of fostering walking, cycling, and the use of public transport;
2. The proposed development would be contrary to WCC's objective of becoming a carbon-neutral capital, and contrary to complying with NZ's ratification of the 2015 COP21 Paris Agreement which requires us to slash greenhouse-gas emissions;
3. The scale of the proposed development is out of keeping with the semi-rural setting on the flanks of Miramar Peninsula, sometimes known as Watts Peninsula;
4. The volume of traffic – 4700 vehicles per day – that it is predicted would be generated by the proposed development would far exceed the capacity of the winding, narrow, scenic drive that is Shelly Bay Road. The traffic would make travel along Shelly Bay Road from the Miramar Cutting most unpleasant and hazardous for walkers and cyclists;
5. If a footpath were to be provided from Miramar Cutting to Shelly Bay, it would have to be 1.65 m wide, as required by the NZ Transport Agency's *Planning and Design Guide*. The 1.5 m width as cited in the document is not acceptable;
6. If the proposal were to proceed, provision would be required to prevent cars being parked on the path used by walkers and cyclists;
7. The route of the no. 24 Miramar Heights bus service is too far from Shelly Bay to be any use, except for recreation purposes – walking and running – either to and from the Maupuia Walkway, or to and from the former Mt Crawford Prison;
8. The provision of a ferry service to and from Queens Wharf would probably require the purchase of another vessel, and would be dependant on the weather;
9. If the impact of the proposal were such that Shelly Bay Road had to be widened by cutting back into the already steep slopes of Carter Reserve and other land above the road, it could destabilise the slopes, so widening on the seaward side of the road would be required. This would involve Greater Wellington Regional in the consent process, because the widening would be into the Coastal Marine Area.
10. Widening Shelly Bay Road into the Coastal Marine Area could destroy burrows of kororā, the little blue penguin, and make more hazardous their trip across the road to habitat in Carter Reserve, and other lands, above the road;

11. Any road works at the intersection of Shelly Bay Road and Miramar Avenue must not interfere with the two historic tunnels in the Mapuia ridge;
12. I do not support having ratepayers contributing to the large estimated cost of increasing the capacity of the storm-water network, and waste-water network for the benefit of Shelly Bay Limited;
13. I do not think that the necessary changes to Shelly Bay Road from Miramar Cutting to Shelly Bay would be fully consistent with Wellington City Council's Great Harbour Way project;
14. I am not aware of any Environmental Impact Assessment of the project as described in the document.
15. If the already consented proposal for 280 apartments, 58 town-houses and 14 stand-alone homes proceeds, I believe that the result would be a somewhat soulless suburb, rather more up-market than Grenada North.

Yours sincerely

Chris Horne

Shelly Bay Development - Proposed Sale and Lease of Council Land from McCorkindale, Derek organisation: self behalf of: self

631

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Derek**
Last Name: **McCorkindale**
Organisation: **self**
On behalf of: **self**
Street: **22 Burnham Street**
Suburb: **Seatoun**
City: **Wellington**
Country:
PostCode: **6022**
Daytime Phone: **043887847**
Mobile: **0292747811**
eMail: **derekmcc@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from McCorkindale, Derek organisation: self behalf of self

631

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Explained in attachment - Ratepayer subsidy to developer, sale of land, free underwrite for developer, binary outcomes, insufficient car parking, low rates revenue and lack of clarity around wharf rebuild

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

No benefit- the land should be sold in the form of a 125 year lease to ensure future Councils (and ratepayers) retain control.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to

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Shelly Bay Development - Proposed Sale and Lease of Council Land from McCorkindale, Derek organisation: self behalf of: self
Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

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What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Hopefully will create a vibrant destination for everyone to enjoy. 128 Carparking spaces seems too few

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

This is a mixed and 'balanced' development suitable for the site providing public access is retained and enhanced. Infrastructure is insufficient and hopefully the costings are accurate and the work will be sufficient.

8. What other comments or questions do you have?

Comments

See attached document

Attached Documents

File
Shelly Bay Submission

Need Help?

Shelly Bay Development - Proposed Sale and Lease of Council Land from McCorkindale, Derek organisation: self behalf of self
Privacy Statement

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Item 2.3 Attachment 1

Shelly Bay Submission

Objections to the proposal in its current form

1. \$3m subsidy by Wellington City Council (“WCC” or “the Council”), in other words the rate payers, to a private property developer Shelly Bay Limited (“SBL”) – The infrastructure costs are estimated to be \$13m which are normally paid by the developer however the Council is generously offering to pay \$3m towards this. The manner in which this has been disclosed in the Consultation Document is misleading in my view as the \$7m estimated public works has been added to the \$13m infrastructure to arrive at a total of \$20m. The Council is proposing to pay half of this, because SBL has capped its contribution at \$10m. What are the grounds for the Council subsidising the developer? The Council should renegotiate these terms and require SBL to pay the full \$13m. What is so special about the \$10m figure that SBL says it cannot go beyond? After all it is supposedly a \$500m development!
2. Sale or lease – why is the Council selling a 0.3ha portion of land? What is the logic? The Council’s position should be to retain long term ownership for ratepayers and future Councils. Therefore the Council should only agree to lease its land. In another 125 years the 0.3ha parcel which is proposed to be sold now could be a strategic parcel when the initial lease expires on the other 0.6ha and therefore the Council at that time may be restricted in what it can do.
3. “Free underwrite” to the developer -the reference to possible further road upgrading requirements above that included in the \$13m estimate is said to be a cost borne exclusively by the Council should it arise (Q and A Page 5 Question 10) . This gives the developer a free ride if, due to the development, it is determined that further roading improvements are necessary. The negotiated arrangements should ensure SBL is jointly exposed to this contingent liability, rather than have it fall entirely onto the ratepayers.
4. Binary outcomes – the Consultation Document page 9 says that “it is estimated it would cost the Council \$5.85m just to refurbish the buildings and maintain the infrastructure Alternatively the Council could enter into the proposed agreement with Shelly Bay Ltd”. This seems to indicate there are only the two choices. Surely there are many others. For a start the Council could simply demolish the buildings at presumably a much lesser cost. The estimate to refurbish the 2 buildings and maintain infrastructure seems high. Is the proposed refurbishment standard too high? Also won’t the Council have an obligation to maintain the infrastructure even if the SBL development proceeds or does this expense pass to the developer?
5. Misleading visuals – the artist’s impressions of the development show an impressive wharf structure as part of the development. The Consultation document is silent as to the future construction of wharves or demolition of the existing wharves, which belong to SBL (Question 21). Hopefully the Council or perhaps the Regional Council have control over wharf development. I would support wharf construction along the lines of the artist’s impression providing yachts could tie up to the wharf and that the public has unrestricted access to it.
6. Insufficient car parking – the provision of 128 time-limited carparks will be inadequate if the current patronage of Chocolate Fish is anything to go by. On a busy day I would estimate there could be at least 50 vehicles for this café alone. Presumably there is at least one car parking space per apartment/residence included in SBL’s proposals as well as the provision of visitor car parking for the apartments and the rest home otherwise these vehicles would put additional pressure on the limited spaces.

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7. Inadequate level of rates revenue - \$1.5m of annual rates revenue seems very low for the scale of this development (supposedly up to \$500m). Dividing \$1.5m by 350 properties produces rates per property of approximately \$4300. This seems very low given there will also be commercial operations (cafes, bars and a microbrewery) as well as a 50 bed hotel and (according to the Dompost) a rest home catering for 140 residents. Has the Council offered some form of rates relief to this development or is part of the development exempt from rates perhaps on cultural grounds?
8. Risk analysis – Cash flow profile – presumably the expenditure for infrastructure and public works will occur over the extended time frame of the development. However the currently proposed amount of \$8m to be paid by SBL to WCC for the land should be received in full upfront before SBL has access to, or undertakes any work on any of that site area. The settlement terms should not expose the Council to settlement and performance risks.
9. Recreational potential – as a user of Shelly Bay on some summer afternoons I am aware of how sunny the beachfront is right up until the sun sets. The Council has the potential to transform the stony beach into a highly appealing sandy beach for all Wellingtonians to enjoy (by transporting sand to at least part of the waterfront). There is no mention of any such plan in the development but I feel this would be a spectacular enhancement for the entire Shelly Bay area. If it is not contemplated now, at the very least the development agreement with SBL should provide for beautification initiatives such as this to be carried out in the future.

Derek McCorkindale

14 August 2017

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tregonning, Russell

729

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tregonning, Russell

729

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

This plan is for a private development which requires WCC and rate-payer funding to allow an exclusive housing development. This will destroy the ambience of a popular public area. I oppose WCC selling or leasing publically-owned land for this purpose. It should be enhanced as public space for use by the whole population as was originally intended when the defence Force quit the Bay. Also-- 1. Having refused WCC funding, WCC should gain expert opinion on how to improve the sea-front space which is highly-valued by the public as a popular recreation area. Any additional infrastructure should also be subject to expert design input rather than left to the current single developer. There is no hurry to do this: the existing buildings have lain idle there for many years. The Council should resist being pressured by the current proposed developer and the Tenth Trust. It should stop the current plan, pause and rethink. 2. The Miramar to Shelly Bay road is popular for many functions: cyclists, walkers, fisher-people, beach-lovers, picnickers and many other recreationalists highly value this Peninsular route. Cyclists and others will be expected to share the road space with cars and large construction vehicles during the many years while development proceeds; this will be unsafe. Also, Wellington City Council has promoted Ciclovía along this part of The Great Harbour Way/ Te Aranui O Pōneke, an event which has attracted thousands of Wellingtonians. They cycle, walk, run, skateboard, wheel-chair the route with beach-side activities run for children who are able to ride the road safely. The Great Harbour Way is supported by WCC as a safe & wide access route for pedestrians & cyclists around the whole perimeter of Wellington Harbour. This development with its narrow congested roadway will disturb this potential tourist attraction as well deny locals easy & safe access. 3. This type of development normally requires a collector road of 14m width with an 8m berm. The proposed road will only be modified to be 6m wide for 2 lanes & a 1.5m wide walkway ie 7.5m in toto, about 1/3 of what is normally considered safe. This narrow roadway will be expected to carry about 4 times the current traffic volumes. This will disturb not only human use but also conservation values--there are about 15 little blue penguin nesting sites along this portion of the coast. GWRC has not given consent for further widening of the road: any such would be very destructive and further threaten the marine environment. The roadway is low-lying--predicted sea-level rise inundating the access way has not been considered properly. 4. There is no provision for public transport. This has health & climate

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tregonning, Russell

implications. The quadrupled car numbers will generate climate-hostile emissions and unhealthy particulate pollution. WCC has strong aims and written policies to act against and adapt to climate change which is an existential threat to humanity. The Council also has legal responsibilities to protect the health of its citizens. There is hopeful talk of the ferry being a form of transport. This mode is already unreliable and will likely become more so as more severe weather events increase as climate change kicks in. GWRC has no plans to provide bus transport or build a wharf for ferries. 5. The SH1 route to & fro the Eastern suburbs is already congested at peak times. It is proposed that the increased traffic generated along Cobham Drive will be accommodated by NZTA-planned improvements--but these are hypothetical at present. Many Wellingtonians see that all-electric rapid transport like light rail from CBD to the airport & Miramar via the hospital will be a superior way to relieve congestion, reduce emissions and pollution to cope with increased traveller volumes in the longer term. It is well known that increasing urban motorways are more expensive than light rail built on existing streets. More roads attract more cars and become congested again quickly. 6. The economic benefits to the city are hypothetical estimates. Accurately quantified costs for significant infrastructure have not been assessed. In my view, the benefits for public recreation are priceless and will outweigh other purely dollar estimates of benefit.

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2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

See above under 1.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tregonning, Russell

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Comments

see above under 1.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

see above under 1. I support public space enhancement at the Bay for the general public, but the existing plan depends on an over-ambitious private housing development. This should be abandoned as noted above.

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Advice Ltd
Shelly Bay Development - Proposed Sale and Lease of Council Land from Rotmann, Sea organisation: SEA - Sustainable Energy

24

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged. You can answer these questions online at wellington.govt.nz/shellybay, email your thoughts to shellybay@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 14 August 2017.**

Privacy Statement

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

Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Advice Ltd
Shelly Bay Development - Proposed Sale and Lease of Council Land from Rotmann, Sea organisation: SEA - Sustainable Energy

24

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

- Seems to be socialising costs and privatising profits - like with the airport extension - Minimum information around how threats from rising sea levels, tsunamis and earthquakes was provided. Putting buildings to 2.1m above sea level is laughably inadequate. Has any information been given by an insurer or re-insurer about the likelihood of not being able to retain or afford insurance in the lifetime of these buildings? - Huge environmental and social impacts on the south coast, minimal information provided, doesn't look like a proper impact assessment was undertaken, nor has any information on such impacts been provided to the public - Generally biased reporting and publicising of this issue, it's clear where WCC sits already - Very dubious and non-transparent of WCC to fast-track this huge development which has been under so much public scrutiny, even leading to a prominent iwi leader going to jail for corruption, without notifying the public. - How does this fit the Special Housing criteria when this clearly will not be affordable housing but rather a gated community for rich people? - How will this add to the already hugely problematic traffic congestion along Cobham Drive? How will this development and an increase of traffic on Cobham Drive deal with already fast-accelerating sea level rise and increased storm surges? - 3500 extra vehicles a day on this part of the coast is a massive and unsustainable increase - Unclear if all iwi members were properly consulted and their wishes were indeed taken into account - The proposal is ugly, over-developed, has no apparent sustainability criteria, and does not fit with the stunning natural environment that is our taonga - Does not fit into Paris Agreement or our goal to become a 'Low-carbon capital' - Ian Cassels is not the man to be trusted to do the right thing on such an iconic part of our coast, he has put eyesores up all over this town already - Wellington is NOT Sausalito! We need to be realistic of who we are and what is special about our 'coolest little capital'. This isn't it. Where is the creativity, resilience to its harsh environment, and sustainability that we'd like to pride ourselves in?

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as

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Advice Ltd
Shelly Bay Development - Proposed Sale and Lease of Council Land from Rotmann, Sea organisation: SEA - Sustainable Energy
housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

24

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

It is public land, selling it to Ian Cassels will mean it will go from being able to be enjoyed by all to only being enjoyed by the few (rich). This housing development, which WCC did not give us the ability to submit on, is an eyesore and will not survive the coming threats, even in the medium term (particularly, rising sea levels, storm surges and tsunamis). Leaving it in our hand gives us the say of what should be done with it. The past criminal activities and corruption surrounding some of the major players means there should be extra transparency applied, not less. The public will not thank you for this, it will despise you for losing such a special part of our coastline to neoliberal greed and shortsighted profit-mongering, without giving us a proper say.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

See above. Keep it in the public hand so we can have a say of what should happen with this land!

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

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Advice Ltd
Shelly Bay Development - Proposed Sale and Lease of Council Land from Rotmann, Sea organisation: SEA - Sustainable Energy

24

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Why can't we have better public spaces and facilities without having to let Ian Cassels develop an eyesore without any input from the public? This should be an ideal example of how creative and green our city can be, not more of the same 80s thinking where greed is god and global issues like runaway climate change don't exist.

8. What other comments or questions do you have?

Comments

This whole thing is yet another outrage committed by the WCC on behalf of big-ticket developers. It is very similar to the airport runway and Capital Express subsidies where it is clear that the Council's agenda is to bleed ratepayers for the benefit of private investors. There are a lot of strong feelings especially on the Miramar Peninsula about what to do with Shelly Bay, and ignoring our collective and individual wishes in such an outrageous manner will lead to massive protests. This was such a great opportunity to showcase our city to become part of the global movement to honour the Paris Agreement and work towards Carbon Neutrality. This is the opposite and extremely uncreative to boot. Makes me less proud to be a Wellingtonian who loves to live here.

Attached Documents

File
No records to display.

[Need Help?](#)

[Privacy Statement](#)

Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Nicole behalf of: My whanau in Hataitai

663

Introduction



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Submitter Details

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Last Name: **McKee**
On behalf of: **My whanau in Hataitai**
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Suburb: **Hataitai**
City: **Wellington**
Country: **New Zealand**
PostCode: **6021**
Daytime Phone: **04 386 3253**
Mobile: **027 44 00 567**
eMail: **nic303@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Nicole behalf of: My whanau in Hataitai

663

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

My children were born in our home at Hohiria Road, Hataitai. Since before their births and afterwards we have on nearly weekly basis visited the Shelly Bay area. The attraction of Shelly Bay is the peaceful, serene, unobtrusive distraction of nature that we have access to at our doorstep, so close to city. I do not pay rates in the Wellington City so that i can lose that piece of paradise and have to pay for for infrastructure. I do not want to see a housing development or a commercial development go up on a piece of land that cannot support those developments without taking money from my pocket to pay for it. Wellington City Council, your rate payers pay rates to have this piece of bliss - not for you to go selling it. If you sell our land for commercial gain then you are not looking after the Wellington people, you are looking short term only. Have you seen the water around those bays? Have you noticed how clear and beautiful it is? If you sell this land and allow development you will forever destroy that. Destroy the fishing. Destroy the places that my children, my husband and I created our whanau memories on the rocky beaches around the bays. Any development there will not benefit us. It will not benefit Wellington. It will commercialise special places and not make them special anymore. Keep what we have. Look long term gain not short term. Long Term means allowing your rate payers and visitors a piece of paradise close to the city and beaches. Beaches that uniquely shelter us from southerly's and northerlies. Think of your people - hei tangata.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to

page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Nicole behalf of: My whanau in Hataitai

- Neutral
- Supportive
- Very supportive

663

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

This isn't just a matter of building homes on the land. It's ripping the land up to build on. It's making us rate payers pay more for the infrastructure that will need to be placed there. It's about selling us out for your own profits, profits that will not benefit myself or my family in any way. You will take away from us the place of peace that we enjoy and charge us for doing it. The development will stop there. Once you start, it will not stop. I see absolutely NO BENEFITS to housing on this piece of land. Put affordable housing in Wellington where people need it and have the funds to purchase it. This development is for the rich only and does nothing to benefit those that need homes in Wellington.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

NO BENEFITS. There is a big retail complex in Lyall Bay. You have Miramar shops around the corner. The eastern suburbs are not in any need for another retail complex. You will destroy the outlook the area has. Any commercial property will be big and take away the views of the area. It does not suit that area at all. There is no reason to go to Shelly Bay except to enjoy the peace, visit the beaches and relax. Stop trying to destroy that.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from McKee, Nicole behalf of: My whanau in Hataitai

Very supportive

663

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

You don't need to propose public spaces - WE ALREADY HAVE IT and WANT TO KEEP IT THE WAY IT IS. I can go around the corner to Miramar if i want a cafe, a bar or a shop. What sort of Council are you to think that you should put a bar out there and have people drive home from it around those bays? STUPID

8. What other comments or questions do you have?

Comments

I would be happy for a rates increase to maintain Shelly Bay as the public and serene place that it currently has. Don't do it. Put your resources into developing somewhere closer to the facilities that are required like schools, bus stops and do it for those that need housing. Stop looking after the rich and the elite. Start looking after your people.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Swann, Pauline and Athol organisation: Our family

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Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Pauline and Athol**
Last Name: **Swann**
Organisation: **Our family**
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City: **Wellington**
Country:
PostCode: **6012**
Daytime Phone: **(04) 4728 417**
eMail: **athol.swann@paradise.net.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Swann, Pauline and Athol organisation: Our family

332

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Loss of green space and the the predicted traffic to increase from 1200 to 4700 vehicles a day adding to the already congested Cobham Drive Ratepayers cost - Wellington ratepayers will continue to pay for this development after the developers have gone. Resource consent is for 13 years and access to Shelly Bay will be limited in this time while massive construction work takes place. Large construction vehicles will regularly trave the road between Miramar Avenue and Shelly Bay. Of great concern is Climate Change and sea level rising which will reduce the width of the road and endanger all the new buildings planned. Shelly Bay should remain a recreational area and certainly needs some improvements but a dense housing complex is not the right mix for this public space.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Swann, Pauline and Athol organisation: Our family

332

Comments

As above very few benefits and the loss of public open space.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

Once again we ratepayers are paying!

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

With some repairs and improvements to recreational facilities is all that is needed.

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

Need Help?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Swann, Pauline and Athol organisation: Our family
Privacy Statement

332

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tipping, Nick behalf of: Wellington musicians

846

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

First Name: **Nick**
Last Name: **Tipping**
On behalf of: **Wellington musicians**
Street: **Apartment 1, Park Mews, 54 Moxham Avenue**
Suburb: **Hataitai**
City: **Wellington**
Country:
PostCode: **6021**
Daytime Phone: **0211414680**
Mobile: **0211414680**
eMail: **nick.tipping@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tipping, Nick behalf of: Wellington musicians

846

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I am a former Head of Jazz at the NZ School of Music at Victoria University, and a professional musician of 20 years' experience. I present 'Inside Out', NZ's only nationally broadcast jazz radio show, on RNZ. In 2016, I graduated with a PhD in Musicology and Jazz Studies from Victoria University and Massey University. My topic was the Wellington jazz scene, in the context of the wider Wellington and NZ music scenes. Jazz musicians are everywhere in the Wellington scene - from Fat Freddy's Drop, the Richter City Rebels, Little Bushman, the NZSO, Orchestra Wellington, the Rodger Fox Big Band, and countless other groups all feature jazz musicians. A typical month will see between 80 and 100 jazz gigs in central Wellington alone. However, as is always the case, those musicians only just scrape by on their earnings, and so affordable rehearsal space is vital for this to continue. While many of the buildings in Shelly Bay are run down and in need of repair or replacement, they have been used for years as practice space and creative studios by Wellington's arts and music communities. Over the past decade or so, many such spaces have been demolished and/or repurposed, meaning there are fewer and fewer venues for musicians to get together, work on their artform, and prepare for performance. Venues such as the old studios in Wright St, and the building that is now the Third Eye on Karo Drive, have been taken out of the equation so that their space could be developed for other purposes. Each time the musicians have been forced to find or pay for alternative rehearsal space. The reason I am 'not really supportive' of this proposal is that in the many pages of proposals for Shelly Bay, the effect of this repurposing of space has been ignored. It will have the effect of denying many local musicians the opportunity for affordable practice and rehearsal space. These are the same musicians who play at Council and parliamentary functions, university graduations, civic events, festivals like CubaDupa and the Newtown Festival, and, ironically, private functions for people of a similar demographic to those who will be buying properties in the new development; as well as who populate the broader Wellington music scene which the Council promotes as the country's finest. I do not anticipate this submission having any effect on the proposal. I am making it in order to raise with the Council the fact that gentrification has meant that local musicians are being squeezed out of affordable accommodation in Wellington. It's great that the council is supportive of the new Music Hub, and that \$500k is being allocated by the mayor towards 'a major Matariki festival and backing local

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Tipping, Nick behalf of: Wellington musicians

artists and performers to present their work in the council's major Wellington venues'. However the artists and performers mentioned here all have to rehearse and practice somewhere. These vanishing local rehearsal spaces have given rise to some of the country's best known musicians, but they are in more and more danger of disappearing. My PhD research illustrated the way that local jazz musicians drive the Wellington music scene, enabling the higher profile musicians to succeed. However, it also made the point that is being illustrated by this development: that those local musicians must contend with an environment which does not support them, and often does not even acknowledge them. Unfortunately the Shelly Bay development is another in the long line of developments which make it harder and harder for those musicians to function.

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2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
As above

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments
As above

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops;

Shelly Bay Development - Proposed Sale and Lease of Council Land from Tipping, Nick behalf of: Wellington musicians
a microbrewery and a boutique hotel.

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Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

I am always supportive of greater public spaces in Wellington. However, if they come at a cost to the arts scene as mentioned above, then I think a balance needs to be struck. Unfortunately this proposal does not attempt to find that balance.

8. What other comments or questions do you have?

Comments

I am very happy to be contacted regarding any aspect of this submission. This submission does not represent the opinion of my employer(s).

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

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From: Bernard O'Shaughnessy <bernardfree13@gmail.com>
Sent: Thursday, 3 August 2017 11:30 a.m.
To: GRP: Councillors; Councillor Chris Calvi-Freeman; sarah.free@wcc.govt.wcc;
Councillor Paul Eagle; shellybay
Subject: SHELLY BAY PROPOSAL
Attachments: IMG_20170803_0001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Councillors'

The following comments are added to my submission regarding the proposed development at Shelly Bay.

- 1) In 2009 I attended a community meeting at the Miramar Golf Course and the CEO of the WCC (Gary Poole - since resigned) and the Chair of the Port Nicholson Trust Iwi (Sir Love - since disgraced) spoke to more than 200 of us locals.
- 2) In attendance also was Councillors Apriana-Mercer, Rob Goulden, Celia Wade-Brown who have all since been voted out. Leonie Gill was also present (since deceased). Iona Pannett was also present. At different times during the evening I spoke with all of them.
- 3) I also spoke with Gary Poole and Sir Love and gave them each a copy of my proposal for the developments in the Bay. I also attended a later meeting at the Port Nicholson Trust offices.
- 4) My ideas tabled were as follows:

- A) Build a tourist hotel there
- B) Build multi storied apartments
- C) Have shops/cafes and an small shopping area
- D) Have a surf life club there to provide for safe swimming/kite surfing and all water sports/yacht club
- E) Have a community multi purpose hall to include music/drama/arts/film
- D) Have a Gondolier go from there up the hill to the old Mt Crawford Prison.
- E) Have a Gondolier go from the hill top down to Weta movie sites
- F) Have a 'Lurge" from the hill top to Weta sites.
- G) Convert Mt Crawford Prison to an Industrial Hospitality site for trainees:
Note it is an 150 bed mothballed prison with commercial kitchen, wonderful views and should be used in the interests of the wider society. Sir Love liked that idea.

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H) Have bike tracks and walk trails around the Miramar Peninsula to provide for the increased interest in bikes for persons of all ages.

I) Have the Shelly Bay wharf enhanced and developed to allow for cruise tourist ships to berth there. (Note: I have been disappointed over the years to witness the appalling lack of focus on the arrival of international cruise ships, which bring heaps of \$ benefits to our city, yet our welcome 'onto the jetty' is sad. Even when we had the 'Overseas terminal' it was better than the complete lack of welcoming facilities now experienced. Remember also that because of the duplicity of the GWRC Centerpoint is stuffed.

J) Have a daily ferry service from Shelly Bay to the city to be linked and enhance with the East-West service. I think we under use our harbour for the transport of passengers by ferry.

So I still think these ideas I had put forward in 2009 are relevant today in terms of the Shelly Bay Proposal. Very interesting that Dompost now reporting on the matter.

But I have a range of questions on the cost of this project. I think the split should be %40 on the ratepayer and %60 on the developer.

I would add in however the wider overall plan must be addressed. That is communication and transport connections are needed over the whole city and I have advocated on that before.

K) Light rail from the Railway Station to the Airport.

The route to be Railway Station

along waterfront - Te Papa

Up the middle of Kent/Cambridge Tce

around the East side of Basin Reserve

(Have traffic lights for vehicles to stop/go)

Light rail up Adelaide Road

Turning at Hospital Road and up that road

(That gives a rail stop at the Hospital & GG's house & Newtown)

Then along the back of Mein St on the edges of the green belt

Then up to an earth cutting onto the top end of Wellington Rd.

(Put a road/cycle way bridge over top so people can get to the

SPCA and Mt Victoria) (so we don't need to double the car tunnel)

Down Wellington Road turning past the Aquatic Centre/sports hub

Then down Rongatai Rd turning onto Coutts St

That aligns to the tunnel under the Airport so the light rail can

can go that way and bingo, you are at the airport!

Cost \$2billion and climbing. Make it a PPP. (Sir Michael Fowler agreed.).

L) Also as a tourist and transport option have trams run from Shelly Bay (after unloading the cruise tourists) to the airport, a bit like the wonderful trams at Queen Elizabeth Park.

M) Together with my keenness for light rail is of course is to have seawalls on Petone to CBD, CBD itself, both sides of Lyall Bay, and Island Bay. The seawall to provide for security of unities like sewage/water/communications to be enhanced and protected given the climate change situation we are in. Councillor Foster/Nicholls knows my plan. We could have walking and cycle ways on top of the seawalls. I have put the cost to council before for that project as being \$1billion, but over 30 years would be a realistic BCA.

N) Added to this 'bigger city vision' I trust Councillors will also agree to have the Library opening hours at
Newtown extended on Saturday to 4:30pm.

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Well, this is my submission.

Yours sincerely

Bernard O'Shaughnessy

Proposal for the Council to sell/lease part of its land at Shelly Bay



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged. You can answer these questions online at wellington.govt.nz/shellybay, email your thoughts to shellybay@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 14 August 2017.**

Privacy statement - what we do with your personal information

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

Section 1 – your details

Your name*:	BERNARD O'SHAUGHNESSY
Your email or postal address*:	Bernardfree@gmail.com
You are making this submission:	
<input checked="" type="checkbox"/> as an individual	<input type="checkbox"/> on behalf of an organisation. Your organisation's name:
I would like to make an oral submission to the Councillors: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, please give your phone number so that a submission time can be arranged*:	
021-0623275	

*mandatory field

Section 2 – questions about the proposal

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

Do not support at all Not really supportive Neutral Supportive Very supportive

What are your main reasons for supporting/not supporting this agreement?

* The cost split should be 40/60 @ WCC fronts 40%.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Do not support at all Not really supportive Neutral Supportive Very supportive

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3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Enhance the run down area
and celebrate our harbour.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for housing and commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Do not support at all Not really supportive Neutral Supportive Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes?

Must ensure general public have right of access

1st fold here - fasten here once folded

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

Do not support at all Not really supportive Neutral Supportive Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Huge benefits, but must still be allowed
entry for general public to swim & have BBQ.
Area must be under a liquor ban!

8. What other comments or questions do you have?

Yes - lots of comment as attached.

2nd fold here

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FREEPOST 2199
Gerald Blunt (279)
Wellington City Council
PO Box 2199
Wellington 6140

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Wutzler, Thomas

890

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Thomas**
Last Name: **Wutzler**
Street: **PO Box 15198, Miramar**
Suburb:
City: **Wellington**
Country:
PostCode: **6243**
Mobile: **0272500600**
eMail: **thomas@helfen.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Wutzler, Thomas

890

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

- The sale / lease of Council land is key to the whole development. By selling/leasing this land you are committing to a development which will change the nature, appearance and character of an iconic area of Wellington and which breaches the Council's District Plan. - I object to the proposed spending by Council on infrastructure for what is a private development. I also consider that Council has not adequately costed the proposed infrastructure works and has not provided for a fair contribution to costs by the developer.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

- I take issue with the scale of the proposed development and the fact that the housing proposal

Shelly Bay Development - Proposed Sale and Lease of Council Land from Wutzler, Thomas

appears to run roughshod over the Council's own District Plan. It is too dense which introduces other issues such as the increased amount of traffic for Miramar and more particularly Shelly Bay Road introducing safety issues and likely congestion issues particularly during the prolonged intended build period. - As per my comments below, the lack of access by others creates 'private enclave' in an area currently enjoyed by many. - I am open to development of the area but it must be development in keeping with its iconic status and location and its history.

890

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

- There is a lack of information on what the proposed use of the buildings will be; - I would have expected a transparent tender process for the leasing of any land / buildings;

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
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- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

- The supposed publically available green spaces are negligible in an area that has long provided amenity and recreational space for all Wellingtonians. There is a lack of public parking particularly due to the need to widen the road. This will essentially mean that 'outsiders' will lose the Shelly Bay amenity creating a 'private enclave'.

8. What other comments or questions do you have?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Wutzler, Thomas

890

Comments

- I object to the use of the HASHAAA when clearly there are no plans for affordable housing as intended by this legislation. - I object to the manner in which the proposal over rides the District Plan comments and intentions for Shelly Bay - I object to the complete lack of public consultation on the proposal. This lack of public consultation has led to the proposal for an inappropriate development and not one in which all Wellingtonians can share. - I object to the fact that it appears that Council has relied on the developers information and not undertaken its own due diligence of the claimed benefits and impacts of the development - I have concerns regarding ongoing rate payer funded costs particularly in light of Council's own reports on rising sea levels;

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

1088



| Resourceful Planning and Policy Ltd | P.O. Box 11060 Wellington 6142

14 August 2017

Thomas Wutzler, Chair
Miramar Business Improvement District
c/- Y Legarth
P.O. Box 11060
Wellington

Wellington City Council
PO Box 2199
Wellington 6140
New Zealand
info@wcc.govt.nz

Dear Sir / Madam,

[This is a submission on the proposal to sell and to lease land at Shelly Bay](#)

M BID **does not support** the proposal to sell public land, or to provide a long-term lease of public land at Shelly Bay for housing. M BID consider that the sale and lease is not in the public interest. While M BID oppose the sale and lease of the land, if it is to be sold, then the council should only dispose of the land on the open market, and should obtain full market value.

We consider that the land should be retained in public hands, because

- the sale and long term lease proposal limits the future opportunities for the local business and wider community in the public interest.
- the lack of affordable housing in the development proposal calls into question the public interest aspects of the proposal to sell and lease land.
- there is no assurance of on-going right of access for the public to land that becomes privately owned 'village green'.
- the amount of publically owned flat accessible open space coastal land should not be reduced.
- the proposal has the potential to set a precedent, using public land to fund private development.
- the infrastructure costs and responsibility for on-going maintenance are unknown at this stage. The Council's share of the costs and their expenses are un-capped. New and replacement sea walls the length of North & South Bay protecting the development have not been taken into account.

Contact details: Thomas Wutzler M BID Chair c/- Yvonne Legarth | Resourceful Planning and Policy Ltd | yvonne@resourcefulplanning.co.nz | 022 0493300 | P.O. Box 11060 Wellington 6142

1

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1088



| Resourceful Planning and Policy Ltd | P.O. Box 11060 Wellington 6142

Our concerns arise from the significant financial consequences from the cost of infrastructure; the loss of flat accessible land that has coastal access and recreational values; and the loss of opportunity to undertake a wider strategic planning approach to the use, development and protection of Miramar Peninsula. M BID consider that there are viable alternatives to the sale and lease of the public land and wishes to work with the developer and the council to identify an approach that is in keeping with the natural and recreational values of the area.

The council land should be retained in the public interest for legal road, open space, and for recreational access. The 50 / 50 split of the costs and responsibility for the infrastructure remains uncertain, and there is no contingency in the event of costs escalating over the 13 year plus life of the project. While the development on private land is not opposed, it should be in keeping with the district plan Shelly bay design guide principles and the existing open space zoning requirements.

The sale and long term lease of public land should only be considered where there is a clear public good. In this case, the Shelly Bay land should be retained to provide future opportunities for public recreational use of the peninsula; and to provide some resilience for managing climate change and to provide public owned recreational spaces; and commercial uses that provides public access and services to recreational users of the area.

Publicly owned open space is a critical component of the fabric of our urban environment which can make a substantial contribution to communities' quality of life. Equally, insufficient, inaccessible or poorly designed and integrated provision of open spaces can contribute to poor environmental quality, with consequent impacts on factors ranging from health to house prices. The Council should retain legal rights of public access in the community interest. Urban open spaces can play a key role in providing a range of benefits to businesses and the community, both living on the peninsula and visitors from the City and from some distance away.

The sale and long term lease could create a precedent; and the community should have the assurance that when land is not surplus; and where it also remains suitable for the purposes for which it was obtained; that council decisions provide for the retention and protection of that public asset for the public use, in the public interest.

M BID would like to make a presentation at the hearing about the sale and lease of the council land at Shelly Bay. Unfortunately, MBID are unable to provide a comprehensive response to the consultation on the sale and lease of the land at Shelly Bay in writing at this time, because of the difficulty obtaining information on our questions, first asked on the 23rd of December 2016.

M BID appreciate the recent efforts, and are still working through the documents that we received on 10 August 2017.

What are the issues with the sale of land.

The Government have a guideline that suggests that building consents should not be issued where land is lower than 1.9m from the high tide mark. The 2013 Tonkin Taylor report commissioned by WCC places South Bay under water at 1.6m above the high tide mark along with some parts of the Peninsula road.

Contact details: Thomas Wutzler M BID Chair c/- Yvonne Logarth | Resourceful Planning and Policy Ltd | yvonne@resourcefulplanning.co.nz | 022 0493300 | P.O. Box 11060 Wellington 6142

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| Resourceful Planning and Policy Ltd | P.O. Box 11060 Wellington 6142

Seawalls

The council will continue to be responsible for the road and these seawalls during the life of the development. At a sea level rise of 2.2m North Bay is under water and most of the peninsula road. Already under the right sea conditions, tide and wave action at North Bay results in the road being awash. South bay is more sheltered by the condemned wharf that currently reduces wave action.

Road costs

The road between Miramar Ave and Shelly Bay is too narrow for a development of this size at 6m wide. There will be very limited parking over this 2.5km stretch of road and the proposed pathway will be built out of crushed lime stone. Parking will only be placed where small bits of land jut out along the way. This impacts on 2.5km's of beaches being accessible to Wellingtonians. A green field carriage way for a development of this size should be 14m plus 8m of berm (Pathways & Parking). There is no public transport alternative.

Market value not assured

Council are to lease a strip of land for \$5.5M but at a fixed term rent of \$44k per year for the 125-year life of the lease. This equates to less than 1% of 5.5M per year. A second piece of land is to be sold for \$2.5M. The land includes buildings that will be used by the developer. In 2002, the council acquired the land for a cost of \$4.4M so that it could legalise the road and use the remainder for public open recreational spaces, in keeping with the area.

Infrastructure issues facing Miramar

The Council was required to consider if adequate infrastructure could be provided to service the development before it recommended Shelly Bay to the Minister as a special housing area.

To date the funding and maintenance of the total cost of the infrastructure necessary to support the consented development at Shelly Bay is uncertain. The council have only relied on the developers reports and this expense is capped at \$10M.

No analysis has been done on the impact of the Shelly Bay development on the already impaired infrastructure in the Miramar business area.

Council decisions on prioritising expenditure should be the subject of the public process set out in the 10 year Long Term Plan and Annual Plan. There are a number of issues facing Miramar that the MBID have brought to the council's attention over the past 3 years.

Contact details: Thomas Rutzler | BID Chair c/- Yvonne Legarth | Resourceful Planning and Policy Ltd | yvonne@resourcefulplanning.co.nz | 022 0493300 | P.O. Box 11060 Wellington 6142

3

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| Resourceful Planning and Policy Ltd | P.O. Box 11060 Wellington 6142

Traffic

Traffic entering and leaving via Miramar Ave. intersections, entrances to businesses, tree alignment/ vision issues, parking. Waste water and storm water. None of which have been addressed or budgeted for.

Construction traffic and increase vehicle traffic at the intersection Miramar Ave and Shelly Bay road. There will be a requirement for traffic lights to control this. Already the council are talking about lights at the intersection of Miramar Ave, Tauhinu Rd, Portsmouth Rd. If a major housing development goes ahead at Mt Crawford and Watts Peninsula there will be traffic lights required at the Maupuia Rd intersection. Parking will continue to be a problem in Miramar and all this fast-tracks the likelihood of residence parking.

Loss of future opportunities - MBID's Vision for the Miramar Peninsula

The MBID have the opportunity, as part of their submission to offer an alternative that could be broadly seen as an offer to enter into discussions with iwi and council to work towards an alternative that will work for all.

There's a fantastic opportunity here to be inclusive of iwi who really need support in making good business judgments for their future generations and to not look at Shelly Bay as cutting their losses. Why not include them for the long haul in recreation, sustainable commercial development and tourism. Watts Peninsula is the jewel in the crown for Wellington. With Weta's creative skills and energy linked to the museums and Matiu/Somes Island we could build something truly iconic for generations to come.

Yours sincerely,

Thomas Wutzler

Miramar Business Improvement District

I do wish to present my submission at a hearing.

My preferred method of contact is by Email: admin@miramarpeninsula.org.nz

Please refer correspondence to:

c/- Y Legarth

P.O. Box 11060

Wellington 6142

Yvonne cell: 022 0493300

Contact details: Thomas Wutzler MBID Chair c/- Yvonne Legarth | Resourceful Planning and Policy Ltd | yvonne@resourcefulplanning.co.nz | 022 0493300 | P.O. Box 11060 Wellington 6142

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Proposal for the Council to sell/lease part of its land at Shelly Bay

We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged. You can answer these questions online at wellington.govt.nz/shellybay, email your thoughts to shellybay@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 14 August 2017.**

Privacy statement – what we do with your personal information

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

Section 1 – your details

Your name*:	<i>Miramar BID</i>
Your email or postal address*:	<i>Thomas Wutzler, Chair Miramar Business Improvement District</i>
You are making this submission:	<input type="checkbox"/> as an individual <input checked="" type="checkbox"/> on behalf of an organisation. Your organisation's name:
I would like to make an oral submission to the Councillors:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please give your phone number so that a submission time can be arranged*:	<i>c/- Yvonne Legarth 022 493300</i>

*mandatory field

Section 2 – questions about the proposal

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of housing and commercial/retail facilities
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

Do not support at all Not really supportive Neutral Supportive Very supportive

What are your main reasons for supporting/not supporting this agreement?

Public land on the coast should be kept by the council, used for public purposes, and a strategy developed for public recreational use of all of the land on the peninsula; owned by the council for the free public use; as a destination for visitors and the community

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Do not support at all Not really supportive Neutral Supportive Very supportive

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1088

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

The council land should be retained in the public interest for legal road, open space, and for recreational access. The 50 / 50 split of the costs and responsibility for the infrastructure remains uncertain, and there is no contingency in the event of costs escalating over the 13 year plus life of the project. While the development on private land is not opposed, it should be in keeping with the district plan Shelly bay design guide principles and the existing open space zoning requirements. The lack of affordable housing in the development proposal calls into question the public interest aspects of the proposal to sell and lease land. There is no assurance of on going access for the public to land that becomes privately owned "village green", the amount of publically owned flat accessible open space coastal land should not be reduced. - see attachment

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for housing and commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

Do not support at all Not really supportive Neutral Supportive Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes?

Long term leases should only be issued for the public good, and should assure future opportunities for commercial use that supports the public recreational use of the peninsula; and to provide some resilience for managing climate change and to provide public owned recreational spaces

1st fold here - fasten here once folded

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

Do not support at all Not really supportive Neutral Supportive Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Publically owned open space is a critical component of the fabric of our urban environment which can make a substantial contribution to communities' quality of life. Equally, insufficient, inaccessible or low quality provision can contribute to poor environmental quality, with consequent impacts on factors ranging from health to house prices. Public should have legal rights of access, and land ownership by the council provides those rights. Urban open spaces can play a key role in providing a range of benefits to businesses and the community, both living on the peninsula and visitors from the City and from some distance away.

8. What other comments or questions do you have?

The proposal sets a precedent of some concern, because the council has not undertaken a programme to classify land under the reserves act, so that the community can be assured that there are council policies that provide for its retention and protection for the public use and retention for uses that are in the public interest.

see attached

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Free Post Authority Number 2199

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FREEPOST 2199
Gerald Blunt (279)
Wellington City Council
PO Box 2199
Wellington 6140

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Stevenson, Nina

186

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

First Name: **Nina**
Last Name: **Stevenson**
Street: **40 Kiriwai Road**
Suburb: **Paremata**
City: **Porirua**
Country:
PostCode: **5024**
Daytime Phone: **04 2339734**
Mobile: **0272333363**
eMail: **Fabiola.stevenson@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Shelly Bay Development - Proposed Sale and Lease of Council Land from Stevenson, Nina

186

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I personally think it's God's creation and now we're going to DESTROY this BEAUTIFUL ENVIRONMENT over a silly construction for all the wealthy people?! Think about what's really important Do you REALLY need this? Soon if we keep on doing this over and over again what do you think will happen? STAND UP for the world SAY your opinion! Stand up! And imagine how it would have a impact on the wild life!! How would you feel if one day some body RANDOMLY turned up and kick you out of your home to build something we don't really need!. STAND UP WELLINGTON IONS DONT LET OTHER PEOPLE DISTROY OUR WORLD!!!!!!!!!!!!!! Kindest regards Nina Stevenson (9 years old)

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Stevenson, Nina

Comments

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4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

8. What other comments or questions do you have?

Comments

Who at do you think the kids say? It's our city too you Know

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Stevenson, Nina

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Item 2.3 Attachment 1

Shelly Bay Oral Hearings 8 September 2017 | Schedule and Submissions

Time	Submission No.	Name, First	Name, Last	Organisation	Page No.
9:30am	95	Craig	Boyes		1
9:35am	402	Mark	Shanks		5
9:40am	916	Jennifer	McDougall		22
9:45am	355	Jim	Mikoz		26
9:50am	676	Mary	Varnham		32
9:55am	BUFFER				
10:00am	691	Morris	Love	Wellington Tenth Trust	36
10:05am	691	Morris	Love	Wellington Tenth Trust	36
10:10am	1076	Mike	Mellow	Living Street Aotearoa	40
10:15am	16	Lalita	Kasanji		42
10:20am	735	Anita	Lowcay		46
10:25am	792	Richard	Shea		50
10:30am-10.45am		MORNING TEA			
10:50am	1082	Paula	Warren	Environmental Reference Group	54
10:55am	1082	Paula	Warren	Environmental Reference Group	54
11:00am	1026	Scott	Figenshow	Community Housing Aotearoa	58
11:05am	1026	Scott	Figenshow	Community Housing Aotearoa	58
11:10am	857	Sarah	Crawford		64
11:15am					
11:20am	989	Ken	Phillips		68
11:25am	1085	Stephen	Satherley		72
11:30am	957	Lucia	Bercinkas		74
11:35am	45	Kate	Pointer		78
11:40am					
11:45am					
11:50am	BUFFER				
11:55am					
12:00pm	827	Kennedy-Jean	Sidwell		82
12:05pm					
12:10pm					
12:15pm					
12:20pm	1065	Michael	Gibson		86
12:25pm	842	Dana	Carter		87
12:30pm-1pm		LUNCH			
1:05pm	148	Luke	Bonjers		91

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig

95

Introduction

We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Craig**
Last Name: **Boyes**
Street: **PO Box 14321**
Suburb: **Kilbirnie**
City: **Wellington**
Country:
PostCode: **6241**
Daytime Phone: **04 939 1217**
eMail: **c.boyes@kfamilylaw.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Created by WCC Online submissions Page 1 of 4

1

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig

95

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I wish to preserve public access by motor vehicle to the Peninsular. I enjoy driving around it. I enjoy fishing from the shore. There are a number of important areas from which to fish. I enjoy launching my kayak from it. These are all things that are part of what makes Wellington such a great place to live in. I think it's one thing to allow someone to use the land is part of the old airforce base. It's quite another to take away from Wellingtonians their access to these wonderful amenities. I think you should modify your plans to respect these uses or send the developpers somewhere else.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I am supportive provided you don't change access rights to the coastal road, access to the

Created by WCC Online submissions Page 2 of 4

2

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig
beaches and the walkway that already exist.

95

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

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5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I am supportive provided you don't change access rights to the coastal road, access to the beaches and the walkway that already exist.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
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 Neutral
 Supportive
 Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

I am supportive provided you don't change access rights to the coastal road, access to the beaches and the walkway that already exist.

8. What other comments or questions do you have?

Comments

I am concerned that you have not thought through who uses the Peninsular and how it is used by so many Wellingtonians.

Attached Documents

File

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3

Shelly Bay Development - Proposed Sale and Lease of Council Land from Boyes, Craig

File
No records to display.

95

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[Privacy Statement](#)

Shelly Bay Development - Proposed Sale and Lease of Council Land from Shanks, Mark

402

Introduction

We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Mark**
Last Name: **Shanks**
Street: **Flat 1, 40A Wairere Road**
Suburb: **Belmont**
City: **Lower Hutt**
Country:
PostCode: **5010**
Mobile: **0226580189**
eMail: **mrwshanks@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Shanks, Mark

402

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

This development will destroy the natural aesthetic of Shelley Bay. There is too much liability for the ratepayer in the agreement proposed with the developer The development is elitist and it reinforces inequality

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

The selling price does not reflect the true value of this land The housing propose is elitist This development is about profit not people

4. The Council is proposing to lease an area of land and two buildings on the waterfront to

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Shanks, Mark

402

Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

This development is about profit not people The natural character of this area will be lost Café culture is a cancer

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Café culture is a cancer The peace and quiet of this coastline will be lost forever Congestion will destroy the ambience

8. What other comments or questions do you have?

Comments

Attached Documents

File
Coffee Industry
How green is your coffee
Reinforcing Inequality

Need Help?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Shanks, Mark
Privacy Statement

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402

How green is your coffee?

Our taste for coffee has hit forests and biodiversity, but efforts are afoot to make production more sustainable. The main environmental impact of coffee results from the production of the beans – but it can be done sustainably.

George Blacksell for Ecologist, part of the Guardian Environment Network

Tuesday 4 October 2011 11.49 BST

The world's second most tradable commodity after oil; coffee growing and processing has proven itself to be a lucrative industry. The burgeoning coffee culture that sprang up over the last few decades has led to overwhelming success for handful of coffee franchises and a massive spike in supermarket sales. Of the high street coffee chains, Costa, Starbucks and Pret A Manger have cornered the lion's share of the profits. While no one is denying their right to a buck, the big question is whether the profits these franchises are making are trickling down to the people actually growing the beans? And how green are they really? Is the high street coffee industry one we should buy into or should we be avoiding it altogether?

Traditionally, complexities within the supply chain have meant that the 100 million people growing coffee around the world have been excluded from the huge profit making potential of coffee. On average, third world coffee farmers receive a paltry 10 per cent of the eventual retail price. As competition among growers - 70 per cent of whom are smallholders - has stiffened; a combination of price reductions and undercutting has left them exposed to the fluctuations of the volatile coffee market. Along with the negative effect this has had on living conditions, the drive for increased output has had a knock-on effect on the environment as well, with monocropping and sun grown coffee now the norm. And given that most coffee growing regions are also home to some of the most delicate eco-systems on earth; the potential for serious damage is strong.

So where does the UK consumer come in? Despite our dedication to tea and our low global ranking (47th) in the coffee consumption per capita stakes, last year, British consumers spent over £730 million on coffee and swilled down approximately 500g of the black stuff each each. What's more, our dedication to the coffee bean has seen the number of high street coffee outlets quadruple over the last 10 years. Along with greater coffee consumption has come greater awareness of the problems, with more than 6.4 million cups of Fairtrade coffee consumed each day, according to the Fairtrade Foundation. Organic coffee sales are also increasing and a whole host of brands, from Clipper to Good African, have sprung up to provide an ethical alternative. Nevertheless, the Fairtrade six million cups pales in comparison to the overall total, which comes in at approximately 70 million cups of coffee drunk per day. The message is clearly getting through but, just as obviously, it's not getting through to everyone. So what does conventional coffee production mean for the planet?

The biggest source of environmental damage where coffee is concerned comes during the production of the beans themselves. The global surge in demand has had a profound effect on the growing methods used with massive implications on sustainability. Coffee grown by traditional means has been cultivated under a shaded canopy of trees, which provide a valuable habitat for indigenous animals and insects as well as preventing topsoil erosion and removing the need for chemical fertilisers. But thanks to market demands, this innocuous form of agriculture has been

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superseded by 'sun cultivation'. Originating in the 1970s, sun-grown coffee is produced in plantations, with no forested canopy, which has resulted in fertilisers becoming a necessity and has had a seriously detrimental effect on biodiversity. Farmers have been positively encouraged to replace their old, and supposedly inefficient, farming methods with sun cultivation and as a consequence, 2.5million acres of forest in Central America alone have been cleared to make way for coffee farming. This link between coffee growing and deforestation was recently highlighted by the WWF, who pointed out the fact that 37 of the 50 countries in the world with the highest deforestation rates are also coffee producers.

But can Fairtrade and organic coffees make a difference? Certification standards differ in their focus and each comes with their own strengths and weaknesses. Starbucks focus on Fairtrade, while Costa source their coffee from Rainforest Alliance certified growers. So what's the difference? Fairtrade is one of the most widely applied sustainable systems in the coffee marketplace and represents approximately 27 per cent of the overall market share. '[The Fairtrade] Foundation's mission is to reduce poverty through trade and it is unique in offering a structured minimum price and premium guarantee for producers,' explains Kate Lewis, Business Development Manager at the Fairtrade Foundation. 'This guarantee acts as a security blanket for the farmers of a crop that is otherwise prone to price volatility.'

Fairtrade also cuts out the middleman, which gives farmers' cooperatives the chance to deal directly with the retailers and ensure that coffee is bought at a price commensurate with the cost of production. The extra proceeds received by farmers then go towards investment in social and business development projects such as scholarship programmes, healthcare services and quality improvement training. What's more, Fairtrade also provides a buffer against market fluctuations and ensures that farmers' get a living wage regardless of market conditions. 'Standards have been adapted over the years to ensure that they remain relevant and beneficial to producers,' adds Lewis. Most recently, this has meant an increase in the Fairtrade minimum price, which now stands at \$1.31 per pound for Arabica coffee plus the Fairtrade premium of 10 cents.

Despite the proven benefits, some critics have questioned the effectiveness of Fairtrade while the presence of the in-house collectives operated by some of the bigger brands has also caused disquiet. 'Fairtrade is a starting point but not an end in itself,' says Cafedirect's Whitney Kakos. 'Our business model is to go over and above those requirements.' Cafedirect, a brand born during the coffee crisis of 1989 when prices hit rock bottom, is a pioneering company that was the first brand in the UK to carry the Fairtrade mark and pursues a Producer Partnerships Programme (PPP) in conjunction with its Fairtrade guarantee. The brand currently reinvests over 50 per cent of its income into the coffee growing communities. In terms of fresh coffee for the home Cafedirect is one of the best brands out there for the environmentally and ethically conscious. But if you can go above and beyond the standards expected by the Fairtrade Foundation, what about the next biggest coffee certification scheme: the Rainforest Alliance?

While the Fairtrade Foundation focuses on the ethical side of coffee production, the Rainforest Alliance is more preoccupied with environmental concerns. There is no guaranteed price for the growers; instead, the organisation aims to 'conserve biodiversity and ensure sustainable livelihoods by transforming land use practices, business practices and consumer behaviour.' To be certified, growers need to achieve a standard set by the Sustainable Agricultural Network (SAN) and adhere to

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a set of ten guiding principles. The SAN, for instance, forbids deforestation, and no farm is certified if there is evidence of deforestation after 2005. Those qualifying for the certification 'embark on a programme of re-forestation, developing both shade grown coffee and foresting non-productive areas of their farms.'

The Rainforest Alliance certification system has been the choice of the key game players in the coffee industry with companies such as Costa, the high street coffee chain with the largest market share in the UK, and Kenco now both sourcing 100 per cent of their beans from Rainforest Alliance certified farms. The seal has itself, on occasions, been branded as misleading due to its usage on products containing just 30 per cent certified coffee beans. In response to such criticisms, Stuart Singleton-White, Senior Communications Manager at the RA, says that if a company uses the seal at the 30 per cent level, they do so under two conditions: 'First, they are required to be fully transparent and second, that they have made a commitment to move to 100 per cent within an agreed time period.'

So what about the third of the three big coffee chains - Pret A Manger? According to Pret's David Brown, the company is doing their best to achieve its goals of sustainability and a fair price for the farmer, but adds that although they 'would ideally like to achieve all these goals from one certification, but it doesn't yet exist.' To date, the solution the franchise has come up with is to operate a three-way approach to certification, choosing coffee beans that are organic, Fairtrade and Rainforest Alliance certified.

When asked what changes she would most like to see in the coffee industry in years to come, Cafedirect's Whitney Kakos replied that she would like the 'decision making process of business to match their rhetoric they use in the public eye.' With that, she's hit the nail on the head. As it stands, many of the big coffee brands have convoluted supply chains, which make it impossible for them to have any real idea of what's going on down the line – a fact that makes a mockery of ethical and green claims. The bar has been set high by pioneering coffee retailers such as Cafedirect, but it remains to be seen whether the remainder, including coffee giants, Nescafe, will follow. 'One day, certification will be the norm and not the exception,' thinks Stuart Singleton-White. Will it? Given the changes that have taken the coffee industry by storm over the last few decades, it's certainly a possibility but there is still a long way to go for the UK's coffee drinking habit to prove itself a truly sustainable one.

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Coffee Industry's Ethics Leave a Bitter Taste in Consumers' Mouths

Posted By Carissa Wyant On May 18, 2012 @ 5:00 am In Nation,News | 7 Comments

(MintPress)– Drinking coffee may have a benefit, besides the usual “pick me up” that many rely on to get their day started. But many who partake in the beverage have no idea of the impact that their caffeine habit has on coffee farmers across the globe.

A new study published this week in the New England Journal of Medicine has found that drinking coffee may lead to a longer life. But for those who grow coffee in countries across Latin America and Africa, poverty, human rights abuses and low life expectancy rates are commonplace.

To combat this situation, the fair trade coffee campaign has been gaining traction with consumers across the globe hoping to ameliorate the living conditions of some of the world's most impoverished people through their own choices about consumption.

Consumption and production

In America, 64 percent of adults drink coffee on a daily basis, according to The National Coffee Association (NCA), and the average drinker consumes 3.2 cups each day. The International Coffee Organization reports that 1.4 billion cups of coffee are consumed worldwide each day – and more than 400 million in the U.S., however that makes Americans number 22 on the world list in per capita coffee consumption.

While many Americans and others in industrialized countries across the globe are willing to shell out several dollars a day for a cup of joe, the price paid to many coffee farmers is so meager that many are living in poverty. “As westerners revel in those designer lattes, impoverished Ethiopian coffee growers suffer the bitter taste of injustice,” says the introduction to the film *Black Gold*.

The 2006 Nick and Marc Francis film explores the international coffee trade and its ramifications for coffee farmers.

For a \$3 cup of coffee, a farmer earns just three cents, the film begins. Its opening scenes juxtapose city-dwellers sipping Starbucks, parrozing daily papers and munching pastries against images of farm workers in Ethiopia, picking beans and wielding antiquated harvesting tools in the hot sun, slinging back-breakingly big sacks of coffee beans over their shoulders.

Workers in the industry earn wages of less than one dollar per per day, and there are an estimated 75 million people worldwide who earn a living in the industry. “Process sorters, all women, spend eight hours per day removing inferior coffee beans. In 2006 they earned less than 50 cents per day. For these workers and their families, sufficient food, shoes, clean water, and school for their children would be considered luxuries,” writes Ted Ketchum, editor of *GreenMoney Journal*.

“The coffee industry as a whole is overwhelmingly dominated by large, multinational companies which supply cheap, generic products in supermarkets. Specialty coffee roasters make up an incredibly small percentage of the industry and are intimately involved in the entire coffee cycle — from farming, to processing and roasting,” writes Jeremy Hulsdunk on a blog for the 5 Senses wholesale coffee company, a fair trade business.

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And Ketchum says most profits for coffee beans grown in Ethiopia, for example, go to the four multinationals who control the markets: Kraft, Nestle, Procter & Gamble and Sara Lee.

According to the World Bank, the average life expectancy in Ethiopia, where coffee accounts for 65 percent of the country's export earnings, is 43 years.

Inside the industry

Farming coffee is extremely labor intensive, and industry insiders say that the conditions that many farmers work under in places like Africa and Latin America are devoid of safety codes.

Coffee plants grow best where there is plenty of rainfall at certain times of the year and thrive in a well-drained, rich, volcanic soil, according to the NCA, which makes countries like Brazil and Columbia the leading coffee producing countries of the world.

It takes three-to-four years for a coffee seed to grow into a tree that produces coffee beans. Coffee beans ready to be harvested, called cherries, are green in color, and have to be hand picked. It takes approximately 2,000 cherries—4,000 beans—to produce one pound of roasted coffee.

After the cherries are husked, sorted and bagged, they are shipped from the countries where they were grown to the countries where they will be manufactured, packaged and consumed. Manufacturing involves the roasting and grinding of the coffee beans, or the production of instant coffee.

But many farmers don't earn a fair price for their labor and products. Typically, only 5-10 percent of the retail price of a pound of coffee goes to the farmer.

"The big multinational coffee companies perpetuate low coffee prices. Under the free market system, these four main buyers pit 25 million sellers against each other, creating a race to the bottom. They have funded and encouraged the expansion of the low-cost, low quality robusta coffee, and have spent millions of dollars developing technologies to make this bitter variety palatable. They use increasing amounts of this coffee in grocery store blends, further fuelling deforestation and dragging down prices," says Julie Craves, a University of Michigan ecologist.

Craves says that there is an inescapable link between poverty and environmental degradation.

"Making sure that coffee farmers receive a living wage is one way to help preserve habitat — both by encouraging sustainable coffee farming methods that produce the highest quality coffee, and by empowering farmers economically and reducing their need to exploit the environment for survival," she writes.

"The low bean prices fuelling corporate profits are causing entire rural communities to disappear and forcing desperate peasants into everything from crime and illicit crops to illegal migration," Nestor Osorio, a Colombian who heads the International Coffee Organization in London, which represents producing nations told the Wall Street Journal.

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How fair trade aims to help

A growing movement called fair trade has been dedicated to making sure that producers in developing countries are paid a fair price for the goods they produce.

Fair trade is a strategy for poverty alleviation and sustainable development, aiming to create opportunities for producers disadvantaged or marginalized by the traditional economic models

"International action to help small coffee farmers raise their standards of living is critical as it can assist developing countries escape from the poverty trap and contribute to the overall alleviation of world poverty," writes Karla Utting-Chamorro in an article published in Development in Practice, a publication produced by Oxfam.

Traders seeking to be certified as fair trade must pay producers a price which covers the cost of sustainable production and provides a living wage.

The fair trade coffee movement has set price floor of \$1.26 per pound of coffee produced, no matter how low the market prices may fall, and must keep the price at least ten cents higher than the general market price

Through contracts made with buyers, low interest credits and the \$1.26 price floor, coffee growers are able to receive real, stable wages and a better standard of living.

The debate over fair trade

Princeton University philosopher and environmentalist Dr. Peter Singer explains, "Small farmers, for their part, are required to be organized in cooperatives or other groups that allow democratic participation. Plantations and factories can use the Fairtrade label if they pay their workers decent wages, comply with health, safety, and environmental standards, allow unions or other forms of workers' associations, provide good housing if workers are not living at home, and do not use child labor or forced labor."

Although fair trade coffee costs more than conventional beans for consumers, certification eliminates the "middle man" which helps to ensure that more profit goes into farmer's pockets.

Rates from Fair Trade organizations also help to fund the communities or cooperatives of the growers. Advocates point out that funding for local infrastructures in coffee communities and cooperatives where fair trade programs are in place often mean those communities can have better schools, health facilities, stores and the like.

However, critics of the fair trade movement have raised questions about the merits of fair trade. For example Anne Tallontire, an expert in systems of fair trade and a senior lecturer of 'Business, Environment & Corporate Responsibility' at Leeds University in the UK has argued, "Dependency and the extent to which fair trade may subsidize otherwise inefficient or sub-standard producers have been raised as potential short-comings of fair trade in relations to other approaches to enabling small producers to enter export markets," but fair trade proponents are quick to point out that the movement towards ethical consumption is gaining traction worldwide.

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As Singer points out, “there are advantages to Fairtrade. The growers know that they have to provide a product that consumers like, both for its taste and for the way it is grown. If their product sells well, they can take pride in having produced something that is sought after around the world. From the growers’ perspective, receiving a premium by selling a Fairtrade product is preferable to receiving a charitable handout that they would get whether they worked or not and regardless of the quality of what they produce. Paying more for a Fairtrade label is no more “anti-market” than paying more for a Gucci label, and it reflects better ethical priorities. Fairtrade is not a government subsidy. Its success depends on market demand, not political lobbying. Fortunately, in Europe, that market demand is growing rapidly. One hopes that it will soon reach similar levels throughout the developed world, and wherever people can make choices about their discretionary spending.”



Preferences for group dominance track and mediate the effects of macro-level social inequality and violence across societies

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Edited by Susan T. Fiske, Princeton University, Princeton, NJ, and approved April 10, 2017 (received for review October 25, 2016)

Whether and how societal structures shape individual psychology is a foundational question of the social sciences. Combining insights from evolutionary biology, economy, and the political and psychological sciences, we identify a central psychological process that functions to sustain group-based hierarchies in human societies. In study 1, we demonstrate that macrolevel structural inequality, impaired population outcomes, socio-political instability, and the risk of violence are reflected in the endorsement of group hegemony at the aggregate population level across 27 countries ($n = 41,824$): The greater the national inequality, the greater is the endorsement of between-group hierarchy within the population. Using multilevel analyses in study 2, we demonstrate that these psychological group-dominance motives mediate the effects of macrolevel functioning on individual-level attitudes and behaviors. Specifically, across 30 US states ($n = 4,613$), macrolevel inequality and violence were associated with greater individual-level support of group hegemony. Crucially, this individual-level support, rather than cultural-societal norms, was in turn uniquely associated with greater racism, sexism, welfare opposition, and even willingness to enforce group hegemony violently by participating in ethnic persecution of subordinate out-groups. These findings suggest that societal inequality is reflected in people's minds as dominance motives that underpin ideologies and actions that ultimately sustain group-based hierarchy.

social dominance | multi-level mediation | social inequality | racism | ethnic persecution

Whether and how the structure of society shapes the individual mind is a foundational question of the social sciences (1–3). In particular, the central observation that the position of individuals and their groups within societal structure has large impacts on their mindset has influenced the understanding of human behavior (4–8). Social hierarchies are ubiquitous across animal species (9–11) and human cultures (12–14), so that higher-ranked individuals enjoy privileged access to resources, territory, mates, and ultimately greater reproductive success. However, conflicts as to who should receive such privileged access to resources are costly and potentially lethal. Hence, game theoretic simulations suggest that, generally speaking, it is adaptive for the involved parties to coordinate by submitting to more formidable opponents they are unlikely to defeat (15, 16). Observations of animal fighting and fights among human toddlers bear out these predictions (17, 18): Dominant and formidable animals tend to fight challengers aggressively, but subordinate and less formidable ones tend to yield. Indeed, even preverbal infants use the formidability cues of body and group size, together with the previous win-lose history of the parties, to predict the outcome of dominance contests (19–21). Animals also will fight harder for the resources/territory they already possess (22) and appear hesitant to challenge others' home-turf commitments (15, 23). Hence, equilibria of relatively stable dominance hierarchies that reduce costly fights can be

observed across species, although in general the greater the stakes, the greater is the risk of violent conflicts.

The game theoretic logic of such dominance dynamics may scale to intergroup conflicts that also have deep evolutionary roots (24, 25). For instance, groups of lions and chimpanzees engage in intergroup killing of weaker/smaller outgroups, resulting in territorial expansion, and subsequent increased group and average body size, and reproductive gain (26–29). Archaeological, historical, and ethnographic records also indicate widespread intergroup warfare and violence between human groups, from bands of hunter-gatherers to complex societies (9, 24, 30–33). Again, whether seeking to uphold or challenge a group hegemony is adaptive should depend on how likely one's group is to succeed, that is, on its fighting ability or power in terms of strength, size, and commitment/loyalty, including preexisting resource possession. Together, these forces should result in overall equilibria of relatively stable dominance hierarchies between groups, so that, all else being equal, dominant groups should be relatively more likely to fight challenges to their privileged position violently, and subordinate groups should be relatively more unlikely to challenge the hegemonic status quo unless their perceived fighting ability or power indicate their likely success. Consistent with this prediction, every known surplus-producing human society is indeed characterized by some degree of relatively stable hegemony between groups, in which dominant groups hold more resources, status, and better prospects in life than do subordinate groups (24). This pattern can be observed both in blatantly

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Significance

Individuals differ in the degree to which they endorse group-based hierarchies in which some social groups dominate others. Much research demonstrates that among individuals this preference robustly predicts ideologies and behaviors enhancing and sustaining social hierarchies (e.g., racism, sexism, and prejudice). Combining aggregate archival data from 27 countries ($n = 41,824$) and multilevel data from 30 US states ($n = 4,613$) with macro-level indicators, we demonstrate that the degree of structural inequality, social instability, and violence in different countries and US states is reflected in their populations' minds in the form of support of group-based hegemony. This support, in turn, increases individual endorsement of ideologies and behaviors that ultimately sustain group-based inequality, such as the ethnic persecution of immigrants.

Author contributions: J.R.K. and L.T. designed research; J.R.K., R.F., J.S., and L.T. performed research; J.R.K. and R.F. analyzed data, and J.R.K., R.F., J.S., and L.T. wrote the paper.

The authors declare no conflict of interest.

This article is a PNAS Direct Submission.

Freely available online through the PNAS open access option.

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This article contains supporting information online at www.pnas.org/lookup/suppl/doi:10.1073/pnas.1616572114/-/DCSupplemental.

unequal societies and in countries with strong egalitarian traditions: The caste system in India presents a rather blatant example of group hegemony, but even in the supposedly egalitarian Nordic countries some groups (e.g., native-born citizens) hold drastically higher status than others (e.g., Roma immigrants).

The greater the inequality of resources and power, the greater level of political unaccountability, corruption, and lack of democracy and rule of law we expect, because these phenomena precisely signal and enforce that the lion's share of resources goes to the dominant group by virtue of its power and greater formidability. Greater inequality also should increase the stakes involved in conflicts over status and resources and hence should increase both the motivation of subordinate groups to challenge their lot insofar as they perceive a chance of succeeding (34) and the propensity of dominant groups to defend the resources and power they already possess. Together, these factors should increase the risk of violent conflicts. The empirical literature bears out the general prediction that economic inequality within a country (which tends to be stratified between societal groups) impairs the socio-political functioning of the country in this manner (35, 36). Furthermore, in the most extreme cases, historical records of the justification of genocide often evoke the perception of potential victimization of dominant groups, i.e., that subordinates threaten the dominant group's position (37).

Both societal/normative and individual-level/psychological processes may potentially account for the stabilization of varying degrees of group hegemony across human societies. A societal, normative route would posit that societal norms emerge as adaptive coordinated solutions to macrolevel challenges and stressors and exert normative pressure on individual-level behavior and attitudes (38). For instance, collective norms of social cohesion and conventionality vary with ecological stressors such as population density, territorial threat, resource scarcity, and parasite load and arguably developed in response to such stressors, motivating individual-level self-regulation (39). Also, aggregate levels of contact between societal groups have been demonstrated to reduce outgroup prejudice over and above individual contact experiences, presumably because they change societal norms for intergroup attitudes (40). Similarly, societal norms for group hegemony might reflect ecological conditions and may enforce and sanction the domination and submission of subordinate groups, over and above individual experiences and motives. However, it is individuals who ultimately must bear the costs of fighting/challenging/dominating or yielding/defecting/submitting in conflicts between groups. Consequently, in making these decisions individuals should be tuned to the power, relative formidability, and existing resource possession of their group, i.e., to their group's likely victory or defeat in intergroup conflicts. Insofar as psychological motives function to facilitate adaptive behavior, such relational tuning may happen through general individual-level psychological dominance motives for group hegemony. The resulting greater hegemonic endorsement among members of dominant groups should, in turn, increase their legitimization of and willingness to participate in violently enforcing the hegemonic status quo, especially when challenged (24, 41–43). Hence, we posit that the effects of macrostructural inequality occur at least in part via psychological processes at the individual level, so that people's motives for group hegemony reflect the strength, power, and resources of their group, propelling them to justify and enforce the hegemonic status quo.

Consistent with this proposal, much previous research has demonstrated that, *ceteris paribus*, people's general, motivated preference for between-group hierarchy, their social dominance orientation (SDO) (44), is higher among the dominant groups that benefit the most from a group hegemony. Indeed, these between-group differences in SDO track actual and perceived status differences between groups (24, 45, 46). *Ceteris paribus*, SDO correlates with support for a great variety of specific hierarchy-enhancing practices and institutions (e.g., over-policing of

subordinate communities by particularly lethal means), restrictive and punitive policies, and ideologies (e.g., laissez-faire liberalism) that sustain and legitimize group domination and inequality. Indeed, SDO robustly predicts the endorsement of hierarchy-enhancing and hierarchy-justifying intergroup attitudes such as racism, sexism, and support for harsher criminal sentences for minority offenders and the disapproval of hierarchy-attenuating ideologies and redistributive policies such as social welfare, civil rights, and multiculturalism (24, 47, 48). The effects of SDO extend across time and contexts (49, 50) and deep into psychological processes such as empathy, implicit bias and social categorization, disgust, dehumanization, and persistent psychophysiological fight-or-flight responses toward outgroup males that pose the greatest danger of violent dominance conflicts (51–56). Finally, SDO selectively predicts willingness to participate in ethnic persecution, especially when established dominance boundaries are threatened by members of subordinate groups (57), supporting the notion that intergroup violence serves to enforce coalitional dominance.

Previously demonstrated motives for thinking that the world is just (43) and for justifying the extant societal system (41, 42, 58), as reflected in the endorsement of the hierarchical status quo, are congruent with the interests of members of dominant groups (58). Moreover, the game-strategic dynamics of dominance suggest that even members of disadvantaged groups may be better off accepting a dominance hierarchy they are unlikely to overturn. Consistent with this notion, research on system justification suggests that even those disadvantaged by the societal system often tend to justify it, but that this tendency is moderated by their sense of power (34).

In summary, we posit that group-based hegemony is continuously reproduced through the interaction of psychological hegemonic motives (as captured by SDO) with societal structure (24). Previous research supports an interaction between individual-level ideologies, such as sexism or conformity, and societal-level characteristics (39, 59, 60). Some evidence also suggests that gender empowerment, higher gross domestic product, and democracy relate to lower national-level SDO (61, 62) and that the effects of SDO on prejudice toward immigrants depend on the relative differences in status between native and immigrant groups (63). However, the psychological process that connects structural inequality with the ideology and prejudice of individuals remains uncertain. Here, we test (i) if SDO tracks macrolevel inequality and violence and (ii) if such structural inequality and instability result in racism, sexism, opposition to social welfare, and support for violent ethnic persecution of immigrants among members of dominant groups, precisely because of the ways in which structural inequality relates to the motives for between-group dominance among individuals.

Study 1

We first pooled aggregate SDO meta-analytic data ($n = 41,824$ members of dominant societal groups) from 27 countries collected between 1996 and 2009 with global macroindices provided by organizations such as the United Nations and World Bank. We predicted that average, country-level SDO would track national-level (i) risk of violent conflicts, (ii) absence of governance, (iii) absence of social progress, (iv) absence of democracy, (v) absence of press freedom, (vi) gender inequality, and (vii) happiness inequality (see *Materials and Methods* and *SI Appendix, Text S1* and *Table S1* for details). Indeed, countries with relatively high levels of SDO generally fared worse on these indices than those with low levels of SDO (Fig. 1 and Table 1). If anything, the effects were stronger when multivariate outliers were excluded (*SI Appendix, Text S2* and *Tables S2* and *S3*). These results suggest that structural societal inequality and the violent conflict and impaired governance that it renders are reflected in people's minds as a general relational tuning of their motivation for group dominance.

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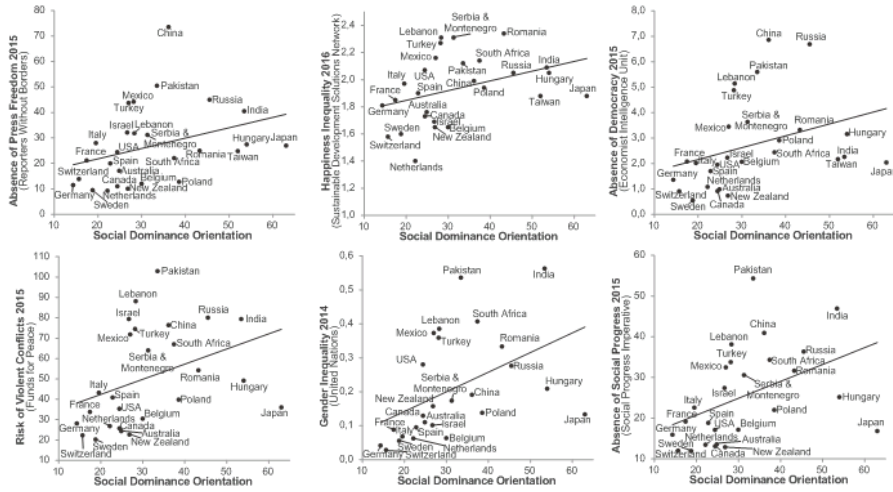


Fig. 1. Country population scores on SDO consistently track country scores on socio-political indices in study 1.

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Study 2

Next, we tested the prediction that macrolevel economic inequality and the presence of violence affect psychological motivations for group hegemony among individual members of the majority group and that these motivations, in turn, increase their personal justification of and willingness to enforce group hegemony. Hence, we predicted that differences in macrostructural inequality and the presence of violence among US states (as captured by Gini and the US Peace Index) would have indirect effects, as mediated by individual-level SDO,^a making individual white Americans more racist and sexist, more opposed to social welfare, and even more willing to enforce group hegemony violently by personally participating in ethnic persecution. Because structural inequality and the presence of violence in principle may also affect these variables through general, emergent, collective norms that follow and perpetuate societal inequality, we directly compared a psychological route with a normative route. Specifically, we tested whether the effects of structural inequality and presence of violence (level 2) on individual-level racism, sexism, opposition to welfare, and ethnic persecution (level 1) are mediated by between-state (level 2) or individual (level 1) variation in SDO. To do so, we estimated a 2-(2,1)-1 multilevel mediation model (64) that allowed us to test these different routes within a single model (Fig. 2).[†] There was strong consensus about SDO, with the agreement index κ_{wg} exceeding the commonly accepted threshold of 0.70 (65) in all states (SI Appendix, Table S4). This consensus strongly

suggested a normative character of SDO within each of the US states sampled and allowed us to test the separate effects of SDO at between-state and individual levels. The contextual predictors (i.e., the presence of violence and economic inequality) were entered as exogenous variables at level 2. The relative effects on the outcome variables at level 1 via normative SDO at the state level (level 2) and psychological SDO at the individual level (level 1) were estimated, allowing us to test whether SDO processes operate at the individual, psychological level or capture normative pressures at the state level. Variance decomposition showed that 1% of the variance in SDO and between 1.1% (blatant racism and hostile sexism) and 1.6% (ethnic persecution) of the variance in dependent variables varied among US states ($M^2 = 1.3\%$). When we compared individual- vs. state-level processes, SDO at the individual level, but not at the state level, significantly mediated the effects of both the presence of violence and economic inequality on all dependent variables (all P s < 0.01). In fact, individual-level variation of SDO fully mediated the effects of state-level inequality and violence on individual-level hierarchy-enhancing attitudes and behaviors, except for partial direct effects of economic inequality on hostile sexism ($P < 0.05$) and of the presence of violence on blatant racism ($P < 0.01$). Hence, overall, individual-level SDO effectively accounted for most of the variance in state-level context effects on racism, sexism, opposition to social welfare, and ethnic persecution of immigrants among white Americans. Both models showed good fit [$\chi^2_{\text{Economic Inequality}}(7, n = 4,613) = 47.27, P < 0.001$, root mean square error of approximation (RMSEA) = 0.035, comparative fit index (CFI) = 0.99; $\chi^2_{\text{Violence}}(7, n = 4,613) = 47.87, P < 0.001$, RMSEA = 0.036, CFI = 0.99] and clearly outperformed the poorly fitting models that resulted from reversing the implied causality [$\chi^2_{\text{Economic Inequality}}(25, n = 4,613) = 4,771.41, P < 0.0001$, RMSEA = 0.203, CFI = 0.34; $\chi^2_{\text{Violence}}(25, n = 4,613) = 6,156.19, P < 0.0001$, RMSEA = 0.231, CFI = 0.16]. These results suggest that increased structural economic inequality and its accompanying presence of violence may increase dominance motives and willingness to enforce

^aWhen using the term “individual-level,” we always refer to the total variation in the dataset (which includes variation both within and across states) following Pituch and Stapleton (64).

[†]In contrast to the overall conceptual model depicted in Fig. 2, individual-level ideological beliefs and behaviors were treated as separate independent variables, allowing us to estimate unique between-state and individual-level effects on each of them simultaneously. Furthermore, this series of analyses was run in two separate models with either macro-level presence of violence or economic inequality as predictor (Table 2), because of their moderate intercorrelation, $r = 0.42, P = 0.012$, bootstrapped 95% CI (0.03, 0.73). One extreme multivariate Gini outlier (i.e., New York; see SI Appendix, Fig. S1) was excluded from the analyses when economic inequality was the predictor variable.

Table 1. Correlations between country-level social dominance and socio-political indices in study 1

Index	r	P	95% CI	
			Lower	Upper
Risk of violent conflicts	0.38	0.014	0.076	0.689
Absence of governance	0.35	0.043	0.014	0.678
Absence of social progress	0.44	0.008	0.110	0.774
Absence of democracy	0.34	0.011	0.086	0.632
Absence of press freedom	0.34	0.006	0.131	0.585
Gender inequality	0.46	0.007	0.140	0.777
Happiness inequality	0.37	0.009	0.118	0.606

Two-tailed P values and 95% CIs are based on bootstrapping with 5,000 resamples.

group hegemony among individual members of the dominant groups from which our participants were sampled.

Discussion

We have demonstrated that across countries the average hegemonic motives among members of the dominant group track macroindices of the impaired population outcomes accompanying structural inequality: a lack of social progress to meet the basic needs of the general population, greater disparities in happiness between different groups and in opportunities between genders, the absence of democracy and press freedom, as well as the risk of violent conflicts

and poor governance (corruption, instability, and the absence of rule of law). In the face of such dire population outcomes (35, 36), why is the motivation for hegemony among the dominant group not reduced, but enhanced? We posit that members of dominant groups respond to cues of social inequality with increased dominance motives because they indicate better individual pay-off and chances of success. Data collected across US states in study 2 confirm that this tuning of dominance motives to macrostructural inequality and presence of violence, as well as its subsequent effects on willingness to enforce the hegemonic status quo violently, do indeed happen at the psychological level of individual agents.

Collective-level effects of social climate may still occur across countries with greater normative variation than is the case within the US. The present results, however, demonstrate that a psychological route operates through the hegemonic motives of individuals. Our multilevel analyses found evidence of indirect cross-level effects for all five of the dependent variables, and statistical models that assumed macrolevel variables to have downstream effects via SDO on individual-level attitudes and behaviors clearly outperformed models of reversed causality. Still, the cross-sectional nature of our data mandates caution in interpreting causal direction. Indeed scores of previous studies demonstrate that SDO both responds to and bolsters group dominance (24, 47, 48), suggesting that reciprocal causal processes may also operate with respect to macrostructural inequality, reproducing the hegemonic status quo.

Why, then, is rebellion by subordinate groups not more common in the face of rapidly increasing inequality across the world (66)? Our present data were comprised of responses from members of

Table 2. Testing individual psychological vs. state normative SDO mediation effects on individual-level hierarchy-enhancing attitudes and behaviors in study 2

Predictors/dependent variables	Context effects → SDO (a)	SDO → hierarchy-enhancing attitudes and behaviors (b)		Unmediated effects (context → hierarchy-enhancing attitudes and behaviors) (c')
		Indirect effects (a*b)	Indirect effects (a*b)	
State-level predictor: Economic inequality (Gini)				
Individual-level process				
Economic inequality (cross-level effect)	3.47**			
Ethnic persecution		0.58**	2.02**	2.81
Blatant racism		0.78**	2.72**	0.99
Welfare opposition		1.22**	4.21**	0.30
Hostile sexism		0.90**	3.10**	4.82*
Benevolent sexism		0.64**	2.22**	-0.13
State (cross)-level processes				
Economic inequality (state level)	3.47**			
Ethnic persecution		0.55	1.37	2.81
Blatant racism		0.83*	1.64	0.99
Welfare opposition		1.24	4.30	0.30
Hostile sexism		0.76	2.64	4.82*
Benevolent sexism		1.27*	4.41	-0.13
State-level predictor: Presence of violence (US Peace Index)				
Individual-level process				
Presence of violence (cross-level effect)	0.09*			
Ethnic persecution		0.58**	0.05*	0.07
Hostile sexism		0.78**	0.07*	0.06
Benevolent sexism		1.21**	0.11*	0.12
Welfare opposition		0.90**	0.08*	0.11
Blatant racism		0.64**	0.06*	0.21**
State-level processes				
Presence of violence (state level)	0.09*			
Ethnic persecution		0.55*	0.05	0.07
Hostile sexism		0.76*	0.07	0.06
Benevolent sexism		0.98*	0.09	0.12
Welfare opposition		0.79*	0.07	0.11
Blatant racism		0.85*	0.07	0.21**

Asterisks indicate statistical significance: *P < 0.05; **P < 0.01.

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Shelly Bay Development - Proposed Sale and Lease of Council Land from McDougall, Jennifer behalf of: McDougall family

916

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from McDougall, Jennifer behalf of: McDougall family

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Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I do not understand why this arrangement has been made favouring only one developer. This is a very significant natural site of great importance to locals on the Peninsula and ratepayers throughout Wellington. This area is the jewel in the crown of Wellington harbour. I do not see why only one developers' plans should be considered when this developer stands to make a huge profit from the sale of the planned housing. I understand that the iwi has been disadvantaged by the criminal activity of Dr Love and his former partner who prevented the potential development of a movie museum on this site as proposed by Peter Jackson. I am disappointed that corrupt individuals destroyed a wonderful potential use of this land. As the development requires the council's assistance to proceed I expect the council to consult with ratepayers about how this significant site will be developed. I agree that something needs to be done at this site which has been allowed to deteriorate for years with no maintenance. I know that other developers including George Wilkinson and his partner have said that they would consider offering more money to develop this site. I think we need to get the best deal on behalf of ratepayers and local residents.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

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Shelly Bay Development - Proposed Sale and Lease of Council Land from McDougall, Jennifer behalf of: McDougall family

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3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I agree that we need more housing in the area, however we need more affordable housing, many of these dwellings will be luxury dwellings. I think it is disingenuous of the council to invoke the Housing Accords and Special Housing Areas Act 2013 (HASHAA) so that this development is not publicly notified. The intention of the HASHAA is to fast track the building of affordable housing in areas of need not exclusive enclaves which benefit developers. I would hate to see high intensity housing in this area like the ugly disaster at Greta Point and Lyall Bay. In any case there is no way that the proposed infrastructure will support this. I attend a gym circuit at the old airforce gym so use the road several times per week. It is already very difficult to manage sharing the road with cyclists. Yesterday I had to wait for 15 cars and a cyclist to turn left from Shelly Bay Rd to Miramar -turning right is almost impossible. There is no way this road will withstand the increased traffic. I am also not impressed that the plan is to widen the road to 6m - which it already is i.e. do nothing - also there is an obvious need for public transport. To meet the sustainable development goals we need to have other options apart from car use - a bus route is a no brainer. Not everyone is coming from town by ferry.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I don't object to retail and commercial premises using these buildings. I would like to see more public debate about what the community would like/needs to have in this area. Personally I think this area is ideal for a motor camp/ camper van/ holiday unit development which is badly needed in Wellington as these people have to stay in Lower Hutt or park in town or at Princess or Owiro Bays leaving litter, using facilities and upsetting locals. It should be possible to have a mix of residential and commercial developments which locals are happy with.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive

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Shelly Bay Development - Proposed Sale and Lease of Council Land from McDougall, Jennifer behalf of: McDougall family

- Neutral
- Supportive
- Very supportive

916

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

I support these uses but think the amount of space allocated to public walkway, green space and parking is totally inadequate. The area is used extensively by runners and cyclists. The entire peninsula road needs to have a running/cycling lane as these activities are currently very dangerous when sharing the road with cars. The popularity of the road for cycling can be seen when the road is closed to cars for Cicolvia.

8. What other comments or questions do you have?

Comments

I do not think the development has been carefully thought through or costed. This is an important public space - we could have a design competition for development as has happened for other areas. I don't see why one developer has been privileged. The infrastructure costs will be enormous and have been underestimated in my view with the developer's share being capped at \$10 million and rate payers potentially having to foot the bill for ballooning expenses for a development we never wanted. I am also concerned about heavy construction over 13 years on the road and the little blue penguin habitats.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Fishers Association behalf of: The regions recreational marine fishers
Shelly Bay Development - Proposed Sale and Lease of Council Land from Mikoz, Jim organisation: Wellington Recreational Marine

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Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Fishers Association behalf of: The regions recreational marine fishers
Shelly Bay Development - Proposed Sale and Lease of Council Land from Mikoz, Jim organisation: Wellington Recreational Marine

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Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?
 Years ago we made a proposal to restore the wharves and the WCC would not support us

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
 Access to the sea will be lost for recreational fishers

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the

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Fishers Association behalf of: The regions recreational marine fishers
Shelly Bay Development - Proposed Sale and Lease of Council Land from Mikoz, Jim organisation: Wellington Recreational Marine
consultation document at wellington.govt.nz/shellybay

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What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments
Just another proposal to close off the sea

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments
A commercial use of public land will see it closed off

8. What other comments or questions do you have?

Comments
See below WRMFA submission

Attached Documents

File
Shelly Bay proposal

Need Help?

Privacy Statement

WELLINGTON
RECREATIONAL MARINE FISHERS
ASSOCIATION

WE RECOGNISE MANAGED FISHERIES

3 Ruskin Road, Newlands, Wellington. Tel 04 938 4692. E mail j-mikoz@paradise.net.nz

6 August 2017

The Mayor
Mr Justin Lester
Wellington City Council
PO Box 2199
Wellington

As part of the consultation to the development of Shelly Bay.

We wish to be heard and will present further concerns through a power point.

Dear Sir

This submission has been compiled under the authority of the Wellington Recreational Marine Fishers Association (WRMFA) and with the support of the New Zealand Angling and Casting Association (NZACA), a national body that represents the surfcasting and angling clubs of New Zealand.

Over the last twenty years I have raised access concerns on behalf of the Wellington Surfcasting and Angling Club (WSAC) and the WRMFA as we are fast losing access to our region's coastline. This is now being compounded with no access to the waters in the marine reserve at Island Bay. The marine reserve is joke as WCC directed road run off into the reserve and have recently directed storm water flow from a new pipe into the reserve, marine life dies under these conditions. WCC requested the DOC Solicitor and Director General to allow grooming of the only beach of sand in the marine reserve and wrote an Order in Council which the Minister of Conservation Kate Shephard signed off. This action is preventing fish in the reserve from obtaining their protein, which is essential for successful spawning. WCC has directed the city's waste water through the reserve every day from a waste water pipe that is now broken. These concerns have made known in submissions to the Wellington City Council Draft Recreational Strategy 1999, Wellington Regional Council Regional Coastal Plan 1994, Customary Reforms, Aquaculture Reform 2000, Soundings 2000 and Oceans Policy 2001.

Our historical access to fish off wharves continues to be under threat and we had to defend the right of recreational fishers and the general public to access the Petone Wharf when a Golf shot commercial enterprise wanted to close off access. Then in October 2000 we had to make a submission to the Hutt City Council warning them that their proposal to remove the Point Howard Wharf would seriously threaten the Wellington ground water supply. The HCC did not heed the warning and the two outer arms of the wharf were removed leaving the piles cut off at the sea bed and subject to ground water pressure that exceeds the water pressure holding them into the sea bed. Now the HCC have closed Petone and the Rona Bay Wharves to the public.

2

The proposal to develop Shelly Bay should not be made at the expenses of the Wellington public to have free access to the rocks and shore line to Shelly Bay.

However to extend the road over the rocks with piles into the sea bed will penetrate the aquifer and just like the HCC with their removal of wharves, the WCC will be knowingly driving piles into the aquifer, an action that will place an unnecessary threat to future generations access to this water supply.

Below is list where access has been restricted. Those proposing to extend the Wellington Airport runway has already advised they will be closing Lyall Bay to both shore and boat recreational marine fishers.

- 1 Land north of Castle Point - In overseas ownership, access in doubt.
- 2 Castle Point reef - Proposed marine reserve
- 3 Castle Point south - In overseas ownership, access in doubt.
- 4 Flat Point to Te Awaiti - Access severely restricted by landowners.
- 5 White Rock north - Proposed marine reserve
- 6 White Rock south - Land owner access restriction
- 7 White Rock to Cape Palliser - Camping and access restricted by Maori.
- 8 Whatarangi - Due to become a Taiapure Reserve.
- 9 Palliser Bay to Orongorongo River - Access restricted by farmer
- 10 Turakirae Head to Orongorongo River - Proposed Taiapure Reserve by Maori – plans already drawn up.
- 11 Orongorongo River to Baring Head - Assess is now only through barbed wire.
- 12 Baring Head – to Pencarrow Head - Access restricted by farmer.
- 13 Fitzroy Bay to Pencarrow – Now a reserve by Greater Wellington.
- 14 Eastbourne to Pencarrow - Vehicle and all types of bike access restricted by Lower Hutt City Council.
- 15 Lowry Bay boat ramp – Access almost lost to a café/bird recovery complex. Only saved through a high court action by local residents.
- 16 Point Howard Wharf – Arms removed by HCC. HCC proposing to remove the entire wharf.
- 17 Seaview Marina – No fishing except from owners boats at night.
- 18 Waione Street Bridge - Almost closed to fishing by Greater Wellington. (We prevented its closure)
- 19 Hutt River mouth - Restricted by dredge company complex. (Massive quantities of mud now being dumped off into Wellington Harbour destroying marine ecosystems)
- 20 Petone Wharf and Rona Bay Wharves – Now closed to the public by HCC.
- 21 Petone to Picton Ferry terminal - TransRail have posted signs advising a \$20,000 fine for crossing the tracks and erected two metre barbed wire fences.
- 22 Picton Ferry terminal - Access closed to recreational marine fishers.
- 23 Kaiwharawhara reclamation – Access closed to recreational marine fishers.
- 24 Picton Ferry terminal wharves – Access closed to recreational marine fishers
- 25 Wellington wharves, from the Picton Ferry Terminal past jetties built for fishermen into inner city wharves - All closed by CentrePort Wellington. **322**
- 26 Waterloo Quay wharf – Access closed to recreational marine fishers.
- 27 Queens Wharf – Access restricted to end of wharf.
- 28 Overseas Terminal - Fishing banned into Chaffer's Marina by Lambton Harbour Company. Access restricted to end of wharf.
- 29 Frank Kitts Lagoon – Many used to fish there until a WCC management failure. No fish enter this lagoon now due to WCC closing a fresh water spring which provided a food source for marine species. No fish enter this lagoon now and with no spring the waters are becoming contaminated.
- 30 Evans Bay - Marina wharves closed by Wellington City Council.
- 31 Miramar Wharf – Closed by CenterPort Wellington.
- 32 Burnham Wharf - Closed by CenterPort Wellington.
- 33 Phillips Point to Sinclair Head – Closed to recreational marine fishers by marine reserve.

30

3

- 34 Oteranga Bay - Closed to fishers due to power cables.
- 35 Ohau Pt and Te Ikaamaru Bay - Access restricted by Meridian wind turbines and H&S requirements.
- 36 Quartz Hill - Access restricted by Meridian.
- 37 Titahi Bay – The Whitireia Park access is closed after dark, the only time that area will produce fish. By Porirua City Council.
- 38 Titahi Bay - Southern access closed at night.
- 39 Porirua Harbour - Severely polluted with mud from Aotea subdivision and WRC not enforcing sediment management controls.
- 40 Pukerua Bay – Line fishing only reserve. Fully supported by recreational fishers.
- 41 Kapiti to Paraparaumu - Already a marine reserve with fishing banned.
- 42 Otaki River mouth - Access restricted by Maori.

Yours sincerely

Jim Mikoz
President
Wellington Recreational Marine Fishers Association
Honorary Vice President
New Zealand Angling and Casting Association

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Varnham, Mary

676

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

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Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Varnham, Mary

676

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Shelly Bay is an absolutely unique piece of waterfront land in Wellington city. It has the potential to become an innovative, creative, people-focussed settlement showcasing the best international practice in urban planning and architecture, or a humdrum, predictable, developer-focussed area, built for maximum profit rather than to create a vibrant new community. The plans presented by Shelly Bay Ltd are banal and uninspired. They totally reflect the 'maximum profit' approach rather than an attempt to create a community for people of all ages and aspirations to live and enjoy each other's company. I refer the council to a documentary called 'The Infinite Happiness' which follows a group of residents (and passers-by) as they experience life in a contemporary housing block in Copenhagen widely considered to embody new models of living. The filmmakers ILA BĚKA & LOUISE LEMOINE have also made other documentaries which show how architecture can transform lives. This is the sort of thinking that should inform the development of Shelly Bay. It would seem that, given the existing arrangement between PNBST and the Wellington Company, the only chance WCC now has to influence what happens to Shelly Bay is by withholding agreement to any arrangement with Shelly Bay Ltd until a new approach is taken, in particular: 1) An international design competition should be held under the aegis of a specially appointed panel of representatives from organisations such as the Architecture Centre, Landscape Architects Association, community bodies including Great Harbour Way Trust, Miramar Business Association and Waterfront Watch, as well as from PNBST, WCC and GWRC. 2) Such a competition should encompass the astonishing setting of this proposed new community on the Miramar Peninsula, and in particular the access road from the Miramar Cutting and the road between Shelly Bay and Scorching Bay. As a long-time Miramar resident I am a regular user of the peninsula road, for cycling, walking and scenic touring. Most of the road is wild and unspoiled, a magic and much-loved place close to the centre of the city. The challenge is how to preserve this character while growing a community at Shelly Bay. To date I have not seen this comprehensively addressed and the details of who would even be in charge of this design and work are vague in the proposal. 3) The public should be asked to review and vote on the concepts put forward. At this stage Wellingtonians have had no say whatsoever in the future of Shelly Bay due to the granting of a non-notified resource consent. Yet experience over thirty years in the development of our inner-city

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Varnham, Mary

waterfront has shown the huge value of public input in achieving the best results for our creative city. What we have at the moment feels like a heist. 4) The panel should make a final recommendation to WCC after the completion of this process.

676

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I am not opposed to the idea of development at Shelly Bay. However, for the reasons outlined above I believe the process should not proceed until the steps above are followed and the minds of the best national and international architects and planners have been brought to bear on the project. It may be that a different concept would allow the WCC to retain this public land in the long-term anyway. A truly visionary concept for the area might see this land retained as public open space, or for other community purposes. Shelly Bay development should model a new way of living, including reduced dependence on (fossil-fuel) car travel and a total commitment to solar power.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

As above.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Varnham, Mary
space; parking and seating; cafes, bars and shops;
a microbrewery and a boutique hotel.

676

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

This is an unimaginative plan for such a special part of Wellington.

8. What other comments or questions do you have?

Comments

The best communities develop organically, not through a mediocre blueprint that will inevitably become dated. Many Wellingtonians love and use Shelly Bay and the Miramar Peninsula and feel a strong sense of protection towards it. Many are dismayed that they have been presented with what appears to be virtually a done deal that would change the bay's character forever. There is no evidence of contemporary thinking about what makes a sustainable people-focussed community in the plans presented. There is a chance here for Wellington to create something that will be seen as innovative world-leading and amazing. Let's not blow it.

Attached Documents

File

No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Love, Morris organisation: Wellington Tenth Trust

691

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

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Mobile: **0274540148**
eMail: **morrie@ngahuru.maori.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Created by WCC Online submissions Page 1 of 4

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Love, Morris organisation: Wellington Tenth Trust

691

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

Shelly Bay has been neglected for many year even prior to the Defence Force leaving in the early 2000s. When purchased from Defence in 2008, Port Nicholson Block Settlement Trust (PNBST) had an on-going liability to get a return on \$15 million. PNBST purchased 4.8 hectares at Shelly Bay, however to seaward side and the paper road through Shelly Bay became the property of Wellington City Council would always be an integral part of any comprehensive re-development of Shelly Bay. The Council land and buildings including that retained by the Council make up a large part of the land and building where the public will have on-going access after re-development. This gives ratepayers such as the Wellington Tenth Trust and its 5.5 thousand owners good value and much better access to both the coastal margin (at present largely inaccessible) and re-developed old buildings. The question must be asked that if the Council does not sell and lease land as a part of the development what would it do with the land? Would WCC become a second developer alongside the Wellington Company? An intergrated development of the whole site at Shelly Bay by a single developer makes the most sense and would give good management of the development of the site. Wellington Tenth Trust has done such a development at the old Athletic Park site with a joint venture partner to produce the retirement Village at the Park in Newtown. An integrated development would also enable a much more efficient development of the neglected infrastructure such as water and sewage. The development of some 350 houses or apartments will generate some extra traffic on Shelly Bay Road particularly during working days and the re-development of the old WCC buildings will generate some increase in week-end traffic the current road with the enhancement of a footpath will be perfectly adequate.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Love, Morris organisation: Wellington Tenants Trust

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

691

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

The demand for housing of all types in Wellington by far exceeds supply and this comparatively small area will help enhance the supply. This must be seen in the context of the bulk of the new houses or apartments will be on the land PNBST will put into the joint venture.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

The two large building on the shoreline provide an ideal opportunity for re-development as space that the public will be able to use with cafes, bars and a re-developed area on the waters edge provided much better access to the foreshore. What can be done can be seen on the waterfront in Wellington with buildings like the Wharewaka on Taranaki Wharf. This should be seen as an important opportunity to at last open up this area to the public.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

Shelly Bay Development - Proposed Sale and Lease of Council Land from Love, Morris organisation: Wellington Tennis Trust

691

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

The public areas provide much more organised spaces particularly with regards to the headland with car parking and spaces for picnics and to enable water users such as waka ama paddlers accessing the area. The green space provides a much large public space on the seaward side of the road.

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

1076



**Submission to Wellington City Council
on the Shelly Bay development proposal**

Contact person: **Mike Mellor**
Email: wellington@livingstreets.org.nz, mmellor1@gmail.com
Phone: **027 684 1213**
Date: **14 August 2017**

Thank you for the opportunity to submit on these important topics.

We have the following comments, and if there is an opportunity we would like to be heard in support of our submission.

Our Submission

We oppose the land sale and lease because:

1. the development is out of scale with the available access, the only access road being much narrower than would normally be required;
2. access will essentially be limited to private cars, contrary to WCC policies to encourage use of other modes, since there will be:
 - no reliable public transport (no bus is proposed; while there may be a possibility of a ferry service, a small fleet of small ferries is subject to the vagaries of weather, surveys and maintenance, as users of the harbour ferry well know);
 - no facilities for cycling other than on the road (the road is already well used by cyclists, particularly at weekends); and
 - a very narrow 1.5m-wide footpath (according to NZTA the “*absolute minimum*” width is 1.65m – see Pedestrian Planning & Design Guide, p14.3). Given the lack of planned facilities for cycling and parking, for both of for which there is clear current demand, it is highly likely that this already substandard path will be encroached on.
3. the inadequate provision for walking and cycling is incompatible with the Great Harbour Way, an important WCC-endorsed project;
4. any road widening would threaten little blue penguin nesting sites – korora have life difficult enough as it is.

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1076

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see www.livingstreets.org.nz.

Shelly Bay Development - Proposed Sale and Lease of Council Land from Kasanji, Lalita organisation: Personal

16

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged. You can answer these questions online at wellington.govt.nz/shellybay, email your thoughts to shellybay@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 14 August 2017.**

Privacy Statement

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Submitter Details

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Mobile: **021 0234 0383**
eMail: **lkasanji@hotmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Kasanji, Lalita organisation: Personal

16

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?
Please see Q8.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
Please see Q8.

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Kasanji, Lalita organisation: Personal

16

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments
Please see Q8.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments
Please see Q8 - concerned that bars and breweries could make this area unsafe at night.

8. What other comments or questions do you have?

Comments
Background Te Motu Kairangi Miramar Peninsular is the home of approximately 10,000 people living in the suburbs of Miramar, Maupuia, Seatoun and Strathmore and include the coastal suburbs of Breaker Bay, Karaka Bay and Moa Point. Living on the Peninsular from birth I have seen it grow from a sleepy part of Wellington to vibrant suburbs. The desire of people wanting to live on the Peninsular has seen the increase of infilled housing and pushing the infrastructure limits of the Peninsular. This can be seen in the sewerage issues at the Southern end of Park Road near the Roxy Theatre during the wet weather. Traffic congestion out of Miramar which is compounded with airport traffic, is particularly pronounced before 9am and after 3pm Monday to Friday and

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Kasanji, Lalita organisation: Personal unpredictable in the weekends. The development of Shelly Bay for residential homes will see an increase in infrastructural issues impacting Miramar and its residence such as the sewerage issue mentioned above. The increase in population on the Peninsular will increase the traffic congestion. Residents would have to come into Miramar to take children to school or to catch a bus to go to school, and for recreational/sports activities causing traffic from both into and out of Miramar. Housing at Shelly Bay will make it less inviting for Wellingtonans to utilize the space as a natural adventure playground. A hotel in the area will have the potential of increasing alcohol related problems. Recommendation Te Motu Kairangi Miramar Peninsular is an ideal recreational playground for ALL the people of Wellington including visitors and tourists. The Peninsular is a valuable resource with natural beauty that should be enjoyed by the many not the privileged few. Recommendation: Develop Shelly Bay as a natural recreational area for ALL of the people of Wellington including visitors and tourists. The cost of developing Shelly Bay will be astronomical and generations or rate payers will pay the price for its development for the few. The funds for developing Shelly Bay could be used to improve the current infrastructural problems on the Peninsular, recreational facilities at Shelly Bay and for the development of suburbs that are better suited for residential development. Recommendation: Use the development funds for Shelly Bay to improve infrastructural on the Peninsular, recreational facilities at Shelly Bay and for the development of suburbs that are better suited for residential development.

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Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Lowcay, Anita

735

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Anita**
Last Name: **Lowcay**
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eMail: **Thelowcays@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Lowcay, Anita

735

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

There are too many unknowns and risks. 1) Shelly Bay Ltd is only contributing \$10 million to the development costs, and the council is liable for the rest; \$10 million is based on current estimates, but who really knows as the development goes ahead. The council is committing the rate payers to unlimited and unknown costs. 2) Sea level rises - why is the council spending so much money in development at sea level? The longevity of this residential development must be seriously questionable. As an example, the high tide at Seatoun's Marine Parade flows across the road. We must consider future proofing the city not making the situation worse. 3) The transportation assumptions are flawed. There is no residential housing currently at Shelly Bay so to project the traffic flows of a new residential development based on the current movement which is solely recreational use must be incorrect. No assessment has been made on the traffic impact on the roundabout at the intersection of Calabar road, Cobham drive, Miriamar Avenue; another 3500 vehicles a day at peak times will have serious impact on the peninsula traffic from Miramar and Seatoun as there is only one road, Cobham drive servicing the peninsula. The ferry service will only be viable on fine less windy days. The incidence of extreme storms is increasing. Currently Wellington airport experiences 166 days with gusts more than 63 km/ hour and 24 days where it's gusts more than 96 km/ hour(The climate and Weather of Wellington Region 2nd Edition- NIWA-2014). Therefore I would expect that for 166 days there will be some interruption to the ferry service. The proposal does not consider a bus service at all or a bus turning area. It should be in the initial design.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Lowcay, Anita

735

- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

As above. I see real issues with this project.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

As above.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Lowcay, Anita

8. What other comments or questions do you have?

735

Comments

Attached Documents

File

No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Shea, Richard

792

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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Submitter Details

First Name: **Richard**
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eMail: **rshea@thecubagroup.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Shea, Richard

792

Submission

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- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

The costs of funding a private development should not be borne by the ratepayers. This is particularly so when in order to do so public land is being disposed of to raise the money. If the developer is able to gain permission to go ahead with this development let them pay for it.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

The proposal to develop housing in this area will, to a very large degree, remove the ability of the public to make use of the area. This area is currently used and enjoyed in many different ways by a wide variety of Wellingtonians. The proposed public spaces within the development are markedly smaller than the current space and, in the case of the bay end areas windy, unpleasant areas. The

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Shea, Richard

density of housing proposed cannot help but make the area be dominated by housing with public open areas very much a secondary consideration. The provision of public parking is very slight and only underlines the focus of this area as a private space. Those three issues might remain regardless of Wellington City Council provided assistance but as a rate payer I see no reason why the development should be supported by the Council in such an overt manner. Finally with a view to climate change it seems likely that in future years this area will become another one where public money will be required to make habitable. Once the houses are sold such issues will be 'owned' by the rate payers not the developers or even the owners of the houses.

792

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I'm neutral on this issue. There's a long tradition of developers suggesting that what is essentially a set of houses will incorporate mixed use but once the housing is sold the mixed use withers away because there wasn't much motivation for it in the first place. I suspect, if the development goes ahead, the same will happen here but as I say I'm neutral.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

What little public space is left will feel like a sop to the public with its connection to the hills and trees above broken by the lines of housing at the back of the bay. The suggestion that the areas are at the southern and northern end of the area is a very strange (not to say disingenuous) one to anyone who has stood there on a windy day. They might be good for well dressed fishermen but

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Shea, Richard
no one else is going to enjoy spending time there.

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8. What other comments or questions do you have?

Comments

I'm am disgusted that Wellington City Council have failed to provide full information about the nature of their involvement - <https://www.stuff.co.nz/business/95124878/ombudsman-launches-urgent-investigation-into-wellington-city-council>. The fact that the details were still being concealed as of July 26th (and as far as I'm aware still are) makes the closing of the submission period a mockery.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

1082

Shelly Bay submissions
Freepost 2199
Gerald Blunt (279)
Wellington City Council
PO Box 2199
Wellington 6140

Submission from Environmental Reference Group

The Environmental Reference Group (ERG) of Wellington City Council has considered the issues relating to the Shelly Bay process, and have prepared this submission setting out:

1. issues we consider the council must consider fully in making a decision, and
2. some outcomes that we consider must be achieved before the proposal could be endorsed by ERG.

We have also provided some comments on the process used in consultation.

We would be happy to talk through these issues with officials or councillors before the hearing. **We would also like to present our submission to the hearing.**

We would be very keen to work with council officers on the broader Peninsular issues that we have raised.

Public land and coastal edge

The Mayor has said publicly that the council will never dispose of coastal public land. ERG strongly supports that stance. Wellington has already lost too much of its coastal edge to roads, rail, and private title. And very little of the edge is in a relatively natural state.

We would like to see a spatial plan for the entire coastal edge of the Peninsular, showing where areas will be managed for wildlife (with public access discouraged or restricted), where ecosystems will eventually be restored, where rare plant populations exist or might be created, and where recreational facilities might be provided (seats, picnic tables, toilets/changing sheds, shelter). That will provide a clear vision for council and community groups to work towards.

Whatever is decided about the public land at Shelly Bay, we would ask that it results in:

- no loss of public access along the coastal edge
- no loss of areas with high ecological value, including on the cliffs above the road
- no net loss of coastal land
- an ongoing ability of the council to ensure that activities and developments on the land are consistent with the vision/spatial plan for the coast.

In general, leasing is preferable to disposal, as it retains the underlying interest in land to enforce intended uses/conditions, and protects the public interest in the event of the development failing or changing hands. The lease should be conditional on other

Wildlife

The coastal edge is used by a range of wildlife, including Little Penguins and roosting seabirds (e.g. terms). Little penguins are known to nest along the coastline in the area.

Increased

1082

Increased development along the coastal edge will increase the risk to these birds. It is vital that the development includes steps to:

1. Ensure there is no increased risk from dogs and other predators.
2. Ensure that penguins have nesting sites that discourage them from establishing under buildings.
3. Ensure that penguins can nest without undue disturbance from people.
4. Ensure that there are sufficient nesting sites and resting sites on the harbour side of the road (or safe connections under the road) to reduce the likelihood that penguins will cross the road.

We would encourage the council to establish a management plan for penguins around the harbour edge, in association with Hutt City, to ensure that they have sufficient safe nesting sites in places they wish to go.

Miramar Peninsula is a predator free project area. In the long run we also hope that it will become free of serious weeds (e.g. boneseed). It is important that any development at Shelly Bay makes it easier rather than harder to carry out weed and pest control. That could include covenants on properties requiring them to allow access for weed and pest control, and/or walkways designed to also act as predator traplines. It is also important that any commercial buildings are designed to minimise the risk that they will be difficult to undertake rodent control in.

Coastal edge treatments

If there are to be any changes to the coastal edge, these should be designed to enhance natural character, public access to the water (except where that is undesirable for wildlife and plant protection reasons), and habitat. Normal rock wrap of the type used in Lambton Harbour and along the railway line is not an acceptable approach, as it damages natural character and public access.

Ideally, any edge should have enhanced rock platforms/tidal pools, a complex coastal edge, places that can be used by burrowing seabirds (e.g. penguins), and a mix of slopes and substrates to support a wide range of coastal plants.

Climate change

The area will be subject to sea level rise, and the development appears to leave no space for managed retreat. It would therefore commit the owners/council to ongoing seawall maintenance and raising. It will make maintaining the road and paths more difficult. We would like to see more evidence from WCC that the development will be able to cope with at least a 1m sea level rise. It is one thing to have a small community cut off by storm surge, and another to have a significant village in that position.

Our concern is not just the effect on the viability of the development over time, but also that this level of investment would make it very difficult to refuse further seawall construction that would further damage an already impacted coastal edge environment.

Other Environmental design features

It is vital that any new development of this type meets the councils policies and standards in terms of:

- water sensitive urban design
- provision of adequate public space
- encouraging community development and social mixing
- avoiding car dependency
- biophilia

1082

Public Transport

There is a risk that the development will result in a large, car dependent suburb. That would be inappropriate. Wellington needs to be moving in the opposite direction – transit oriented development.

The proposal to include a ferry wharf is positive, but ferries are often disrupted by weather, so alternatives also need to be available. In addition, a ferry will never provide a full service, including night services, and there is no guarantee that ferry services will be provided (particularly in the early stages of the subdivision, when people's transport habits are being established).

There are two possible solutions to that problem. One is to have the suburb serviced by a new bus service. That is obviously outside the control of WCC and the developer. The other is to provide an easy way for people to access bus services on the number 24 route – an elevator for example to reduce the climb. That would also provide a link to Miramar that would be desirable.

A partial solution would also be to provide a high quality cycling route to the cutting, and good bike parking at a bus stop there.

Walking and cycling provision around peninsular

Ciclovía showed the potential for recreational use of the road for cycling and walking. To create an attractive destination there will have to be either off-road paths, one lane closed, or periodic closures (e.g. at weekends).

We do not consider there is room for adequate off-road cycling and walking infrastructure without damaging unacceptably the coastal edge, which, as set out above, is important for wildlife, rare plants and increasingly rare coastal ecosystems.

We therefore recommend that before the council proceeds with any development at Shelly Bay, the future of the road around the peninsular is resolved. The development needs to be undertaken in full knowledge of whether, for example, the road around the peninsular will be one way or sometimes closed or only occasionally open to cars. We consider that the latter option is the most desirable – i.e. the road is generally closed to traffic except for access to properties (NIWA for example) and concessionaires (tour operators going to the memorial); with the traffic either restricted to particular days and times or kept to a very low volume and speed in a shared space.

A key problem for Ciclovías was the section of road from Shelly Bay to the cutting, which was difficult for less confident cyclists, and did not provide a pleasant environment for walkers. For cycling/walking to be a viable option for the new residents and visitors, that problem will have to be solved.

We would like to see further work done to find a solution that provides a safe, separated, footpath without damaging further the coastal edge, and either a separate cycling facility or a low traffic speed to make it safe for cyclists on the road. A shared path with recreational walkers who are enjoying the view and commuting cyclists mixing in a narrow space is not something we could endorse.

We would also recommend a 30kph speed limit, given the nature of the road and environment.

Costs

1082

We understand that a key argument of the council is that their proposal will provide a net financial benefit to ratepayers. We consider that should be a bottom line for any development of this type, as it is not appropriate in our view for a council to subsidise a private housing development.

Process issues

In our August meeting, we looked at a number of matters relating to the consultation process. Key points raised in that discussion and earlier email exchanges were:

- The information provided to the public did not include some key information which officers provided to an ERG member, particularly the types of activities that are permitted under the DP.
- Many details of the development and proposal were not readily found. In our view it should all be on the council website (in full or as links).
- Officers had decided to answer the many questions on Facebook as a single action close to the closing date for submissions. The public needs answers when they first ask questions, so they can take that into account when they make their submission. Just before submissions close is too late for providing important information.
- The open day discussions were only held at Shelly Bay, a difficult place for the carless to reach. We consider that one should have been in Miramar or central Wellington.

Aotearoa behalf of: CHA, DCM and Kahungunu Whanau Services
Shelly Bay Development - Proposed Sale and Lease of Council Land from Figenshow, Scott organisation: Community Housing

1026

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

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Last Name: **Figenshow**
Organisation: **Community Housing Aotearoa**
On behalf of: **CHA, DCM and Kahungunu Whanau Services**
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City: **Wellington**
Country:
PostCode: **6011**
Daytime Phone: **04 385 8722**
Mobile: **021 061 9664**
eMail: **director@communityhousing.org.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Aotearoa behalf of: CHA, DCM and Kahungunu Whanau Services
Shelly Bay Development - Proposed Sale and Lease of Council Land from Figenshow, Scott organisation: Community Housing

1026

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?

We are members of the Mayors Housing Taskforce; as such, we are- 1. Highly supportive of local iwi and initiatives that enable them to meet their housing, education, social and cultural objectives, and achieve their aspirations. 2. Urgently wanting to see an increase in the overall supply of housing in Wellington given the critical shortage in dwelling numbers. 3. Primarily concerned about the chronic shortage of affordable rental accommodation in Wellington, and providing pathways to affordable home ownership. 4. Deeply committed to the Taskforce objective of 'all Wellingtonians well housed'. See attached submission for further detail. 5. Cautiously supportive of redevelopment of Shelly Bay into a mix of housing and recreational facilities for all Wellingtonians to enjoy, subject to matters raised in the submission and Taskforce report being considered. See attached full submission.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the

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Aotearoa behalf of: CHA, DCM and Kahungunu Whanau Services
Shelly Bay Development - Proposed Sale and Lease of Council Land from Figenshow, Scott organisation: Community Housing
area of land so it can be developed as housing?

1026

Comments

In order to support the Shelly Bay Development - Proposed sale and lease of Council land fully, as members of the Mayor's Housing Taskforce we raise the following concerns: * Given this is the first major development since the Taskforce report was released, how does it show a direct linkage to the Taskforce Report's recommendations? * How does the development meet the key objectives of Wellington's housing strategy (page 6 of the Report), specifically in regard to the provision for affordable accommodation? * How does support for this development show that WCC is using 'its role as leader in the city to drive the development of the Wellington Housing Strategy and Action Plan'? (page 7 of the Report) * How will the environmental issues be addressed, that have been raised by many opposing the development?

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

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Comments
see attached submission

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- Supportive
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7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments
see attached submission

Aotearoa behalf of: CHA, DCM and Kahungunu Whanau Services
Shelly Bay Development - Proposed Sale and Lease of Council Land from Figenshow, Scott organisation: Community Housing

8. What other comments or questions do you have?

1026

Comments

See attached submission

Attached Documents

File
CHA NKK DCM Shelly Bay submission Final

Need Help?

Privacy Statement

1026

14 August 2017

SHELLY BAY PROPOSED AGREEMENTS – Reference to Mayor’s Housing Taskforce Report

We write as members of the Mayor’s Housing Taskforce. We are managers of central-Wellington based kaupapa, mainstream and housing services and of organisations who have a local and/or a national interest in housing people and addressing homelessness in our city. One of us is part of the 100 Resilient Cities Steering Group. All of us are Wellingtonians.

We are:

1. Highly supportive of local iwi and initiatives that enable them to meet their housing, education, social and cultural objectives, and achieve their aspirations.
2. Urgently wanting to see an increase in the overall supply of housing in Wellington given the critical shortage in dwelling numbers.
3. Primarily concerned about the chronic shortage of affordable rental accommodation in Wellington, and providing pathways to affordable home ownership.
4. Deeply committed to the Taskforce objective of ‘all Wellingtonians well housed’.
5. Cautiously supportive of redevelopment of Shelly Bay into a mix of housing and recreational facilities for all Wellingtonians to enjoy.

In consideration of the *Shelly Bay Development – Proposed sale and lease of Council land* consultation document distributed in July 2017, we raise the issue of how the Shelly Bay proposed agreements relate to the Mayor’s Housing Taskforce Report (the Report) dated June 2017. The Report makes several recommendations that will contribute to delivering truly affordable and adequate housing. These include, but are not limited to:

- Increasing the supply of affordable housing, both ownership and rental, as a proportion of all housing; and
- Incentivising mixed housing projects to promote the development of affordable housing.

We understand the Report will be presented to the Wellington City Council Strategy Committee on 24 August 2017. We strongly support its adoption by the Council (WCC).

In order to support the *Shelly Bay Development – Proposed sale and lease of Council land* fully, as members of the Mayor’s Housing Taskforce we raise the following concerns:

- Given this is the first major development since the Taskforce report was released, how does it show a direct linkage to the Taskforce Report’s recommendations?
- How does the development meet the key objectives of Wellington’s housing strategy (page 6 of the Report), specifically in regard to the provision for affordable accommodation?
- How does support for this development show that WCC is using ‘its role as leader in the city to drive the development of the Wellington Housing Strategy and Action Plan’? (page 7 of the Report)
- How will the environmental issues be addressed, that have been raised by many opposing the development?

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1026

We seek a Collective Impact approach, which is at the heart of the Taskforce Report recommendations. The Report references three pillars. The third pillar outlines partnership and collaboration as the most effective approach. We offer our knowledge, skills and expertise to the Shelly Bay development to explore delivery of assisted rental housing and assisted home ownership, in a way that would make housing affordable and accessible to low and moderate income earners. For example, 100 of the potential post-construction employment opportunities referenced in the consultation document could be filled by future residents of the site, if we can resolve the barriers to delivering affordability for these workers.

The Shelly Bay development can address a number of issues and create multiple opportunities within our city. These include housing, employment, innovation, social reconstruction, social cohesion, Treaty obligations and partnerships, as well as economic benefits. If there are unnecessary delays, there will also be missed financial, health and social gains.

We wish to speak to this submission should that opportunity be available.

Ngā mihi

Scott Figenshow
CEO – CHA



Stephanie McIntyre
Director - DCM



Jo Taite
CE – Kahungunu Whanau Services



Shelly Bay Development - Proposed Sale and Lease of Council Land from Crawford, Sarah

857

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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Submitter Details

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Daytime Phone: **04 5682814**
Mobile: **027 320 1238**
eMail: **saraha.crawford@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Crawford, Sarah

857

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:
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 - the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
 - a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?
 I do not support all the propositions under 1

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

Shelly Bay should remain as a recreational area with the infrastructure for walking, biking and the much improved public transport system to access this area. This area is so close to The CBD and this area will be supported by the above activities for the locals, the greater Wellington region and controlled tourism.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Crawford, Sarah

Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

857

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

This needs very transparent discussion in relation to 3 for future generations of New Zealanders to use.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

Green space, Seating, Walkers and Bikers' should be at the top of the pyramid of needs for the protection and sustainability of Shelly Bay and then look at what is required from that point with vehicles taking up the least space once again sustainability. The area would be enhanced with linking tracks to Mt Crawford and Massey Memorial.

8. What other comments or questions do you have?

Comments

Shelly Bay is an integral part of the geography of the Miramar Peninsula - a jewel in our stunning Wellington Harbour and it should be valued as that. Shelly Bay should be protected by the present generation of New Zealanders, kept exclusively in the public ownership of all New Zealanders to be enjoyed and valued not only by us living today, but by future generations, who are not even born. Its intrinsic value will be priceless, as our population increases and we will need more green space to exercise, relax and enjoy with family, friends and or a place of solitude and yet so close to the capital of New Zealand.

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66

Shelly Bay Development - Proposed Sale and Lease of Council Land from Crawford, Sarah

Attached Documents

857

File

No records to display.

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Privacy Statement

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Heritage Consultants
Shelly Bay Development - Proposed Sale and Lease of Council Land from Phillips, Ken behalf of: Archaeology B.O.P.

989

Introduction



We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Ken**
Last Name: **Phillips**
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Country: **New Zealand**
PostCode: **3141**
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eMail: **kjs.phillips@xtra.co.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Heritage Consultants
Shelly Bay Development - Proposed Sale and Lease of Council Land from Phillips, Ken behalf of: Archaeology B.O.P.

989

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

There has been no archaeological assessment or proposal for mitigation of effects on archaeological sites. There are two recorded archaeological sites within the affected properties.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

There has been no archaeological assessment or proposal for mitigation of effects on archaeological sites. There are two recorded archaeological sites within the affected properties.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for

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Heritage Consultants
Shelly Bay Development - Proposed Sale and Lease of Council Land from Phillips, Ken behalf of: Archaeology B.O.P.

commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

989

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

There has been no archaeological assessment or proposal for mitigation of effects on archaeological sites. There are two recorded archaeological sites within the affected properties.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

There has been no archaeological assessment or proposal for mitigation of effects on archaeological sites. There are two recorded archaeological sites within the affected properties. No evidence to indicate that interpretation of the history of the land will be provided within the open spaces.

8. What other comments or questions do you have?

Comments

There has been no archaeological assessment or proposal for mitigation of effects on archaeological sites. There are two recorded archaeological sites within the affected properties.

Attached Documents

File
arch sites

Need Help?

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Heritage Consultants
Shelly Bay Development - Proposed Sale and Lease of Council Land from Phillips, Ken behalf of: Archaeology B.O.P.

Privacy Statement

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Stephen Satherley
191 Townsend Road
Miramar 6022
Wellington

11th August 2017

Wellington City Council

P.O. Box 2199

Wellington

Atten: Gerald Blunt (279)

Submission re: Shelly Bay Development

My name is Stephen Satherley and I am a resident and business owner of Miramar.

I strongly do not support the sale and lease of the 2 parcels of council land that form part of the consent granted to The Wellington Company and Shelly Bay Limited.

I believe officers of the council have acted in an underhand and arrogant manner toward the WCC Councillors and rate payers in this whole consent process. The consent that has been granted includes the private development of public land that assumes an agreement had already been made to sell and lease the land without any consultation.

When council offered Shelly Bay to the Minister in April 2015 as a special housing area it had not even considered if adequate infrastructure could be provided to service the development which is a requirement.

Issuing a special housing area under HASHAA to Shelly Bay allowed the granting of a non-notifiable consent that over rides the 2002 District Plan for the area including land the council owned plus land zoned as open space. The conclusion drawn is WCC have taken advantage of this procedure to circumvent an entire process and do things under a veil of secrecy. The lack of public input is totally unacceptable.

True infrastructure costs are unknown at this point with the council only relying on the developers reports and then capping the developer's expenses at \$10m. So we now have a developer who has socialised his costs whilst privatising the profits!

Other issues include:

- If this was a "greenfield" development the road from the Miramar cutting to Shelly Bay would have to be 22m wide inclusive of footpath and cycle way.
- There is a government guideline that no building consents be issued where land is lower than 1.9m from the high tide mark. South Bay will be under water at 1.6m above the high tide mark along with some of the road and currently under the right sea conditions at North Bay results in the road being awash.

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1085

- What environmental impact reports have been undertaken and what recognition has been given to the habitat of the little blue penguin. Developer excavation activities and rain/silt water run-off into the seabed will cause a significant impact on sea life and shell fish.
- The aesthetics of the proposed apartment dwellings at 27m is not in keeping with blending into the current environment
- Current recreational uses of the whole area have not been considered and are being ignored.
- The developer proposes a "village green" but when asked to explain responds it is an area of approximately 50m x 30m
- There is minimal parking at 120 spaces for a development that includes commercial and retail operations.
- The peninsula currently suffers from significant traffic congestion issues along with capacity constraints with storm water, and electricity along with failed infrastructure in Miramar Avenue which are not being addressed and this development only adds further constraints.
- Without open and inclusive consultation other opportunities for this unique piece of land have not been explored with the wider public that could include an enhanced recreational area that also encompasses the significant Maori and Military history of the area.

The Miramar Peninsula with its pristine undeveloped coastal land is a special place of significance is close to the city and is a special part of what Wellington is about. An intensive housing project in this area does not fit with the environment on a number of levels and poses significant risk to the environment from storm water, silt fallout affecting sea life, larger seawalls, and visual pollution impacting on the special character of the area.

I believe most citizens of the wider Wellington region will be opposed to this project in its current form for all or most of the above reasons

Officers of the WCC have agreed to open ended expenditure where ratepayers monies have been committed without due process which is totally unacceptable.

I wish to appear for an oral submission to present the above.

Based on my comments I am opposed to the sale and lease of the 2 parcels of council land that form part of consent to The Wellington Company and Shelly Bay Limited.

Yours faithfully

Stephen Satherley

Shelly Bay Development - Proposed Sale and Lease of Council Land from Bercinkas, Lucia organisation: N/A

957

Introduction



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Submitter Details

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Last Name: **Bercinkas**
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Suburb: **Maupuia**
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Country: **NZ**
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Daytime Phone: **04 3808450**
eMail: **lucia.tom@xtra.con.nz**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Bercinskas, Lucia organisation: N/A

957

Submission

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 - a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?
This agreement has not considered the best use of the land and the best provider to develop the area. Where is the paper work publicly available that support the selection of the named developer and their concepts? Furthermore the issue of transit from the city to the Eastern Suburbs has not been addressed - the infrastructure to support a residential development has not been fully considered. The notion that all residents in this area will catch a ferry to and from the city is flawed. How will the Tunnel and Basin reserve cope with the additional traffic in and out of the area?

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

None. Wellington needs open spaces and recreational areas not just more high density housing by

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Bercinkas, Lucia organisation: N/A
developers that have not considered the effect on the Wellington region. The development here is short term financial gain for the developer and not what is best for Wellington We have not received any paperwork indicating environmental, financial research or other evaluations undertaken to support this initiative

957

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

There is no infrastructure to support commercial development How will these initiatives be developed and supported. The area has poor road access, is in line with a tsunami flood zone, the wellington airport flight path and one road in and out. The developer has publicly spoken on Newstalk ZB that the infrastructure needs no adjustment - lets just develop the land - who said that they are the right developers and that this is the right solution?

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

The development superficially looks as a nice idea but does so in complete isolation from the annual plan for WCC, Govt initiatives and environmental changes. The idea of high density housing with poor access and exit in a city prone to earthquakes is disappointing. One egress route for thousands of people knowing what we know post Christchurch - is the Council that risk adverse? The area could be developed but we need better roading in and out. where is the consultation with Wellington residents on what they want in the area?

Shelly Bay Development - Proposed Sale and Lease of Council Land from Bercinskas, Lucia organisation: N/A

957

8. What other comments or questions do you have?

Comments

The WCC needs to look at what Wellington needs. This development is a short term profit for the developer, it does not support social housing / shortage of housing availability. Road access does not take into the need to provide accessible to buses, trucks, cranes, pedestrians and cyclists now and the plan does not indicate any improvements. The road access also focuses on the section Shelly Bay to Miramar cutting - what about to Scorching and the coast road from their to Island Bay and other suburb ? One flood, storm or tsunami the area is completely isolated - when is the Civil Defence plan for this eventuality? We need to consider this as part of the submission

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Shelly Bay Development - Proposed Sale and Lease of Council Land from Pointer, Kate

45

Introduction



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Submitter Details

First Name: **Kate**
Last Name: **Pointer**
Street: **130 Te Anau Road**
Suburb: **Hataitai**
City: **Wellington**
Country:
PostCode: **6021**
Mobile: **0275555569**
eMail: **katep22@hotmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Pointer, Kate

45

Submission

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Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

What are your main reasons for supporting/not supporting this agreement?
 I understand that there is a need for additional housing and development, and that Shelly Bay offers an area which can (to a limited extent) be developed. However, I am not supportive of the level of development proposed. Six story apartment blocks would be an eyesore and would completely detract from the scenic nature of Shelly Bay.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
 Not really supportive
 Neutral
 Supportive
 Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments
 Even though this development directly impacts us (with our at present beautiful view over Shelly Bay from our home in Hataitai), I am respectful of the need for continued development requirements in Wellington, and can see that there are positive effects that regeneration can have

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Pointer, Kate

45

for the economy. However I am extremely disappointed to see the inclusion of the apartment blocks - this seems like greedy development, and totally destructive to the natural beauty of Shelly Bay and the outlook of the whole headland. While I can be supportive of low-level housing development (3 story absolute maximum) I very very strongly protest the development of anything higher than this. If six story apartment blocks are required from a housing perspective, these should be built inland / not on Wellington's most scenic coastline to avoid destroying an iconic spot in Wellington. While I appreciate that the developers want to squeeze as much profit from the land as possible, I strongly feel that it is not in the best interests of the local community that the apartment blocks be included.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

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Comments

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7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

8. What other comments or questions do you have?

Comments

Shelly Bay Development - Proposed Sale and Lease of Council Land from Pointer, Kate
Attached Documents

45

File
No records to display.

[Need Help?](#)

[Privacy Statement](#)

Shelly Bay Development - Proposed Sale and Lease of Council Land from SIDWELL, KENNEY-JEAN

827

Introduction



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Submitter Details

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Suburb: **Strathmore Park**
City: **Wellington**
Country:
PostCode: **6022**
Mobile: **021837808**
eMail: **kenney.sidwell@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from SIDWELL, KENNEY-JEAN

827

Submission

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- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

These are my cases for concern/mistrust of the WCC processes to date:- 1. WCC continued to be in negotiations with PNBST trust members, despite knowing, that their voting process was flawed, and that they have gone against the trust deed, requiring 75% yes vote, in order to sell the landowners land. With only a 51% vote to sell this was far from the required 75%. These are in-house issues that the landowners have attempted to remedy with those that made underhand decisions 'on our belief'. My issue is that WCC pressed on despite the disenfranchisement of Taranaki shanti landowners. WCC got into bed with a small group of people who did not have the backing of the landowners..... and you have pressed on despite this. My understanding of the HASHAA is to address the housing supply in Wellington. Yet this site has a large commercial and retail proportion which has been able to be slipped through under the 'Housing Supply' door. The impact to roading and its infrastructure will be huge. On top of an already difficult to manage and no traffic issue getting to and off the peninsular and surrounding areas. We already have issues that are yes off being remedied. This will add fuel to the fire. The beauty of the peninsular, with its bays, will be destroyed. Wellington IS NOT San Fran. High rise/high priced tower blocks do not add to the Wgtn vibe. They will detract. There is a precedent for keeping the southern and eastern coast free of highly intensified residential and commercial development. Shelly Bay is acknowledged in the Wellington Company literature as being one of the most pristine marine natural landscapes available in New Zealand. This is a unique feature of the Wellington coast line and one which must be preserved.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all

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Shelly Bay Development - Proposed Sale and Lease of Council Land from SIDWELL, KENNEY-JEAN

827

- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

I do not agree with the selling of the land and buildings to Shelly Bay Ltd because I do not agree with the development going ahead.

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

I do not agree with the leasing of the land and buildings to Shelly Bay Ltd because I do not agree with the development going ahead.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

I do not agree with the proposal that there will be accessible public spaces at Shelly Bay Ltd

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Shelly Bay Development - Proposed Sale and Lease of Council Land from SIDWELL, KENNEY-JEAN

because I do not agree with the development going ahead. Creating an elitist community for wealthy property owners. In its current form, is not designed to attract people from all walks of life

827

8. What other comments or questions do you have?

Comments

The chatter across Wgtn would suggest that this land should be for the betterment of ALL of Wellington. Least we forget (because the landowners haven't) that the land was purchased with Taranaki Whanui money, that we received as part of our Treaty Settlement. We were offered to purchase it as (again) part of our Settlement under the RFR. In short, as part of an acknowledgement and apology for the land lost at the hands of crown of the time. So WHEN did Taranaki Whanui then become responsible for putting Wellington and it's people as a whole, first. For making this all about Wellington. Jason Fox left the table after much trust broken. However, not before he/WCC/Cassells/ & the Chinese \$\$ connection stitched up our land. The disenfranchisement continues and Wellington City Council have become major players in that.

Attached Documents

File
No records to display.

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1065

From: Michael Gibson <michaelpcgibson@hotmail.com>
Sent: Monday, 14 August 2017 3:20 p.m.
To: shellybay
Subject: SUBMISSION ON SHELLY BAY

Follow Up Flag: Follow up
Flag Status: Flagged

1. I wish to make an oral submission, or verbal statement in "Public Participation".
2. I object that Wellingtonians have been deprived of the opportunity to hear the views of their elected members on the subject.
3. Elected members have been prevented from discussing the issue with their constituents and with others because a report on the matter was deliberately framed in order to justify excluding the public when it was discussed at a Council Meeting.
4. Other information has been withheld or deliberately delayed before and during the so-called "consultation" process.
5. False representations have been made by or on behalf of another party in this matter. These have been detrimental to a fair consultation process.
6. There is no obligation on the other party actually to build houses etc. and every effort is being made by that party to limit its own financial obligations in the development.
On the other hand, the Council is proposing to make ratepayers liable for unlimited expenditure including on infrastructure.
This is grossly unjust and unreasonable.
7. Finally, I understand that, on a visit to China some two years ago, a former member, or former members, of the Council, signed a certain Memorandum of Understanding relating to Shelly Bay and that this has not been published.
It would clearly be unjust and prejudicial if any such Memorandum of Understanding had not been declared as part of a relevant consultation process.

SIGNED
Michael Gibson
7 Putnam Street
Northland
Wellington 6012

Shelly Bay Development - Proposed Sale and Lease of Council Land from Carter, Dana

842

Introduction

We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

Privacy Statement

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

Submitter Details

First Name: **Dana**
 Last Name: **Carter**
 Street: **48 Wilberforce Street**
 Suburb: **Miramar**
 City: **Wellington**
 Country:
 PostCode: **6022**
 eMail: **Adventuredana@yahoo.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Carter, Dana

842

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

1. It is proposed that the Council enters into an agreement with Shelly Bay Ltd that involves these main elements:

- the sale of a plot of Council land to Shelly Bay Ltd enable housing development,
- the lease of a plot of Council land and two buildings to Shelly Bay Ltd to enable the development of commercial/retail facilities,
- a 50/50 split between the Council and Shelly Bay Ltd for the cost of infrastructure improvement (including the Council's seawall and road) and public space development.

Overall, what is your level of support for the Council entering into an agreement with Shelly Bay Ltd to develop Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

I don't oppose the redevelopment of the land per se but I think given the large number of properties and high value of this development there should be a greater level of public benefit. The coastline around the Peninsula particularly this side is very undeveloped. The development will significantly affect the natural character and undeveloped feel of the Peninsula. Although the current buildings are dilapidated I frequently visited the chocolate fish cafe and the galleries with my family and love the low key, relaxed feel of the area along with its beauty. I think the development is too intense for the site. I think there should be greater provision of open space that is attractive to the general public not just the residents of the area. I think there should be significantly higher provision of affordable housing for lower income people. I think there should be better cycling infrastructure catering to children and families provided as part of the development. I think the development should meet high standards of green building and low impact urban design principles. I think greater consideration is needed for retaining the creative arts and design premises and character. I think the development of this site offered an opportunity to really showcase what wellington is all about - sustainable, inclusive, future looking and respectful and I don't think this development does this sufficiently. I think it is too heavily focused on economic gain rather than social, cultural and environmental benefit. I'm not convinced that the deal with Shelley bay Ltd is fair to the ratepayers of wellington and too heavily benefits the developer.

2. The Council is proposing to sell an area of land to Shelly Bay Ltd so it can be developed as housing. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Carter, Dana

- Neutral
- Supportive
- Very supportive

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3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

See above comments

4. The Council is proposing to lease an area of land and two buildings on the waterfront to Shelly Bay Ltd so the area can be developed for commercial/retail purposes. To see the plot of land referred to, go to page 10 of the consultation document at wellington.govt.nz/shellybay

What is your level of support for that proposal?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

See above comments. I think there should be more specificity about what is required as commercial and not just leave it to which activities will generate the highest income for the developer.

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

See comments above. I think given the scale of the development that the level of public space is too low.

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Carter, Dana

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8. What other comments or questions do you have?

Comments

I think the use of HASHA for the development of this special iconic site in wellington is very disappointing and non democratic.

Attached Documents

File
No records to display.

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Bonjers, Luke

148

Introduction

We want to hear your views on the proposal for the Council to sell and lease part of its land at Shelly Bay so a comprehensive development of housing and public space can go ahead as envisaged.

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Submitter Details

First Name: **Luke**
Last Name: **Bonjers**
Street: **37 Hector Street**
Suburb: **Seatoun**
City: **Wellington**
Country:
PostCode: **6022**
eMail: **peterpanandquasimodo@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Bonjers, Luke

148

Submission

The Council is proposing to sell and lease part of its land at Shelly bay to Shelly Bay Ltd that plans to develop housing and public space in Shelly Bay. The agreement includes a proposal for the Council and Shelly Bay Ltd to each fund half of the cost of public infrastructure and public space improvements. You can read more detail on the proposals and view related information at wellington.govt.nz/shellybay

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- Neutral
- Supportive
- Very supportive

What are your main reasons for supporting/not supporting this agreement?

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What is your level of support for that proposal?

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- Not really supportive
- Neutral
- Supportive
- Very supportive

3. What do you see as the benefits and/or issues with the proposal for the Council to sell the area of land so it can be developed as housing?

Comments

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Shelly Bay Development - Proposed Sale and Lease of Council Land from Bonjers, Luke

What is your level of support for that proposal?

148

- Do not support at all
- Not really supportive
- Neutral
- Supportive
- Very supportive

5. What do you see as the benefits and/or issues with the proposal for the Council to lease that area of land and two buildings so the area can be developed for commercial/retail purposes.

Comments

6. The proposed public spaces and facilities at Shelly Bay include a waterfront walkway; green space; parking and seating; cafes, bars and shops; a microbrewery and a boutique hotel.

Overall, what is your level of support for the proposed public spaces and facilities at Shelly Bay?

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- Neutral
- Supportive
- Very supportive

7. What do you see as the benefits and/or issues with the public spaces and facilities?

Comments

8. What other comments or questions do you have?

Comments

Attached Documents

File
No records to display.

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