

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 23 November 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 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

TABLE OF CONTENTS
23 NOVEMBER 2017

Business	Page No.
1. Meeting Conduct	7
1.1 Apologies	7
1.2 Conflict of Interest Declarations	7
1.3 Confirmation of Minutes	7
1.4 Public Participation	7
1.5 Items not on the Agenda	7

2. Policy	9
2.1 Submission to the Remuneration Authority: local government review of longer term proposals	9
Portfolio leader: Mayor Lester	
2.2 Scope of the Parking Policy Review	15
Portfolio leader: Councillor Calvi-Freeman	
The report was not available at the time the agenda went to print, and will be circulated separately	
3. Operational	17
3.1 Proposed Lease of Council Land for Commercial Zipline - Southern Landfill	17
Portfolio Leader: Councillor Gilberd	
3.2 Deputy Mayoral Travel Report - Canberra	129
Portfolio Leader: Deputy Mayor Day	
3.3 Hutt Road and Westminster Street - Kaiwharawhara	137
Portfolio Leader: Councillor Free	
3.4 Central City Cycleways Traffic Resolutions	167
Portfolio Leader: Councillor Free	
3.5 Resource Management Act Fees and Charges	213
Portfolio Leader: Councillor Foster	
3.6 Shed 3 Lease extension	219
Portfolio Leader: Councillor Foster	
3.7 Unbudgeted expenditure - Circa Ground Lease Asbestos Remediation	223
Portfolio Leader: Councillor Foster	
The report was not available at the time the agenda went to print, and will be circulated separately	

3.8 Miramar Ave Cycleway Traffic Improvements (Phase 1) 225

Portfolio Leader: Councillor Free

The report was not available at the time the agenda went to print, and will be circulated separately

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 16 November 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. Policy

SUBMISSION TO THE REMUNERATION AUTHORITY: LOCAL GOVERNMENT REVIEW OF LONGER TERM PROPOSALS

Purpose

1. The purpose of this report is to approve the Wellington City Council submission to the Remuneration Authority (the Authority) consultation document relating to the longer term proposals for the current year.

Summary

2. The Authority sets elected member remuneration, allowances and expenses.
3. This report provides a response to the Authority consultation document on Part Three of the review – longer term proposals.
4. Feedback from Council on Part Two of the review – immediate proposals was agreed and submitted to the Authority in June 2017.
5. The Remuneration Authority's 2017 Determination has been published and this set the remuneration, allowance and expenses to be paid to elected members in the 2017/2018 financial year.
6. In the course of gathering feedback on Part Three of the review, some Councillors raised a number of issues related to remuneration and allowances, however these are outside the scope of the review. Democracy Services are working through these issues on a case-by-case basis.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to the attached feedback on Part Three of the Remuneration Authority's local government review consultation document.

Background

7. The Authority sets the base remuneration for all elected members including community boards.
8. It also has the responsibility for setting allowances and expenses. When making a decision, the Authority must:
 - A) Have regard to the need to:
 - Achieve and maintain fair relativity with remuneration received elsewhere
 - Be fair to individuals or groups
 - Ratepayers
 - Recruit and retain competent persons.

B) Take into account:

- Requirments of the positions
- Conditions of service
- Any adverse economic conditions.

9. It has the statutory authority to set the payments to key office holders including Mayors, councillors and community board members. It is required by law to be fair and independent.
10. The Authority circulated a consultation document at the beginning of 2017 seeking Councils's feedback on a range of issues arranged into two parts:
 - One part (referred to by the Authority as "Phase Two") was a range of immediate proposals
 - The other part (referred to by the Authority as "Phase Three") is a range of longer term proposals.
11. The Authroity requires the Council's feedback (rather than of individual elected members or management) on Phase Three.
12. A workshop with elected members was held on 3 October 2017, and feedback was also sought from Tawa and Makara/Ohariou community boards to help inform the responses to the Authority.
13. This report provides a response to the Authority on behalf of the Council on Part Three (longer term proposals) of the consultation document. A draft response to the consultation document is attached as Appendix 1.
14. In the course of gathering feedback on Phase Three of the review, some Councillors raised a number of issues related to remuneration and allowances that are outside the scope of the review. Democracy Services are working through these issues on a case-by-case basis.

Next Actions

15. Provide Wellington City Councils' submission to the Authroity on Part Three.

Attachments

- Attachment 1. Submission to the Remuneration Authority Local Government Review consultation document Page 12

Author	Angela Sopp, Senior Democracy Advisor
Authoriser	Kane Patena, Director Governance and Assurance Penny Langley, Manager Democracy Services

SUPPORTING INFORMATION

Engagement and Consultation

No public consultation or engagement is required. Officers have consulted with elected members and members of the community boards.

Treaty of Waitangi considerations

Nil

Financial implications

Nil

Policy and legislative implications

Nil

Risks / legal

Nil

Climate Change impact and considerations

Nil

Communications Plan

Nil

Health and Safety Impact considered

Nil

**Submission to the Remuneration Authority Local Government Review
consultation document – Part Three (longer term proposals)**

This is a response to the Remuneration Authority (the Authority) on behalf of the Wellington City Council on Part Three - longer term proposals - of the consultation document. This is the final part of the Local Government Review for 2017.

Comments on Part Three of the review are due to the Authority by 15 December 2017.

The Part Three review seeks feedback on the following areas:

- Proposed factors to be used for sizing councils (in relation to remuneration)
- The weighting and relativity of factors used for sizing
- Mayoral remuneration
- Elected member remuneration (Councillors and community board members)
- A local government pay scale (relativity with parliamentary remuneration).

Responses to Remuneration Authority Questions

Factors proposed for council sizing

- Are there significant influences on council size that are not recognised by the factors identified?
- Are there any factors that we have identified that you believe should not be used and why?
- When measuring council assets, do you support the inclusion of all council assets, including those commercial companies that are operated by boards?
- If not, how should the Authority distinguish between different classes of assets?
- Are you aware of evidence that would support or challenge the relativity of the factors for each type of council?
- If you believe other factors should be taken into account, where would they sit relative to others?

COMMENT: Wellington City Council agrees that the factors identified are a reasonable way of measuring council size. However, in weighting these factors, asset size is considered not as reliable as other factors identified. Wellington City Council would like to know more about how the Authority will be weighting the factors. For example, commercial companies operated by boards could unfairly inflate the size of a council. We note that the appointment of commercial boards of directors does not diminish the governance role of a local authority.

Mayor Remuneration

- Should mayor roles be treated as full time?
- Should there be a base remuneration level for all mayors, with additional remuneration added according to the size of council
- If so what should determine this base remuneration?

COMMENT: Wellington City Council agrees that mayor roles should be treated as full time positions and be remunerated by the Authority using a base remuneration level based in the size of council. Formal role descriptions should be developed.

Councillor Remuneration

- Should councillor remuneration be decided by each council within the parameters of a governance/representation pool allocated to each council by the Authority?
- If so, should each additional position of responsibility, above a base councillor role, require a formal role description?
- Should each council be required to gain a 75% majority vote to determine the allocation of remuneration across all its positions?
- Should external representation roles be remunerated in a similar way to council positions of responsibility?
- Do additional demands placed on CCO board members make it fair for elected members appointed to such boards to receive the same director fees as are paid to other CCO board members?

COMMENT: While Wellington City Council is generally in favour of a governance/representation pool approach, full responsibility for calculating base salaries for each elected member position should remain the role of the Authority as an independent body. The concern is that the proposed approach has the potential to allow politicking to enter into the remuneration setting process at Council level.

Further, Wellington City Council has previously made a decision that elected members will not receive director fees as CCO board members.

Community Board remuneration

- Should community board remuneration always come out of the council governance/representation pool?
- If not, should it be funded by way of a targeted rate on the community concerned?

- If not, what other transparent and fair mechanisms are there for funding the remuneration of community board members?

COMMENT: Wellington City Council is of the view that if the governance/representation pool approach goes ahead, that community board remuneration should be in line with other elected members (Councillors), and do not support a targeted rate on local communities.

Community board members have indicated their concern that salary levels based on population size are not a true reflection of the time and effort put in by them.

Local government pay scale

- Is it appropriate for local government remuneration to be related to parliamentary remuneration (but taking account of differences in job sizes)?
- If so, should there be a cap on the incumbent in the biggest role in local government receiving no more than a cabinet minister?
- If not, how should a local government pay scale be determined?

COMMENT: Wellington City Council agrees a local government pay scale that is related to parliamentary remuneration is an acceptable and relevant option and should look into all the ways in which MPs are remunerated (nature of the role as 'contractor' or 'fixed term employee', and including other factors such as Kiwisaver and ACC levies).

SCOPE OF THE PARKING POLICY REVIEW

The report was not available at the time the agenda went to print, and will be circulated separately

3. Operational

PROPOSED LEASE OF COUNCIL LAND FOR COMMERCIAL ZIPLINE - SOUTHERN LANDFILL

Purpose

1. The purpose of this report is to request that City Strategy Committee grant an occupancy agreement (eg lease / licence) for a commercial zip-line operation at the Southern Landfill, subject to the successful completion of public consultation and the applicant's agreement to lease terms and conditions.

Summary

2. Wellington Zipline Adventures (**WZA**) wishes to operate a commercial zipline at the Southern Landfill.
3. The landfill site does not have reserve status under the Reserves Act 1977. It is, however, held and used as open space as part of the Outer Green Belt. For this reason approval from the City Strategy Committee (**CSC**) is required.
4. As the proposed tenant is a commercial entity, the proposal falls outside the *Leases Policy for Community and Recreation Groups (Leases Policy)*.
5. Any occupancy agreement will only be granted after the successful completion of i) public consultation and ii) agreement to terms and conditions.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agrees to grant a new lease and / or licence to Wellington Zipline Adventures (**WZA**) for a commercial zipline operation on the Southern Landfill (50 Landfill Road, CFR WN21D/612, Lots 1 DP29398 and Lots 1 & 2 DP29742); subject to:
 - a. Public consultation and notification of the proposal being undertaken.
 - b. No sustained objections resulting from the consultation and notification described in a (above).
 - c. Costs of consultation, public notification and preparation of any legal agreement being met by WZA.
 - d. Agreement of WZA to the landowner terms and conditions.
3. Note that the outcome of consultation and notification described in 2(a) above will be reported back to CSC for final approval.

Background

6. The Southern Landfill (50 Landfill Road, CFR WN21D/612, Lots 1 DP29398 and Lots 1 & 2 DP29742, **the Site**) is Council-owned land consisting of approximately 900 hectares of undulating hill country located between the suburbs of Brooklyn and Owhiro

Bay, the former Long Gully Station, the Karori Sanctuary (Zealandia), and the south coast (Attachment 1).

7. The Site is held for sanitary works (landfill) purposes but only a small portion is used for this activity. The remainder of the Site provides future expansion opportunities, acts as a buffer to the landfill operation, and is administered as a reserve (Te Kopahau) under the Outer Green Belt Management Plan (**OGBMP**).
8. The landfill operation takes place in the north-western corner of the Site and is accessed via Landfill Road from Owhiro Bay.
9. The remainder of the Site is primarily accessed via Hawkins Hill Road; a right of way with legal access from Ashton Fitchett Drive. Council permits passive recreational activities such as walking, running and mountain biking to occur in this remaining area.
10. Approximately 40 other properties have legal access over Hawkins Hill Road including those owned by Meridian (Brooklyn Turbine), Airways Corporation (Radome), the Crown, 'Woofingtons' dog stay, and 20 other private residential owners.
11. Some commercial activities already use Hawkins Hill Road, such as Woofingtons and Seal Coast Safari. Historically the Long Gully Station had operated a number of recreational activities such as shooting, motor cross, rally racing, mountain biking and horse trekking.
12. In mid/late 2016 WZA approached Council seeking to establish a commercial zipline operation on Council-owned reserve land.
13. Several sites were considered including Mt Victoria, Polhill Reserve, Te Ahumairangi (Tinakori) Hill, Shelly Bay and Makara Peak but all were discounted on various grounds.
14. The landfill was identified by WZA as the preferred site as it provided the best combination of proximity to the city, access, views and vegetation restoration options.
15. The Parks, Sport & Recreation team are agreeable to a lease and / or licence being granted subject to committee approval, appropriate consultation and public notification occurring (without sustained objection), and WZA agreeing to landowner terms and conditions.
16. The Site is not a reserve under the Reserves Act 1977. However, approval of the CSC is required, rather than from the Regulatory Processes Committee, as the land is zoned open space and held for that purpose under the OGBMP.
17. As the proposed tenant and occupancy arrangements are commercial, the Leases Policy does not apply.
18. As discussed in p27 of Attachment 4, the directors of WZA have 15 years' experience in the construction and maintenance of high ropes courses and commercial ziplines both locally and abroad.
19. The WZA business case is detailed in Attachment 4.

Discussion

20. WZA propose to operate a commercial zipline on part of the Site shown in Attachment 2 and photo panorama in Attachment 3.
21. There will be a sequence of four pairs of ziplines with wooden take-off and landing decks at each end joined by walking tracks between each line. Approximately 300 metres of new track will be formed.

22. The only other permanent structure proposed for the activity will be a simple composting toilet located close to position 2B. This will be for the exclusive use of customers.
23. Customers will be transported to and from the location by shuttle, leaving from a central Wellington location.
24. The zipline will be a year-round operation, but being weather dependent would only realistically be able to operate on half to two thirds of these days (refer Attachment 4, Appendix A).
25. If the lease is approved, and other consents applied for and granted, construction would not start until late 2018 with operations beginning in 2019.
26. The OGBMP outlines the long term vision for the Site and provides guidance on what activities may occur. This includes Section 5.7.3 Management Areas Policies for the Southern Landfill with a long term vision for public use and enjoyment.
27. WZA seeks to satisfy this vision of the OGBPM by minimising physical modification to the Site, minimising disruption to other users (e.g Hawkins Hill Road and Barking Emu Track) and undertaking replanting and pest control within the immediate vicinity of the proposed activity (refer business plan Attachment 4).
28. The zipline proposal is in line with the objectives of the OGBMP, including the Council's acknowledgement of the likely demand in the Outer Green Belt for commercial operations.
29. Under section 4.5.2.7 of the OGBMP (Recreation and Access: Commercial recreation service and eco-tourism) Council will give priority to businesses which demonstrate, or actively pursue, the achievement of industry best practice standards for eco-tourism.
30. To this end the zipline proposal includes a per-participant fee towards a conservation programme for the area, as well as a per-participant fee for the lease of the land. These contributions will be reviewed each year to reflect any growth in the business.
31. Officers support the proposal in principal subject to consultation and public notification (draft plan, Attachment 5) and agreeing occupation terms and conditions, including WZA:
 - Agreeing to the duration of the Lease / Licence, including rights of renewal
 - Obtaining, at its cost, all relevant consents and approvals
 - Confirming details of the type and location of structures along with a plan for the dismantling/removal at the occupancy end
 - Confirming central city location for pick up and drop off of customers
 - Implementing an approved conservation and habitat restoration program
 - Implementing a maintenance program for both structures and revegetation
 - Providing detailed and satisfactory health and safety protocols
 - Contracting out of any ability to object to all current and future landfill operations
32. The lease and licence areas are yet to be detailed but would necessarily include the footprint of the built structures (take-off and landing areas, as well as entrance, exit and linking walking tracks) along with the zipline cables.
33. Occupation agreements are likely to include a combination of lease and licence due to the large area and non-exclusive use of some areas (eg walking tracks).
34. Retaining uninterrupted and safe access for the public to the Barking Emu Track would be a key requirement of any agreement and definition of occupation area.

Options

35. If the request for a new lease was declined the status quo would prevail. There would be no change to how the land is used or managed.
36. If the proposed lease was approved then, subject to other consents also being granted, the zipline will be established and operate on as many days as weather permits (in order of 200 days a year).
37. A number of benefits would accrue, including:
 - Enhanced public awareness and improved use of the Te Kopahau Reserve
 - Active custodianship and restoration of habitat in vicinity of zipline activity
 - A modest concession income stream received by the Council

Next Actions

38. Occupation terms agreed in principle (late 2017)
39. Consultation with adjacent property owners and key stakeholders (late 2017)
40. Public notification of request for lease (early 2018)
41. Application for resource consent (early 2018)

Attachments

Attachment 1.	General Location Plan	Page 23
Attachment 2.	Aerial Plan - Zipline Location	Page 25
Attachment 3.	Panoramic photo looking north from zipline 1A launchpoint	Page 26
Attachment 4.	WZA business plan	Page 27
Attachment 5.	Draft consultation and public notification plan	Page 126

Authors	Brett Smith, Property Advisor Joel de Boer, Recreation and Parks Planner
Authoriser	Tracy Morrah, Property Services Manager Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

WZA have undertaken initial consultation with a number of landowners and interested parties (Attachment 4, Appendix D). Support for the proposal has generally been positive and well received. As part of the Council lease approval process consultation with these parties, and public notification to be reported back to CSC, will also be required.

Treaty of Waitangi considerations

The Council's iwi partners have not been specifically consulted on this proposal. The activity is not located in a Māori precinct or an area identified as significant to Māori.

Financial implications

Costs, such as those for public notices or preparation of the lease agreement, will be recovered from the applicant.

The Council, otherwise, will receive a lease fee proportional to the number of customers using the facility. Council would also benefit from contributions towards the cost of road maintenance and land conservation.

This is not a significant financial decision.

Policy and legislative implications

The recommendations of this report are consistent with the policies of the Council, specifically those contained within the OGBMP.

Risks / legal

The lease, if approved, will be granted in accordance with relevant objectives and policies of the OGBMP with guidance from the Leases Policy. Council's lawyers will draft the agreement which will include risk management, compliance and termination clauses.

Climate Change impact and considerations

There are no climate change implications arising from the granting of the lease.

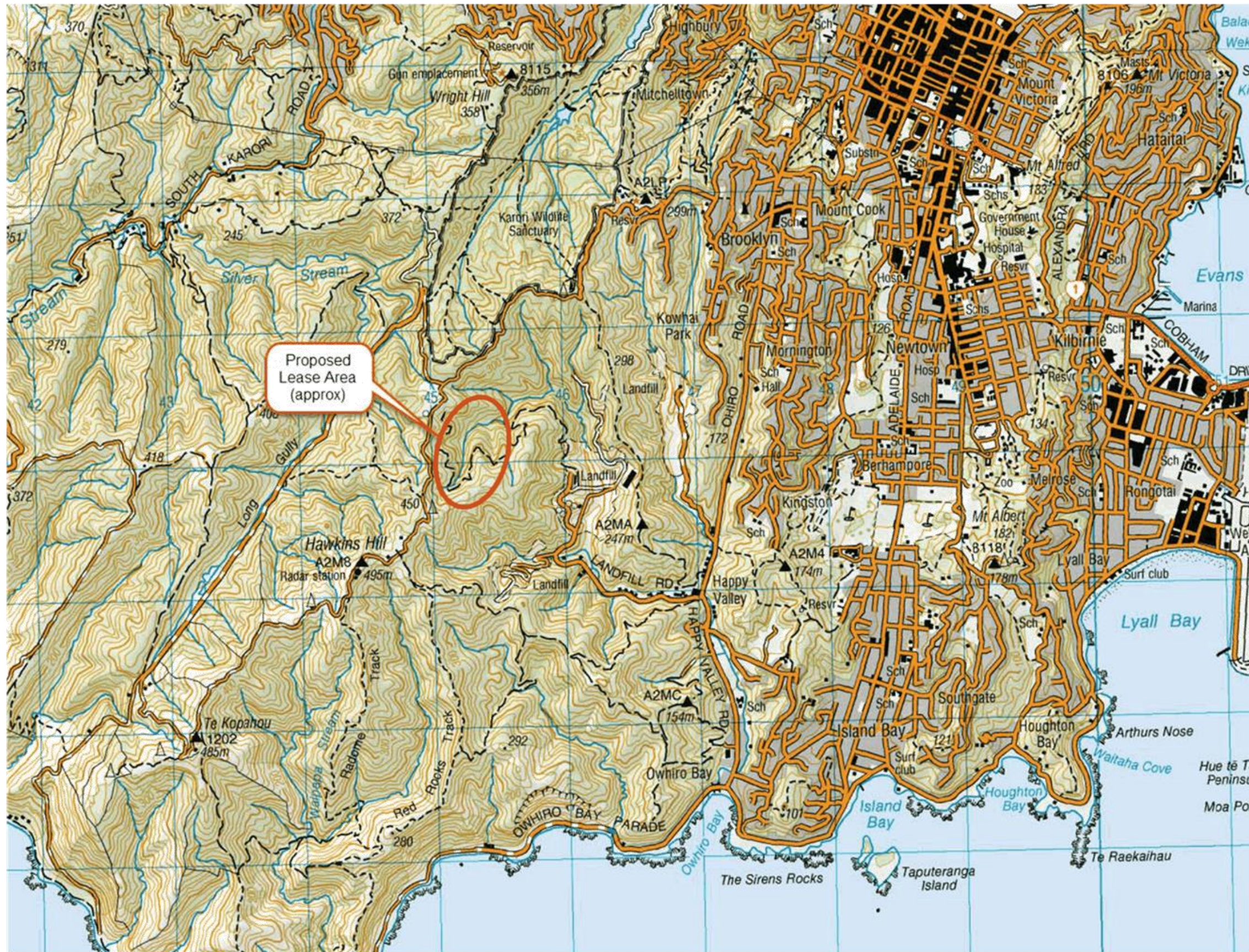
Communications Plan

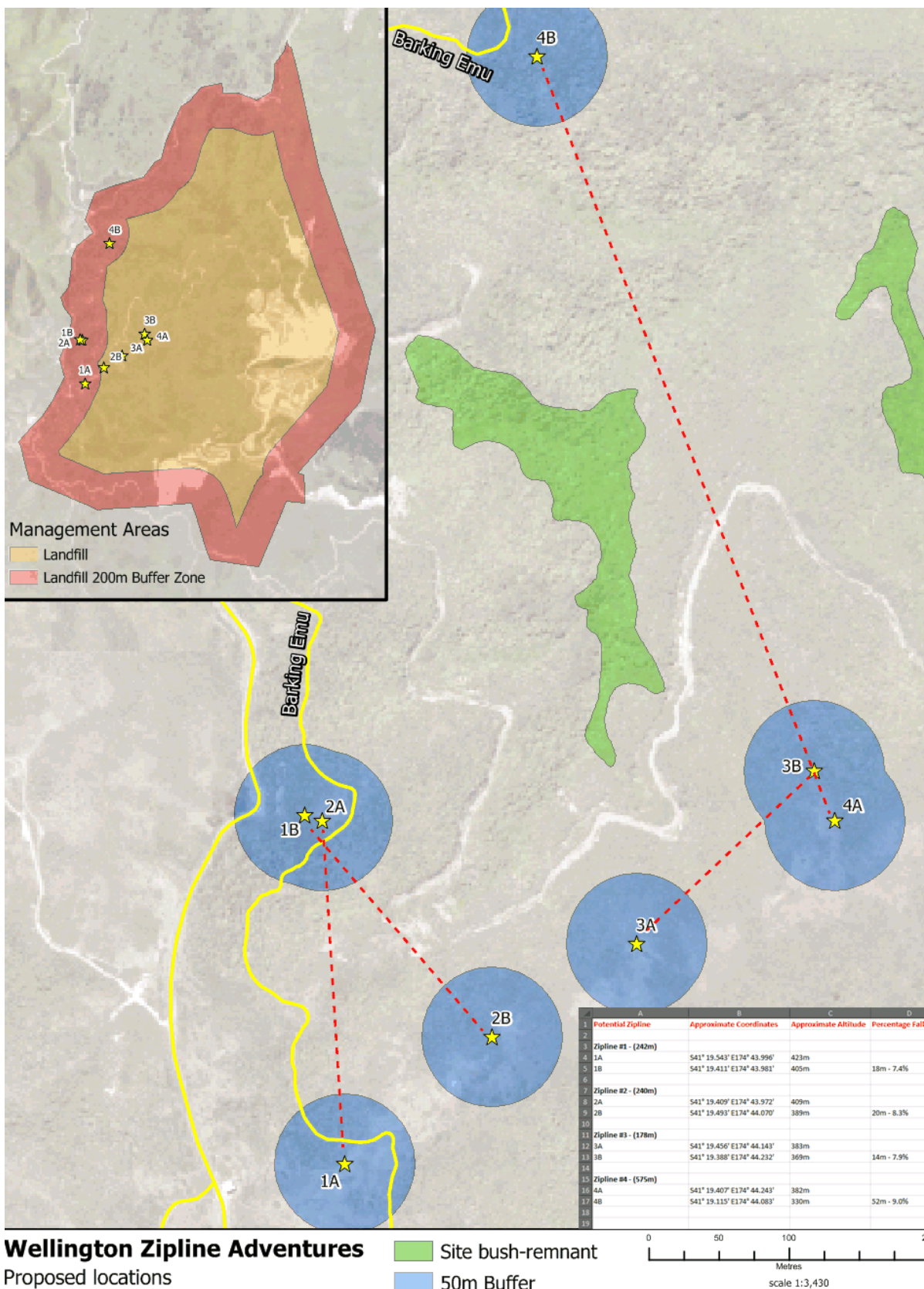
Public consultation and public notification will occur as part of lease-granting process. A specific communications plan is summarised in Attachment 5.

Health and Safety Impact considered

Health and safety considerations are paramount for such an adventure tourism activity. The reputation of both ziplining and New Zealand as an adventure tourism destination is at stake. As such WZA have gone into detail on how they propose to comply with the Health and Safety Act (Adventure Activities) Regulations (2016). These are outlined in Attachment 4, Appendix G and I.

Council staff would not be exposed directly to any health or safety risk, the primary concern would be the safety of visitors both to the zipline and Te Kopahau Reserve generally.





Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy

MAP PRODUCED BY:
 Wellington City Council
 101 Wakefield Street

ORIGINAL MAP SIZE: A4
 AUTHOR: presto2j
 DATE: 22/08/2017

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke



Business plan for Wellington Zipline Adventures



Date: November 2017

Mark O'Connor and Karl Ratahi

Table of Contents

Executive summary	3
Business details	3
What we do and how we do it	4
Required Consents.....	10
OGBMP	12
Lease Agreement.....	24
Conservation and Sustainability.....	24
Our goal/mission	26
Our strategy.....	26
Current Team	27
Business background.....	27
Mentors, consultants, advisors and other outside help.....	28
Market research	28
Market opportunity.....	29
Market Penetration	29
Competitor analysis.....	32
SWOT – Internal and external forces.....	32
Appendix A – Weather discussion.....	35
Appendix B – Dismantle estimate	39
Appendix C – Drawings and designs	39

Appendix D – Stakeholder Engagement	45
Appendix E Environmental Impact Assessment Report	46
Appendix F Visual impact Assessment Report	58
Appendix G Initial Safety Management Plan	77
Appendix H Initial Traffic Management Plan	84
Appendix I Inspection Plan.....	87
Appendix J Financial plan	94

Executive summary

This business case supports a commercial zipline venture, at the northern end of The Southern Landfill section of the Outer Green Belt, near Hawkins Hill in Wellington. We are Wellington locals who have worked in the zipline and ropes course industry for over 20 years, both here in New Zealand and overseas. Our experience in this industry and our passion for the Wellington region, has led to us wanting to build something in the city for both locals and tourists to enjoy.

We believe this business will be a great success due to Wellington’s regular tourist numbers, prominent business and public sectors, and multiple education facilities which bring a number of people into the city to study each year. Currently Wellington is lacking an adventure based tourism activity, and this venture would help to fill that void. Imagine a new visitor to the city, whizzing down a zipline whilst absorbing the incredible views of our beautiful city, coast and surrounding ranges – can you think of a better way to promote Wellington? We sure can’t.

Business details

Business name	Changing Altitude Ltd
Trading name	Wellington Zipline Adventures
Established	April 2017
Structure	Company
Date registered	10 September 2002
NZBN	1234887

Contact details	
Contact name	Mark O'Connor
Mobile	022 184 8785
Email	mark@wellzip.co.nz
Postal address	PO Box 9559 Marion Square Wellington

What we do and how we do it

As a tourist destination, Wellington is currently renowned for its arts, culture and culinary scene. We believe that a zipline venture will help to fill a hole in the Wellington tourism sector and be an excellent addition to the promotion reel for the city. Currently there is a lack of adventure tourism in the city, as well as activities that get people out of the CBD and into the surrounding hills.

Once operational, this business will offer both visitors and locals the chance to explore an amazing landscape with sweeping views of the city, harbour and south coast via the exciting medium of ziplining.

The operation will begin with picking clients up from the central city, driving them through the classic Wellington suburb of Brooklyn and up towards Te Kopahou Reserve (see figure 1).

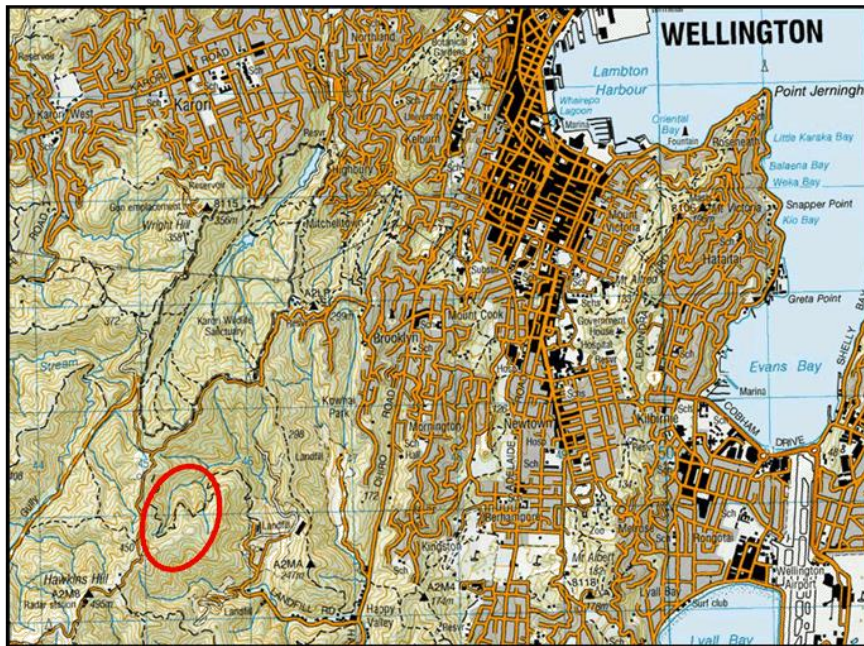


Figure 1: Location of ziplines within the Southern Landfill (adjacent to Te Kopahou Reserve) and in relation to Wellington

The first zipline platform will be located near Hawkins Hill. Then via 4 ziplines, clients will traverse the valley back and forth until completing the course near the intersection of Southern Thread Road and Hawkins Hill road (see figure 2). Between each zipline, short walking tracks will connect the platforms and allow clients to enjoy some of the fantastic views of the area, including the south coast out to Pencarrow Head and across the harbour to the magnificent Tararuas. These short walks will give staff the opportunity to educate clients about the region, local conservation and some of the planting and trapping work we intend to do in the area (see Conservation and Sustainability Section below). Clients would then be returned to their pick up point in the central city, or transferred to another tourist location.

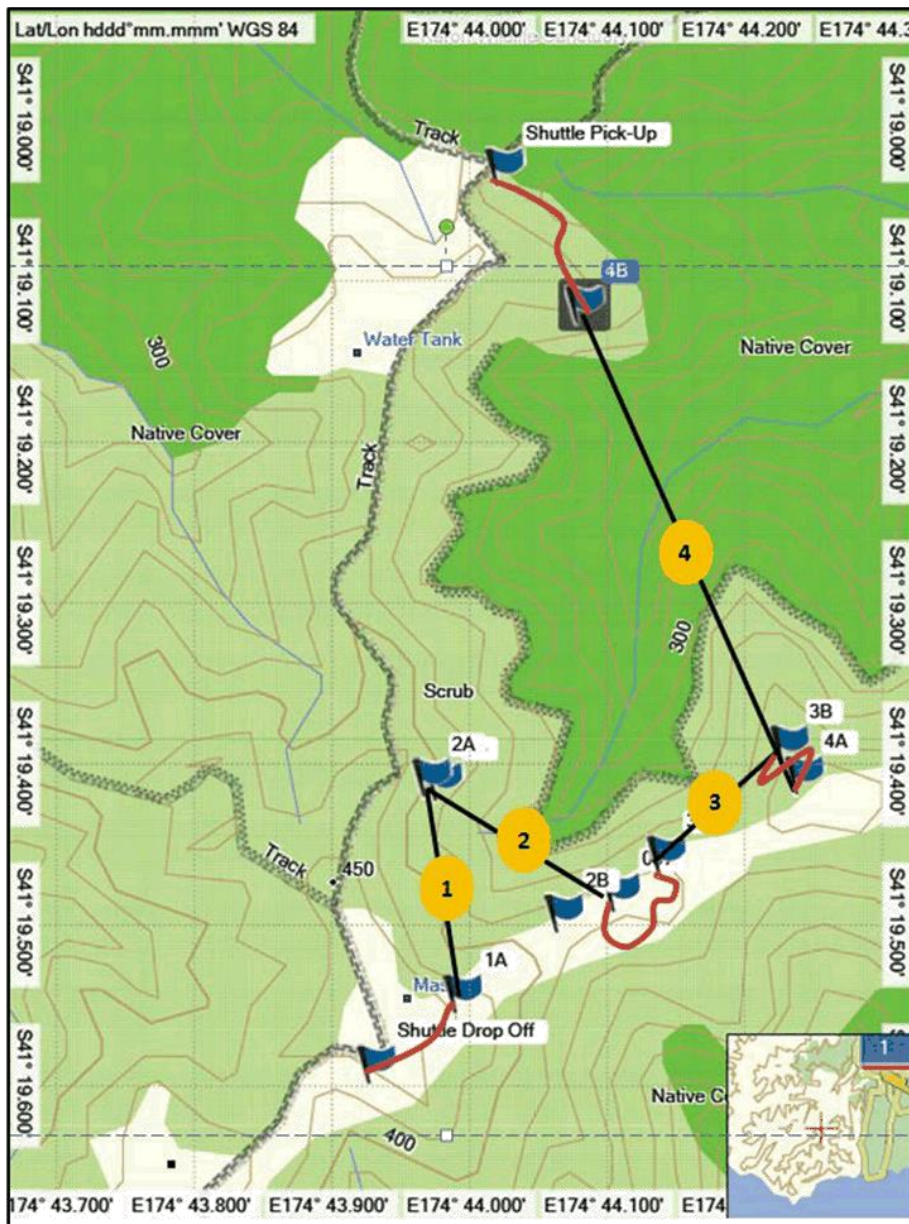


Figure 2: Position of 4 ziplines crossing over valley in the Southern Landfill. Red lines indicate joining walking tracks.

Figure 2 (above) shows the zip lines position within the Southern Landfill, shuttle drop off and pick up points and connecting walking tracks between the start and end of each zipline. Table 1 (below) shows more accurate GPS coordinates as well as length and percentage fall data for each of the 4 ziplines.

ZIPLINE	LENGTH	APPROXIMATE COORDINATES	APPROXIMATE ALTITUDE	PERCENTAGE FALL
Zipline #1 - (242m)	242m			
1A		S41° 19.543' E174° 43.996'	423m	
1B		S41° 19.411' E174° 43.981'	405m	18m - 7.4%
Zipline #2 - (240m)	240m			
2A		S41° 19.409' E174° 43.972'	409m	
2B		S41° 19.493' E174° 44.070'	389m	20m - 8.3%
Zipline #3 - (178m)	178m			
3A		S41° 19.456' E174° 44.143'	383m	
3B		S41° 19.388' E174° 44.232'	369m	14m - 7.9%
Zipline #4 - (575m)	575m			
4A		S41° 19.407' E174° 44.243'	382m	
4B		S41° 19.115' E174° 44.083'	330m	52m - 9.0%

Table 1: Zipline locational and length data.

Why the Southern Landfill section of the Outer Green Belt?

For a number of reasons, we believe this site would be the ideal location for this venture, namely:

- Its close proximity to the city (only 15 minute drive), allows us to bring clients to and from the site from the central city within a 2.5 hour turnaround time.
- It's adjacent to Te Kopahou Reserve. Views of the harbour, city, south coast and surrounding ranges are prevalent across the site and create a great atmosphere and discussion point during the activity.
- Wide valleys which add to the excitement of the ziplines as the terrain drops away. The site, whilst more exposed to high winds than down in the city, is relatively sheltered. As you get down into the valley, the site is very sheltered from southerly direction winds, and is still viable in a strong northerly.
- The north facing aspect captures the sun and brings clients back toward the city.
- Low growth regenerating native forest allows us to go over the canopy and removes issue of larger trees falling on lines.
- The vegetation provides the opportunity to engage in planting, pest control (including gorse) and work toward improving the native bird population. Most of the vegetation on the upper slopes of the valley is poor quality with a number of invasive species (see vegetation assessment below). This means we can

instigate a conservation programme (see Conservation and Sustainability section) which will achieve meaningful results quickly and ties in perfectly with our business model – that is not to simply run a zipline venture, but to re-establish the area in terms of native flora and fauna. This will be a big part of the interpretation we give to clients.

A number of other locations around the city were considered and discounted for a number of reasons. These sites include:

SITE	REASONS SITES WERE DISCOUNTED
Mt. Victoria	Difficult to gain consent on Town Belt land Number of old pine trees on site
Polehill Reserve	High voltage power lines running overhead Proximity to neighbourhoods
Te Ahumairangi Hill	Nesting Karearea nearby Difficult/steep terrain
Shelly Bay	Difficult access Housing development in the pipeline
Makara Peak	Distance from CBD Ease of access to an area with views

Table 2: Sites considered and reasons for discounting

Structures on Site

We do not intend to construct any permanent buildings at the initial stage of this project and any toilet facilities would likely be temporary i.e. self-composting toilets. We envisage needing to have one toilet on site and this would most likely be located at the start end of Zip 2 or the beginning of Zip 3 (see figure 2). Our preference is for a self-composting toilet which we have included in our start-up costs in the financial section of this document. Because we intend to pick clients up from the central city and transport them onto the site, there is no need for any base buildings. Each zipline would require take-off and landing zones and would require poles and decking at each end – figure 3 shows an example of what these will look like (see Appendix C for example of detailed drawings of decks).



Figure 3: Example of what a landing deck looks like.

These structures would be very low impact on the surrounding landscape (see full Visual Impact Assessment in Appendix F), and could easily be deconstructed. The ziplines would be double lines, so that two riders can enjoy the ride at the same time (see Figure 4 below). The operation would also be constructed to comply with specific guidelines for ziplines which are used by a number of cruise ship operators, namely that each line has two cables to ensure redundancy/increased safety within the system. The ziplines would not affect the ground below – leaving the opportunity open for walking or cycling tracks to be constructed in this space at any time in the future.



Figure 4: Example of dual ziplines and landing deck.

With four double ziplines, linking nature walks, and allowing time for photos and talks on the local area, we would expect to be able to have a group of 10 participants through this activity in around 90 – 120 minutes (including travel time to and from the city), making this a perfect activity for visitors on cruise ships, corporate groups, school groups, conferences, and any visitors to the city with a limited amount of time. People with more time would be able to combine this activity with a walk around the city, a visit to Zealandia or a visit to any one of the great museums or restaurants in the city.

Required Consents

We are cognisant of the fact that both resource and building consents will be required in order to build the ziplines on our chosen site. Our expectation of this process is to first attain council support for the use of the site, before applying for resource consent and then finally building consent. We are aware that the nature of the resource consent (application to use Open Space B for a commercial operation) will likely mean that the application will have to go through a public consultation/notification process. For this reason, we have already engaged with a number of stakeholders including, but not limited to:

- Meridian Energy
- Long Gully Station
- Airways NZ
- Woofingtons Dog Stay
- Zealandia
- Brooklyn Trail Builders
- WREDA
- Wellington Natural Heritage Trust
- Local Residents

Most parties we have consulted with have been supportive of the project (see Stakeholder engagement record – Appendix D), however some local residents are very concerned about noise levels of the activity i.e. people talking/screaming, pulleys on the cable. A number of stakeholders have also requested further information before formally offering their support. A detailed record of our consultations thus far are detailed in a table in Appendix D.

Throughout these consultations, we have been made very aware of the contention around the use of Hawkins Hill road beyond the turbine carpark. Our business could function regardless of whether Hawkins Hill Road was made public, or if the gate was reinstated beyond the wind turbine carpark.

We also recognise that as part of any resource consent requirements, we will need to conduct environmental (this will include acoustic testing) and visual impact studies for the area in question. We have already begun to conduct these investigations and the results thus far are discussed below in the Outer Green Belt Management Plan (OGBMP) section.

Resource Consent Expectations

Expectation of information required for resource consent:

- Visual impact assessment
- Environmental impact assessment
- Acoustic impact assessment
- Expected participant numbers
- Safety management plan (initial Safety Management Plan in Appendix G)
- Traffic management plan (initial Traffic Management Plan in Appendix H)

Expectation of conditions which may be dictated by resource consent:

- Permitted participant numbers
- Permitted hours of operation
- Permitted vehicle trip numbers
- Methods of construction
- Conservation requirements
- Deposit to council for de-establishment costs
- Contribution to council for land use costs

Building Consent Expectations

Expectation of information required for building consent:

- Detailed building drawings of landing and take-off platforms

- Engineering drawings for ziplines
- Engineering drawings of pole footings
- Engineering drawings of anchors

Outer Green Belt Management Plan

Summary of effects under Outer Green Belt Management Plan

	AFFECT	MITIGATION	ONGOING MONITORING
Physical values affected by proposal	Visual impact of structures and cable from ziplines	<ul style="list-style-type: none"> • Stain poles and decks a dark colour to allow them to blend into landscape more. 	<ul style="list-style-type: none"> • Apply stain to decking and poles on a regular basis (as needed) to ensure they continue to blend into landscape. • Ensure all equipment required in future has low visual impact (i.e. low reflectivity for hardware).
	Visual impact of people on walking tracks	<ul style="list-style-type: none"> • Keep walking tracks away from ridgelines where possible (although not entirely avoidable). • All zipline users brought to the site in minivans and the maximum number of users at any one time will be kept to 10 people plus two operators. 	<ul style="list-style-type: none"> • Groups will be spread out throughout day so this impact will be sporadic and for short periods of time.
	Increased erosion and sediment deposition	<ul style="list-style-type: none"> • Exposed ground will be stabilised by compacting any cut to fill slopes and/or spreading the excavated rock from the deck pile holes onto the track surfaces. • Erosion and Sediment Control Guidelines for the Wellington Region (2006) will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse. 	<ul style="list-style-type: none"> • Post construction re-planting will greatly reduce any erosion or sediment deposition. We will ensure areas disturbed during construction are replanted first.
Social values	Obtrusive for walkers, bikers and runners using this section of Barking Emu	<ul style="list-style-type: none"> • Ensure ziplines are constructed so as to not interfere with users of this track. Ensure participants do not have loose items which can be dropped on users of track as they zip overhead. Introduce strict safety procedures for clients using or 	<ul style="list-style-type: none"> • Maintain relationship with Brooklyn Trail Builders to ensure we are working together and users of the tracks rights are being upheld and respected.

affected by proposal	track	crossing Barking Emu track.	
	Impact on residents in the area	<ul style="list-style-type: none"> Conduct noise impact assessment as a part of resource consent application. Introduce strict safety procedures for staff driving on Hawkins Hill road (and entire route from city to site). Paint structures to reduce visual impact. Use high quality pulleys to reduce noise levels. 	<ul style="list-style-type: none"> Maintain relationship with all residents in area and users of Hawkins Hill road to ensure expectations of operation are being met.
Environmental values affected by proposal	Impact of increased people in the area	<ul style="list-style-type: none"> Zero litter policy on site (i.e. no food wrappings or drink containers left on site). We will provide waste and recycling facilities in vans and ask that nothing is brought onto site. Self-composting toilet on site for people to use. 	<ul style="list-style-type: none"> Users will be educated on conservation work being conducted in area as a part of the experience. This will be used to help people understand the importance of the area and the need to reduce impacts from groups.
	Impact of increased vehicle movements in the area	<ul style="list-style-type: none"> Introduce strict safety procedures for staff driving on Hawkins Hill road (and entire route from city to site). 	<ul style="list-style-type: none"> Maintain relationship with all residents in area and users of Hawkins Hill road to ensure expectations of operation are being met.
	Vegetation removal during construction of ziplines	<ul style="list-style-type: none"> Careful setting out of the sites and track routes will avoid any unnecessary excavations or damage to desirable existing plants. Any desirable plant species within the sites will be uplifted with their rootball and transplanted carefully in the near vicinity during the construction period. Following on from the construction phase of the project, there will be extensive new plantings made to infill any open ground and to supplement the existing vegetation. Tracks between drop off and pick up locations on Hawkins Hill road and tracks between zipline landing and launching platforms will be a maximum of 750mm wide. The intention is to hand build tracks where possible to reduce earthworks and damage to existing vegetation. Material excavated during platform pile construction used for track construction to the fullest extent possible in order to reduce material removed from the site. 	<ul style="list-style-type: none"> Removal and ongoing eradication of persistent weed species (as part of the ongoing conservation programme) within and close to the footprint of the project sites will further enhance and improve the reserve in general. A regular (monthly) maintenance programme will be applied for any transplanted vegetation and both the initial and ongoing new plantings. WZA undertakes to use the extensive plantings to aid with concealing the bulk of the new structures within a relatively short timeframe. The existing ecological corridor from the South coast, through Te Kopahou Reserve to Polhill will be positively enhanced. WZA undertake to develop long term strategies in pest animal deterrence, eradication and trapping as

		<ul style="list-style-type: none"> Materials brought onto site by helicopter to avoid traffic across sensitive areas during construction. 	<p>well as pest plant eradication; this will continually support the health and cover of native plants within the area and broaden out the 'halo' zone from Zealandia. Overall it is assessed that the effects on vegetation will be minor and at all sites there will be a positive improvement in amenity.</p>
	Effect on local birds, reptiles and insects	<ul style="list-style-type: none"> Conduct fauna assessment as part of resource consent application to gain an understanding of what resides in area. Then use this information to create a construction plan which reduces effects on local fauna and has low impact on existing nests and habitat. 	<ul style="list-style-type: none"> Introduce an ongoing and increasing trapping programme to reduce predators in area. Increased planting of native species will also help to encourage native birdlife and insects back into the area.
	Noise impact of pulleys and people making noise on activity	<ul style="list-style-type: none"> Conduct noise impact assessments as part of resource consent application. 	<ul style="list-style-type: none"> Maintain relationship with all residents in area and users of tracks to ensure expectations of operation are being met.
	Erosion and sediment impact on water courses	<ul style="list-style-type: none"> Erosion and sediment control measures in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (2006) will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse. No vegetation removal from any stream bed is proposed. Vegetation along riparian margins will continue to provide shade and food for aquatic life (note there are no works being proposed within one hundred metres of any watercourse). The proposal does not involve any works in a stream bed, no associated bed disturbance or depositing of any substance in the stream. No construction machinery will be permitted in the stream bed and all construction, machinery and equipment will be stored in a suitable location away from the stream beds. Construction contractors will be instructed to keep out of all stream 	<ul style="list-style-type: none"> Beyond construction period there should not be any continued effect on water course from the operation.

		<p>bed and to take particular care not to damage any trees, plants or natural features within the reserve (other than required to form the proposed structures). Overall, it is considered that any adverse effects on ecological values will be no more than minor.</p>	
--	--	--	--

Table 3: Assessment of physical, social and environmental affects and mitigation.

The site for the ziplines is located in the Southern Landfill. This falls within the Careys Gully/Landfill section under Sector 7 of the Outer Green Belt Management Plan (May, 2004). This document states that ‘there is no single corridor of major significance through this area. Instead, there is a number of secondary linkages, including the main ridge above the landfill, which together provide a green connection through and beyond the Outer Green Belt’ (section 5.7.1). This demonstrates that our proposal will not be jeopardising any known cultural or environmentally significant land in the area. To the contrary, the Southern Landfills stages 4 and 5 (yet to be consented) will extend further, and encroach on a significant area of plant re-growth (section 5.7.2.1). Therefore the proposed extension of the landfill will cause a much greater amount of damage to vegetation in the area than the ziplines, especially considering our intention to reinstate as much native bush as possible.

The regeneration of native bush is stated as the ‘primary goal’ for this section of the Outer Green belt (section 7.7.2.3). In addition, the objective when it comes to the regeneration of bush, is to ‘foster the enhancement of bush corridors through the prevention of fire, the management of plant and animal pests, and the protection of areas not needed for landfill operations’ (section 5.7.2.1). As discussed in the below section on conservation, the intention of this business would be to conduct as much planting and trapping as budget allows (not overlooking volunteer hours and donated materials) which would tie in perfectly and be an accurate reflection of the Outer Green Belt Management Plans (OGBMP) objective for this area. The long-term vision for this area (5.7.3) is for it to be an ‘important ecological buffer area for Karori Sanctuary and an ecological link with other parts of the Outer Green Belt in Sector 7’. Again, our activity will only add to this vision, and even speed up its realisation, as discussed in the Environmental Impact section below. Please note that there is no fire risk from zipline pulleys or from this operation. In both directors experience in this industry there has never been an incident whereby sparks have been generated from a zipline pulley. There will be also be no permanent machinery on site which will cause a fire risk.

The mapping reference in accordance with Sector 7 of the OGBMP (page 160) shows the zipline site sit within mapping reference 7.2.5 which is stated as being ‘Not a reserve; and also as being zoned Open Space B under the District Plan Zoning.

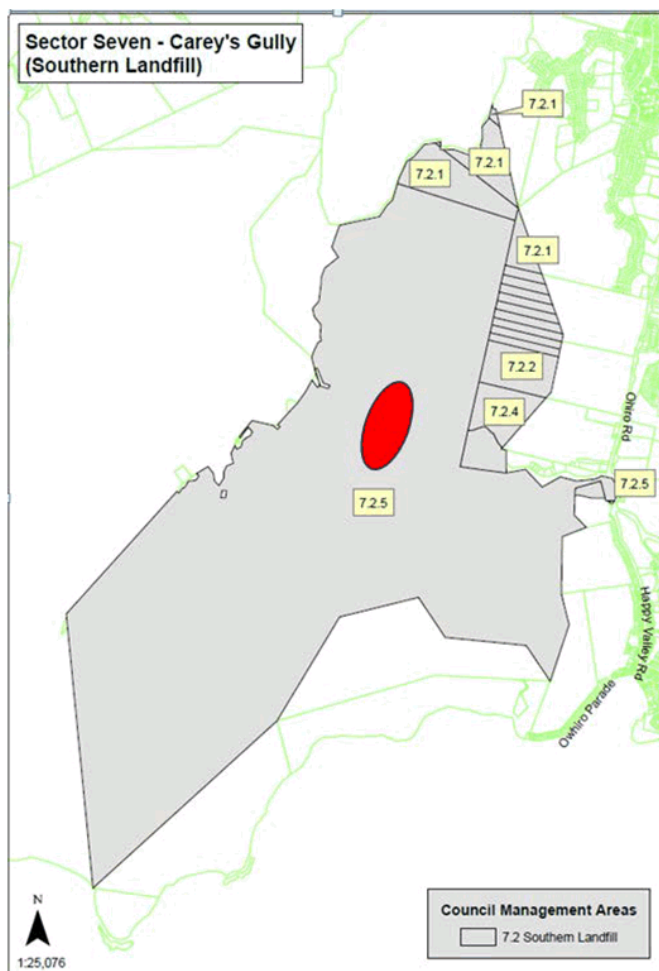


Figure 5: Copy of OGBMP Management Area 7.2 map. Note: Red oval indicates approximately where ziplines are located.

The below excerpt from The Wellington City District Plan (2010) explains the intended use for Open Space B land. Our activity aligns with the intended use of the land in that it is a recreational activity. Whilst we do intend to erect structures on the site, this is not in direct conflict with the district plan which indicates that said recreational activities do not involve buildings or structures 'in the broadest sense'.

16.3 Open Space B (Natural environment)

Open Space B land is valued for its natural character and informal open spaces. It involves areas that are used for types of recreation that, in the broadest sense, do not involve buildings or structures. The intention is to keep such areas in an unbuilt or natural state. This type of open space encompasses both formal and informal open space elements. It includes walkways, scenic areas and open grassed areas where buildings are inappropriate. Its characteristics are minimal structures, largely undeveloped areas and open expanses of land. Most Open Space B areas are vegetated and often have ecological values or may buffer Conservation Sites.

Section 16.5.2.2 of the District plan also states that it will 'restrict the construction of [buildings,] structures and earthworks on [identified ridgelines and hilltops.]' – this fits in with our plan to keep all take-off and landing decks positioned well below any ridgelines and is discussed further in the report in Appendix E. Section 16.5.2.3 of the District Plan also states that it will 'encourage retention of existing native vegetation and where appropriate re-introduce native cover. This is further evidence that our conservation plan aligns with the intention for this area, and will help to expedite the regeneration of native bush in this area.

Environmental Effects (full report available in Appendix E)

THE PROPOSAL

The proposal involves the development of a zipline in the the Southern Landfill, Brooklyn, Wellington.

Works include the formation of 300m of new walking track and four pairs of aerial ziplines with their associated structures being timber decks close to ground level for take-off and landing sites. The development is set out as per the plans on page 22 of the PAOS report.

In regard to construction of the platforms, an excavator will likely be used to excavate the pile foundations. Once the foundations are excavated, it is planned to use a helicopter to fly all the construction materials onto the sites. Each platform (or pair) will be constructed separately, with each one taking approximately 2 weeks to complete. The access tracks will be built by hand to a width of 750mm to contain their effects on the environment. All construction works will occur during normal day time construction hours (Monday – Saturday, between 7.30am and 6pm). No construction work will be undertaken on Sundays or on Public Holidays.

Wellington Ziplines Ltd will be responsible for the maintenance of the tracks, ziplines and platforms. This will involve a regular inspection and maintenance regime for its structures developed in conjunction with the requirements in Table 16 of NZS HB 8630:2004. This will involve the structures and cables being inspected by a competent structural engineer

every three years. The WZA maintenance team will also carry out regular track clearing and check on structures after extreme weather events.

SITE AND LOCALITY DESCRIPTION

The proposed track development is located in the Southern Landfill Brooklyn, Wellington. This area is approximately 330 Ha and is located to the south of Wellington City. Vegetation on site consists of persistent pasture grasses from earlier farming use and secondary regenerating native coastal plants, with small trees, shrubs, ferns, ground covers and some taller growing species in the gullies.

Access for vehicles, cycles and pedestrians is via Hawkins Hill Road south of the Brooklyn Wind turbine and via the 'Barking Emu' track, a dual use MTB and walking track. The surrounding sites consist of the Southern Landfill and C&D Landfill to the east; Woofington's Dog Hotel to the south-west, private residences at 268 – 360 Hawkins Hill Road to the west, the Brooklyn Wind turbine to the north and Te Kopahou Reserve to the south.

IMPACT ON LANDS AND WATERS

Construction works will require the removal of some existing vegetation to form building sites for the platforms and to allow clear passage for the narrow access tracks. Inspections of the proposed platform sites show that sites 1a, 1b, 2a, 2b, 3a, 3b and 4a are dominated by exotic plants, namely gorse, barberry and pasture grasses.

Examples of the native species present at the sites include tauhinu, manuka, *Hebe stricta*, *Coprosma rigida*, *Carex sp.*, *Lycopodium fastigiatum*, *Acaena anserinifolia*.

Site 4b is the most heavily vegetated site containing taller trees/shrubs up to 2m in height e.g. mahoe, red matipo, manuka, *Hebe stricta*, *Coprosma robusta*.

Assessment of Environmental Effects

Having regard to the above, this section contains an assessment of effects on the environment in accordance with schedule 4 of the RMA, at a level of detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment. A full ecological assessment will be carried out before any earthworks are conducted on site. All tracks will be constructed as ecologically sustainable tracks under accordance with the Open Space Access Plan, 2016.

Erosion and sediment

The works will involve a total of approximately 60m³ of earthworks. Exposed ground will be stabilised by compacting any cut to fill slopes and/or spreading the excavated rock from the deck pile holes onto the track surfaces.

Erosion and sediment controls measures in accordance with the Erosion and Sediment Control Guidelines for the Wellington Region (2006) will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse.

The small footprint of the works areas, quick covering/stabilisation of exposed ground, and proposed erosion and sediment control measures will ensure that sediment loss to the receiving environment is negligible, and that any adverse effects on the receiving environment resulting from erosion and sediment will be no more than minor.

Careful setting out of the sites and track routes will avoid any unnecessary excavations or damage to desirable existing plants. Overall it is assessed that the effects to erosion and sediment will be minor.

Trees and vegetation

The proposal requires the removal of shrubs and vegetation from the platform sites and along the length of the proposed access walking tracks. This will be limited to the 0.75m width of the tracks. It is noted that vegetation removal could not be avoided given that this area is almost entirely covered in vegetation. Given that vegetation removal has been kept to a minimum and, it is considered that any adverse effects in regards to tree and vegetation removal will be no more than minor.

Removal and ongoing eradication of persistent weed species (as part of the ongoing conservation programme) within and close to the footprint of the project sites will further enhance and improve the area in general. Any desirable plant species within the sites will be uplifted with their rootball and transplanted carefully in the near vicinity during the construction period.

Following on from the construction phase of the project, there will be extensive new plantings made to infill any open ground and to supplement the existing vegetation with species derived from the appended list (Appendix 1) e.g. manuka, broadleaf, coprosma, poa. New plantings will be supported in their establishment with staking, mulching and low windbreak structures where appropriate (the site is prone to harsh weather).

The plantings will extend the diversity of native vegetation near the platform sites and the measures mentioned above will achieve accelerated revegetation of former farm pastureland.

WZA undertake to develop long term strategies in pest animal deterrence, eradication and trapping as well as pest plant eradication; this will continually support the health and cover of native plants within the reserve and broaden out the 'halo' zone from Zealandia. Overall it is assessed that the effects on vegetation will be minor and at all sites there will be a positive improvement in amenity.

Ecological values

The proposed erosion and sediment control measures will ensure that silt and sediment runoff is appropriately managed to avoid any adverse effects on the receiving environment.

No significant amount of vegetation will be removed and the majority of desirable vegetation on site will be retained. No vegetation removal from any stream bed is proposed. Vegetation along riparian margins will continue to provide shade and food for aquatic life (note there are no works being proposed within one hundred metres of any watercourse).

It is considered that the functional values of vegetation in the reserve, in regard to water and soil conservation, ecosystem services, ecology and habitat for birds will be retained.

The proposal does not involve any works in a stream bed, no associated bed disturbance or depositing of any substance in the stream. No construction machinery will be permitted in the stream bed and all construction, machinery and equipment will be stored in a suitable location away from the stream beds. Construction contractors will be instructed to keep out of all stream bed and to take particular care not to damage any trees, plants or natural features within the reserve (other than required to form the proposed structures). Overall, it is considered that any adverse effects on ecological values will be no more than minor.

Impact on bird, insect and reptile life has not been considered in this initial report, however the expectation is that increased trapping and pest plant eradication in the area will only improve habitat. Dr. Danielle Shanahan from Zealandia has recommended an assessment of fauna in the area and potential effects the operation might have on local birdlife, insects and lizard populations as part of the resource consent process.

Ongoing effects.

A regular (monthly) maintenance programme will be applied for any transplanted vegetation and both the initial and ongoing new plantings. WZA undertakes to use the extensive plantings to aid with concealing the bulk of the new structures within a relatively short timeframe. The existing ecological corridor from the South coast, through Te Kopahou Reserve to Polhill will be positively enhanced.

Visual Effects (full report available in Appendix F)

Identify the potential effects, both positive and negative/adverse:

Significance	Description of scale of significance
very high	The proposal completely changes or leads to the loss of the key attributes that form the landscape character of the site and/or dominates visually.
high	The proposal leads to a major change to the key attributes that form the landscape character of the site, is visible and the eye may be drawn away from the wider landscape to the site and structures and activity on the site.
Moderate - high	The proposal leads to moderate to high levels of change to the key attributes that form the landscape character of the site, the eye may be drawn to the site and activity on the site.
moderate	The proposal brings about moderate levels of change to the key attributes that form the landscape character of the site, is visible and recognisable as something new, but is viewed in the wider context.
Moderate - low	The proposal brings about moderate to low levels of change to the key attributes that form the landscape character of the site and may be noticed but is viewed in the wider context.
low	The proposal leads to low levels of change to the key attributes that form the landscape character of the site and is not likely to be noticed by a casual viewer.

Very low to negligible or no effect	The proposal brings about small change or no change to the key attributes that form the landscape character of the site and its context and is hardly visible or not seen.
--	--

Temporary effects during construction:

	Effects on Visual Amenity	Landscape effects
Type of Effect	adverse	adverse
Significance of Effect	Distant to very distant views - low to very low or negligible Middle distant views – moderate to high Close views – high	Moderate to high
Comment	Construction activity in an area where the only current activity is mountain biking along Barking Emu track and vehicles and walkers on Hawkins Hill Road.	Excavation and removal of plant cover.
Mitigation	<ul style="list-style-type: none"> · Structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline and below secondary ridgelines and spurs · Tracks hand built to reduce earthworks and damage to existing vegetation · Material excavated during platform construction used for track construction · Platform sites kept to 20m² where possible · Materials for construction of platforms and ziplines brought to the site by helicopter · Indigenous plant species replace plants removed during construction · New plants staked and sheltered. 	

Effects during Operation:

	Effects on Visual Amenity	Landscape Effects
Type of Effect	adverse	Adverse/Neutral to beneficial
Significance of effect	Distant views - very low to negligible Middle distant views – moderate to low Close views – moderate	Moderate to low adverse Moderate to high beneficial

Comment	Platforms, ziplines and activity may draw the eye and attention to the site.	Vegetation will have filled any gaps created and animal and plant pests reduced.
Mitigation/ Remediation	<ul style="list-style-type: none"> · Zipline users brought to the site and the maximum number of users at any one time kept to 10 people plus two operators. · Likely average of 10 visits per day. This maximum would be when weather conditions are favorable and when demand is high e.g. during cruise ship visits. · Structures including tracks, platforms and ziplines below the Te Kopahau main ridgeline and below secondary ridgelines and spurs · Platform sites and gaps in vegetation next to tracks planted · Platforms and poles stained or painted a dark charcoal colour · Tracks a maximum 750mm wide · Control and management of animal and plant pests with a focus on Darwin's barberry and gorse and their replacement with indigenous plant species. 	

Describe methods measures to avoid, remedy or mitigate adverse effects

A number of measures are recommended in order to avoid, reduce and mitigate adverse effects of the proposal on landscape and visual amenity both during and on operation of the zipline. Some of these measures will have long term beneficial effects on the natural environment. Details of the recommended measures are outlined below:


- 1) All structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline. All landing and launching platforms and tracks between platforms constructed below the tops of secondary ridgelines and spurs, except for the launching platform of zipline 2 which is proposed to be constructed on a small spur below Hawkins Hill Road.
- 2) All zipline users brought to the site in minivans and the maximum number of users at any one time will be kept to 10 people plus two operators.
- 1) Tracks between drop off and pick up locations on Hawkins Hill Road and tracks between zipline landing and launching platforms a maximum 750mm wide. The intention is to hand build tracks where possible to reduce earthworks and damage to existing vegetation.
- 2) Careful track construction used to keep as much existing vegetation as possible in track locations and reduce earthworks. New planting using indigenous plant species fill gaps.
- 3) Materials for construction of platforms and ziplines brought to the site by helicopter.
- 4) The area at landing and launching platform sites cleared of vegetation and subject to earthworks kept to 20m² where possible. Once platforms have been constructed, removed vegetation replaced with indigenous plants species. Planting is to be according to best practice standards with staking and shelter where needed in order to re-establish vegetation at platform sites.
- 5) Material excavated during platform pile construction used for track construction to the fullest extent possible in order to reduce material removed from the site.
- 6) Platforms and poles stained or painted a dark colour to reduce light reflecting off the structures on sunny days and so that they are less visible against the vegetation of the location.

- 7) The proposal includes enhancing the Zealandia sanctuary 'halo' by carrying out trapping on the zipline site and pest plant control and management with a focus on Darwin's barberry and gorse, and replacing pest plants with indigenous plant species.

Note: Initial Safety Management plans and Traffic Management Plans are included in Appendix G and H respectively.

Lease Agreement

Commercially sensitive



Conservation and Sustainability

We are committed to running a sustainable business and improving the native plant and bird life along the corridor between Te Kopahopu Reserve and Polhill Reserve. Below are some of the initiatives we would like to implement immediately after construction. The costs for these initiatives would be covered under set up/construction costs:

- Replant areas affected by construction with suitable eco sourced native plants in order to re-establish areas cleared for construction of decks and tracks. This cost is covered under 'establishment costs' in the Financial Plan section in Appendix J.

- Re-locate established native plants as and where possible that will be affected during construction.
- Build self-composting toilets on site – the location for these will be at 2b or 3A (see figure 2).
- Recycle as much waste as possible during both construction and operation. This includes recycling all left over scrap metal through a metal recycling depo and reusing left over timber on walking tracks or recycling/repurposing.
- Ensure all track and deck construction and maintenance is low impact and non-toxic i.e. minimise concrete usage and treated timber usage, minimum herbicide or pesticide use during track maintenance, source local chip material for tracks. We may also stain or paint timber a darker colour to allow structures to fit in better with surroundings. This will depend on what the best visual outcome is.
- Planting will also be used to offset carbon emissions caused during construction and from driving clients to and from the site.

Conservation Plan

The following initiatives will contribute to the on-going care of the site after construction is complete and the business is operational:

- Create a systematic plan with council for replanting areas around the site, including gorse removal and native plant regeneration.
- Based on our expected spend per participant, we would expect to plant at least 5000 plants per year. These will be eco-sourced plants from a local supplier.
- Expand on trapping work being carried out in the area by Brooklyn Trail Builders and work with them, Wellington City Council and Zealandia on a systematic trapping programme. In the first year of operation, we would look to set up trapping around the immediate area of the ziplines i.e. along tracks and around landing/take-off decks. We will install 50 traps at the beginning of the operation. At least 10 traps will be Goodnature A24 self-resetting traps. The remainder will be Victor traps with shrouds for rats and stoats. We will also set up possum traps where appropriate.
- Beyond the first year we will expand trapping down into the valley to incorporate areas of more advanced regeneration.
- Once planting and trapping sites are established, work with Zealandia and other experts on re-introducing viable bird species to the area (if appropriate).
- Monthly inspection programme for moved and newly planted plants to ensure their success. This includes clearing any weeds and invasive plants from around the base and applying natural fertilizer as required. If plants have wind protection, then the inspection and maintenance programme will incorporate these structures as well.
- Introduce a no waste policy onsite which restricts participants in bringing disposable material on site i.e. all rubbish to be left in vans.
- Use a self-composting toilet system on site.

With the help of volunteers (Zealandia have already offered to assist us in getting volunteer help) and possible donation of plants (note that all plants will be appropriate for area and eco-sourced from a local supplier) and other materials i.e. traps, we would hope that this money would accomplish a positive amount of conservation improvements in the area – especially year on year. Once we have operated for a few years, we would consider increasing this contribution, especially if our efforts were not achieving the desired effect.

Our conservation focus will equally address plant and bird regeneration in the area. There are a number of invasive plant species which are prevalent in the area, including Gorse and Darwin’s Barberry. Our aim would be to systematically remove these species and replace them with native plants which would have once been the main vegetation cover in this area. We recognise that the ongoing maintenance of these sites will be critical; therefore we will endeavour to concentrate on manageable areas until they are established enough and require less maintenance. Planting will only occur outside of proposed landfill areas (stages 4 and 5) and be focussed more on Careys Gully and Te Kopahou reserve area.

Our pest trapping programme will also concentrate on small areas to begin with and will likely align with the same areas used for replanting. We will engage experts in pest eradication to advise us on the best approach and set targets accordingly. Our vision is to remove all invasive pests from the valley. This will allow our clients to enjoy the birdlife as a part of their ziplining experience. The ziplines themselves pose very low risk to local birdlife. We understand that our conservation plan would need to be approved by council as part of any lease agreement.

Our goal/mission

Our goal is to establish and run one of the most popular and successful eco-tourist ventures in the country. It will be a slick operation which not only compliments the great things Wellington already has to offer, but is a reason on its own for people to visit the city.

Our strategy

Key steps in achieving our goal:

- Complete business case
- Get council support and present to City Strategy Committee meeting and secure landowner approval
- Apply for resource consent to use the Southern Landfill
- Engage in public consultation
- Secure funding and investors
- Establish business contacts/secure customer relationships
- Begin promoting/marketing venture
- Apply for building consent
- Begin construction

- Hire staff and conduct training
- Begin operation

Current Team

Name:	Mark O'Connor
Role/Title:	Managing Director
Key Responsibilities:	Day to day running of business
Qualifications:	BSc. Geography, Grad. Dip. Teaching, Grad. Dip Technology
Experience:	10 years

Name:	Karl Ratahi
Role/Title:	Technical Director
Key Responsibilities:	Design, Maintenance, Logistics
Qualifications:	PANZA Director – 15 years
Experience:	20 years

Business background

Both founding members of Wellington Zipline Adventures have been involved in the construction and maintenance of high ropes courses and commercial ziplines both in New Zealand and abroad for the past 15 years. Having been involved with a number of these businesses around New Zealand, and being locals, we recognised an opportunity in Wellington for a similar venture.

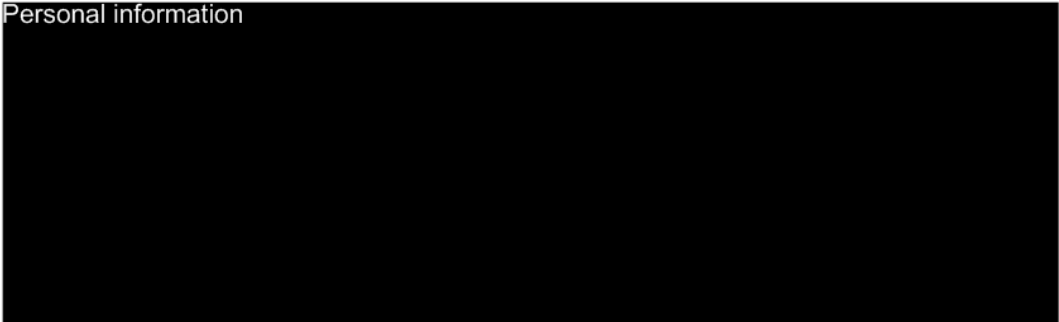
Some of our previous projects include:

- Ecozip zipline on Waiheke Island. A commercial 3 stage double zipline.
- Kila World Fiji commercial zipline

- Christchurch community ropes course, The Groynes, Christchurch
- Climbing towers (not all listed):
 - o Kokako Lodge, Auckland
 - o Lake Taupo Christian Centre
 - o Ngamuwahine, Tauranga
- Adventure Solutions high ropes course Whakatane (includes climbing tower).
- Tihoi High Ropes Course – Lake Taupo
- Various Giant Swings and ropes course elements throughout New Zealand, Taiwan, USA, South Korea and Australia.
- Playground flying foxes around the country – including Central Park, Wellington.

Mentors, consultants, advisors and other outside help

Personal information



Market research

Because there is no direct competition in Wellington we are basing most of our assessment on how zipline operations in other centres are performing. We engaged Research Services to investigate tourist numbers to Wellington and then based our market share expectation on what zipline operations around the country are winning. This analysis is detailed below. We have also engaged with Destination and Marketing representatives at Wellington Regional Economic Development Agency (WREDA). They indicated that our requirement for at least 11,000 participants per year to make the operation viable was not an unreasonable expectation in the Wellington tourism market.

Market opportunity

Currently, we believe that there is a lack of adventure activities available in Wellington. This venture would fill a longstanding gap for visitors who only have a short amount of time in the city, and who want to experience something in the outdoor arena. Because of its proximity to the city centre, a zipline on this site would be an excellent attraction, and would perfectly compliment the amazing arts, culture and restaurant scene, which already thrives in the city.

Cruise ship passengers would be one of our main target markets, as we believe this would be an excellent activity that people of all ages could enjoy. Because cruise ships are only in Wellington for the day, this activity would fit well into a complete tour of the city.

This business would also cater perfectly to the large number of corporate and government organisations within the city. This would be an excellent team building activity, be perfect for Christmas functions, and would be an added option for conferences in Wellington.

Market Penetration

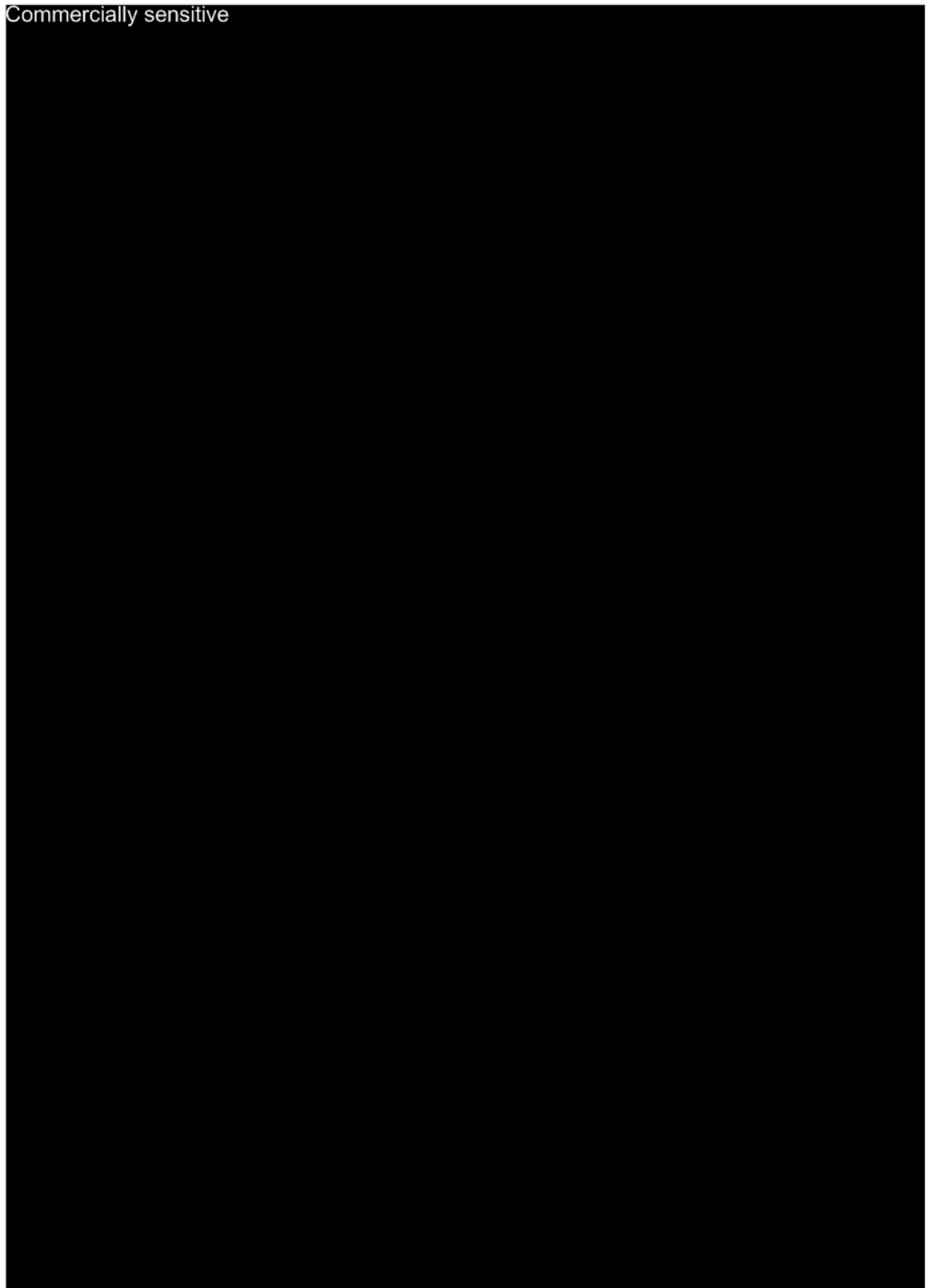
Commercially sensitive



Commercially sensitive



Commercially sensitive



Employment

Initially, we estimate that this business would employ between 10-15 local staff, with a mixture of part time and full time positions. As the business grows, there would be potential for more staff to be employed. Employee numbers to support the operation will be entirely dependent on bookings and expected numbers for any given day. But as an example, if we had 2 vans running on a busy day, we would require 4 guides (2 per van), 2 drivers, 1-2 base staff and a floating staff member. On a busy day, we would hope to get 10 groups through (100 clients). This equates to 20 vehicle movements a day (two vans doing up to five round trips each per day). There may be an opportunity to conduct 12 trips per day in the summer months if lease agreement allows.



SWOT – Internal and external forces

Internal forces – Strengths

Opportunities	What we'll do
---------------	---------------

Industry experience	Use our knowledge to build a fantastic operation
Good team environment	Make it a great and fun place to work
Great activity	Awesome experience Learning opportunity Great views Great staff
Amazing location	Work with council and stakeholders to use the site
Unique market opportunity	Lack of similar activities in the region for visitors

Internal forces – Weaknesses

Weaknesses	What we'll do
No established reputation	Good marketing Create a great experience and build our reputation from word of mouth
No experience running a zipline venture	Learn off partners Conduct good research Create our own environment based on what we know and do well Leverage of our abundant experience in this industry

External forces – Opportunities

Opportunities	What we'll do
Ziplines are currently popular in the tourism market	Ensure we build a top quality zipline which is unique to New Zealand.
Partnership with current growth businesses (food, alcohol, conferences, tours, cruise ships, Zealandia etc.)	Network with possible partners as we get ourselves established and once we have consent to build the zipline.
Wellington growth – Convention Centre/Movie Museum	Work with WREDA and other tourist agencies to ensure we are well placed to take advantage of increased tourism to the city.
City council supporting new business	Work with council to ensure we build something sustainable.
Consistent events in Wellington i.e. Military tattoo, concerts, WOW, sporting events.	Ensure we are at forefront of all promotional material for the city and market ourselves well through a range of media.

External forces – Threats

Threats	What we'll do
The weather	Ensuring equipment can be used in most weather conditions Design each zipline taking consideration of wind direction etc.

	Provide weather proof gear to clients at no charge Have some shelter points on site Base earning forecast on limited days/week (see appendix A) Run every day that we can
Slowdown in tourism	Don't rely entirely on international market (build good relationship with local businesses, hotels, other tourist operators etc.)
Accident at our venue or at another venue (or in similar industry)	Working closely with other operators and sharing information. Ensure we up to date with latest industry guidelines, technology and practices

Appendix A – Weather discussion

	Mt. Kaukau	Kelburn	Karori Rock	Average
> 60kph	45%	29%	41%	38%
> 70kph	30%	17%	25%	24%

Table 9: Wind speed data for Wellington sites.

The above table and below wind roses show wind speed data for the past 5 years for 3 key Wellington sites (Source: Metservice). When averaged out, the time that winds exceed 70kph across the 3 sites is 24%. 70kph (about 38 knots) would likely be the maximum wind speed we could operate the zipline in. This would need to be a consistent wind speed across a 15-20 minute period. Short wind gusts over 70kph would be manageable. However it should be noted, until we complete detailed designs and build and test the lines we will not be sure of the wind speed limit on safe operation. The 70kph limit is an estimate at this stage but is in line with other operations in the county. The predominant wind direction of these stronger winds is north/north west which would be the most influential wind direction on the operation. Winds from a southerly direction would have less effect. Wind speeds will be monitored each day via various meteorological web sites. Wellington zipline adventures will also look to install wind meters on the take-off decks of each of the zip lines to assist guides with decision making around safe wind speeds. Safety is paramount to the operation and reputation of not only this venture but ziplining in New Zealand and around the globe and WZA will not put any participant or employee at risk.

Given that southerly winds account for around 20% of the wind rose, it could therefore be expected that winds will limit operation around 20% of the time. This would equate to 73 days per year, meaning 292 days per year would be more or less operable. There will be other weather conditions which will also affect operation e.g. rain, cold temperatures, hence the 210 day figure used for the economic calculations. This figure could still be considered conservative however. We would hope to be operational for closer to 240 days per year.

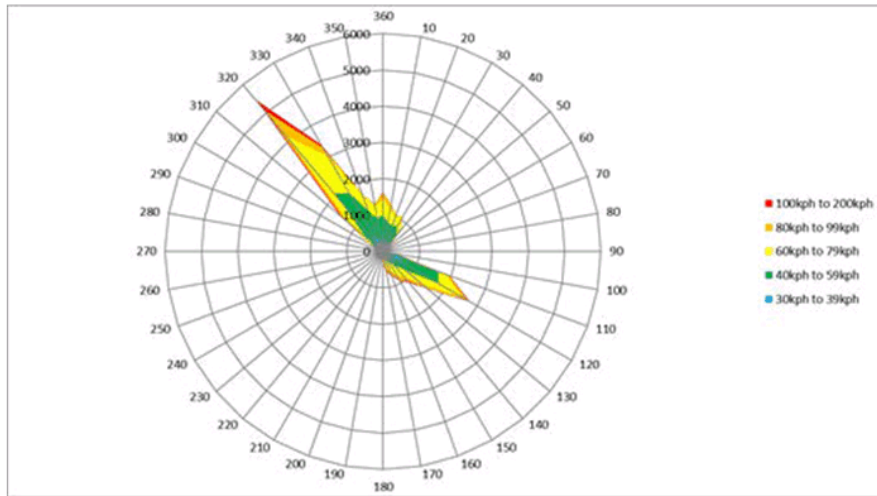


Figure 6: Karori Rock Wind Rose. Winds exceed 60kph 41% of time and 70kph 25% of time.

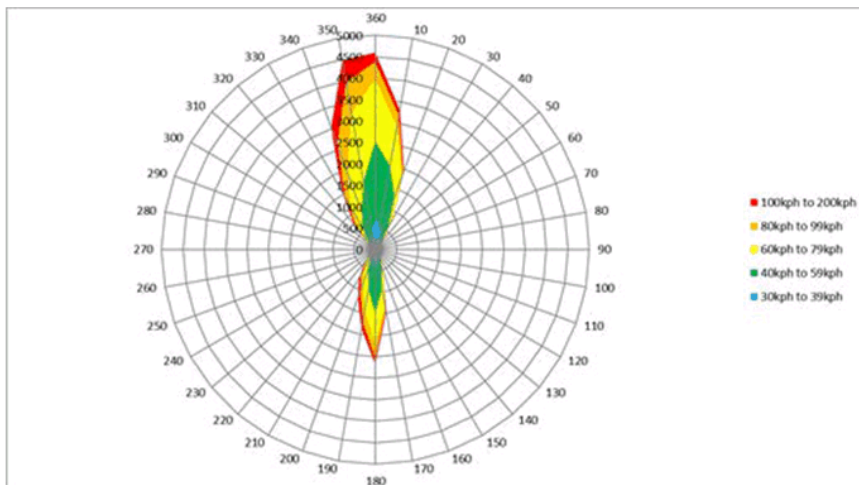


Figure 7: Mt Kaukau Wind Rose. Winds exceed 60kph 45% of time and 70kph 30% of time.

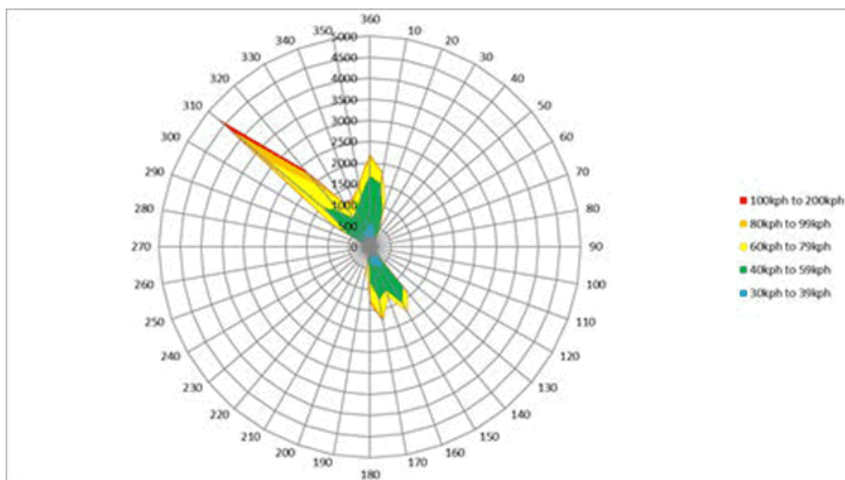


Figure 8: Kelburn Wind Rose. Winds exceed 60kph 29% of the time and 70kph 17% of the time.

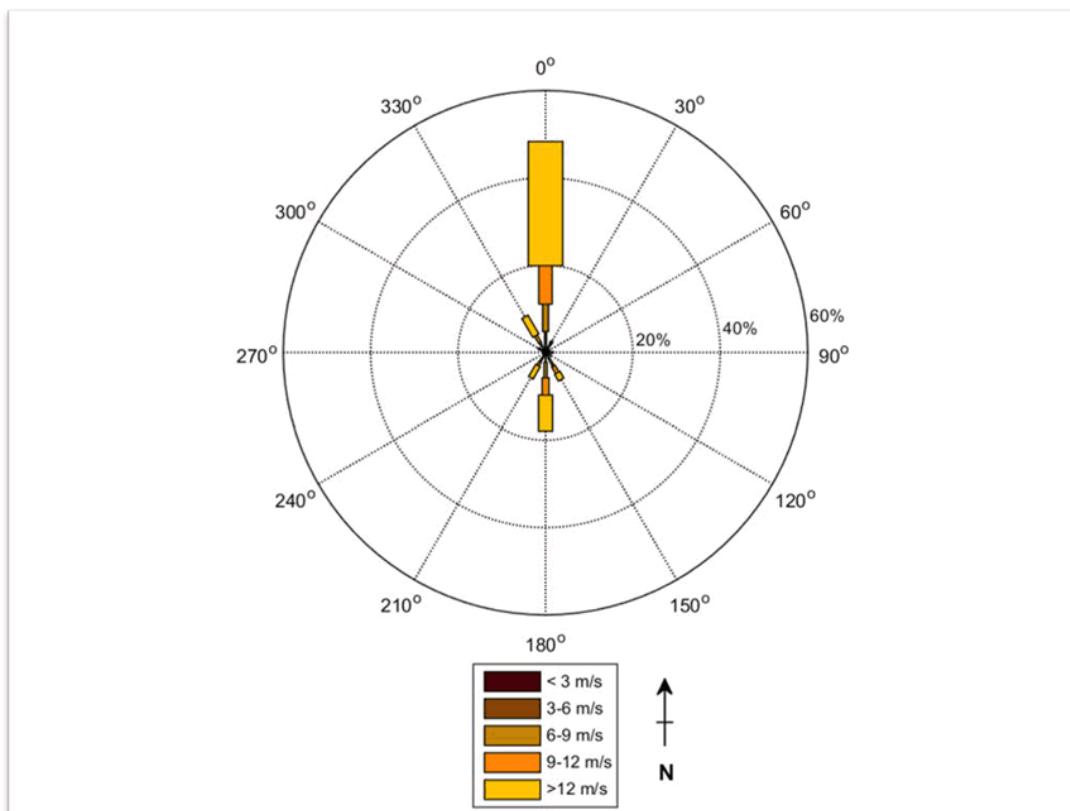



Figure 9: Wind Rose from Brooklyn wind turbine site. Source: Meridian Energy.

The above wind rose, from the site of Meridian Energy’s Brooklyn wind turbine, shows a predominant wind direction from the north and an average wind speed of 36kph (10 m/s). Considering we expect to be able to operate in wind speeds below 70kph, this supports our estimate of being able to operate for 210 days, as detailed in our financial calculations. This can still be considered a conservative estimate however, especially since our site is much less exposed than the wind turbine site (i.e. sits down in the valley and away from exposed peaks and ridgelines).

Appendix B – Dismantle estimate

Commercially sensitive



Appendix C – Drawings and designs

Note: These are example drawings only.
Max height of poles above ground: 5 metres

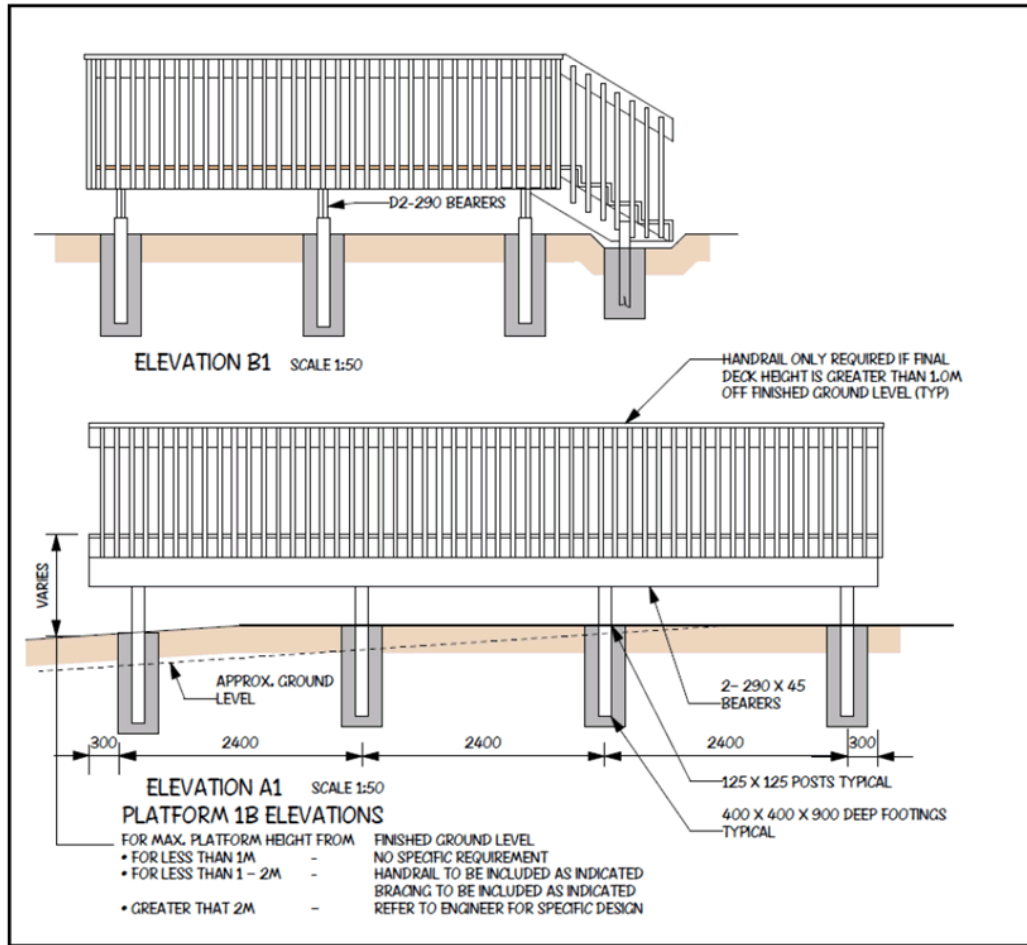


Figure 10: Landing platform drawing (example).

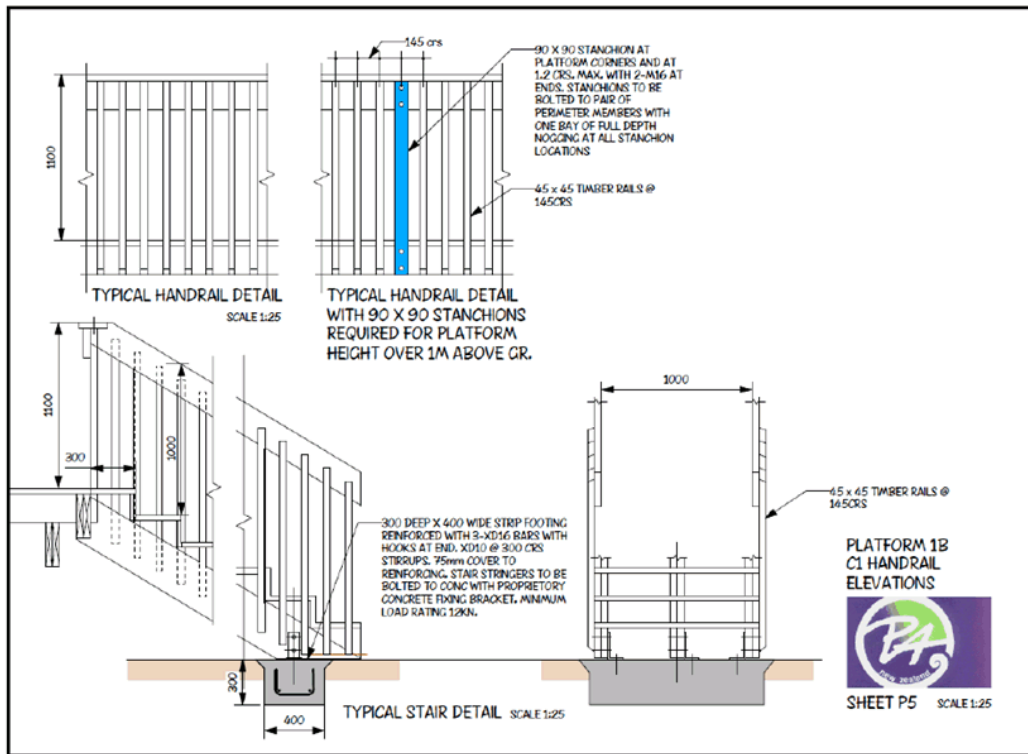


Figure 11: Example of railing and stair detail

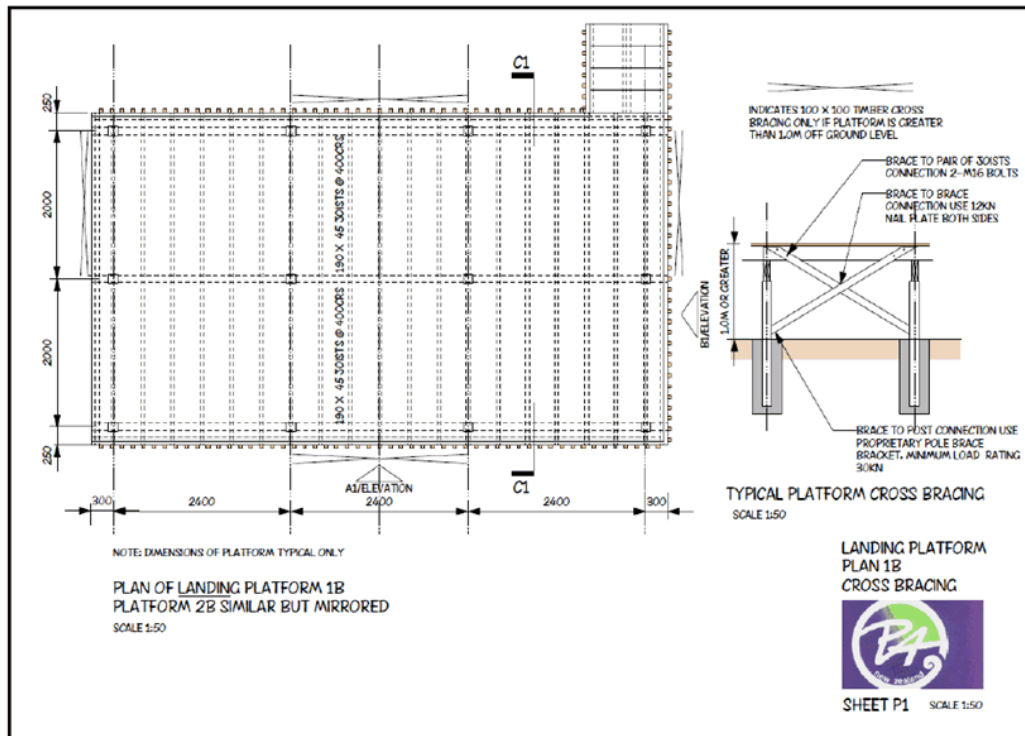


Figure 12: Joist and cross bracing example for landing deck

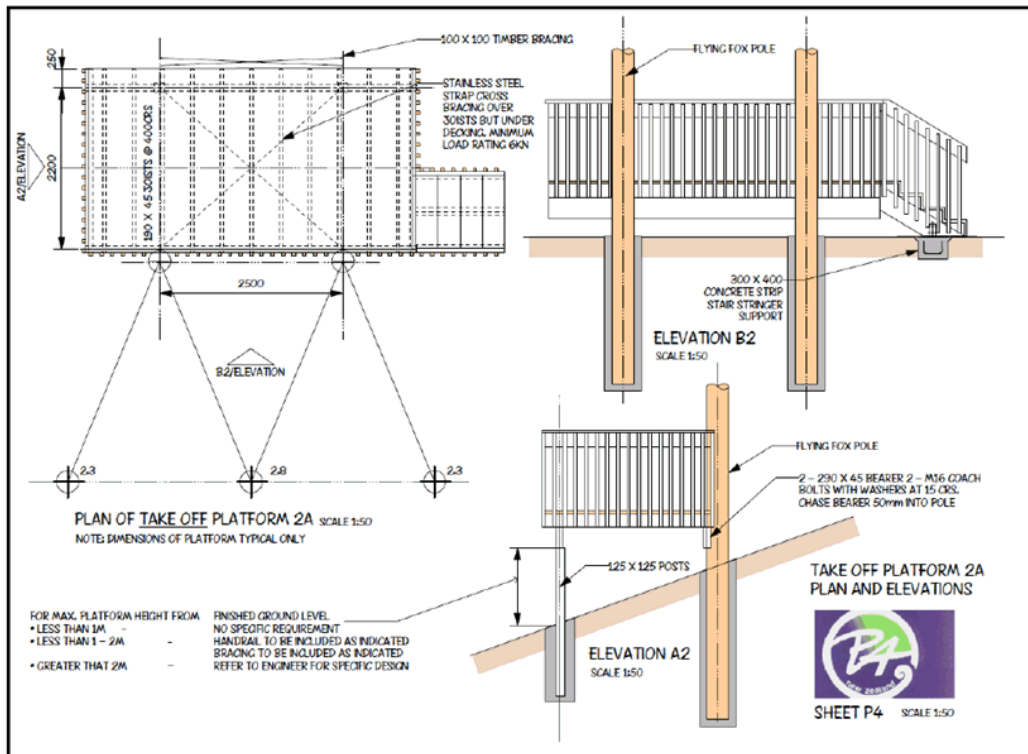


Figure 13: Example of take-off platform with zipline poles and anchors shown (see figure 13 below for alternate pole footing design).



Figure 14: Alternate pole footing option. This requires less excavation and soil removal and simply requires a 500mm thick concrete pad to be laid. Note: This is an option for this project but not until proper design projects have been completed would this type of detail be confirmed.

Appendix D – Stakeholder Engagement

Who	When	What	Supportive?	Notes/actions
Dave Goodwin and Felicity Close (Live on Hawkins Hill Road)	13-Mar-17	Meeting at their house after initial email	Yes	<ul style="list-style-type: none"> > relatively supportive and not too worried about visual impact > worried that road will be biggest issue > offered to pass proposal on to community group on our behalf
Russ Drewry (Zealandia)	17/03/2017	Meeting at Aro Coffee after initial email	Yes	<ul style="list-style-type: none"> > very supportive of proposal and believes that will Zealandia, as a whole, will be very supportive - especially around planting, trapping and ties in well with their 'halo' concept. > happy for us to indicate Zealandia is supportive of concept > suggested approaching WREDA for possible business funding > will put us in touch with local Iwi contact
Jo Heaton/David Perks (WREDA)	18/05/2017 6/6/2017 30/8/2017	WREDA head of tourism	Yes	<ul style="list-style-type: none"> > good suggestions around how to approach the market and where we should be targeting > also good support and offering on how WREDA can help > caution advised on basing too much expectation on Cruise ship industry
Brooklyn Trail Builders - Craig Starnes, Kevin O'Donnell, Hob Lee	1/06/2017	Met at Garage Project on Aro street.	Yes	<ul style="list-style-type: none"> > very supportive of proposal and already doing a lot of trapping and conservation work in the area
Brian Thomas (WCC)	14/06/2017	Head Ranger - WCC. Karl met with Brian on site	Yes	<ul style="list-style-type: none"> > supports concept, especially if it involves pest control
Mike Connolly (Airways Maintenance manager)	16/07/2017	Met at his office	Yes	<ul style="list-style-type: none"> > Airways engineers need to review site location and hardware/cable components to ensure these do not effect their navigation systems. Needs to view our traffic management plan. Would like to have 24 hour monitoring system on access gates, mark center lines on road corners, develop user pay system for road maintenance. > Confirmed via email on 16/8/2017 that risk for site is low and they are happy to support the project and work together on maintaining the road.
Steve Watson/Long Gully Station	5/08/2017	Café in brooklyn	Yes	<ul style="list-style-type: none"> > Inherently supportive, although cant see how council can give consent without taking action on the road and preferably making it public. "Go for it guys!" > Also offered to pass proposal on to community group, including their son Tim, who also lives on Hawkins Hill Road.
Woodfingtons	24/07/2017	Email contact	Neutral	<ul style="list-style-type: none"> > Managed to make contact with person who runs business. She has forwarded email on to building owners with no response.
Meridian - Carly Andersen (community engagement manager).	3/08/2017	Emails	Yes	<ul style="list-style-type: none"> > WCC would need to endorse proposal and then engage with Meridian since they lease the land off WCC > Would want to see designs etc. once we reach that stage to ensure no interference with their operation > supportive at this stage > provided some wind data
Pam Oliver and Chrs Horrocks (live on Hawkins Hill Road)	5/08/2017	At their house on Hawkins Hill Road.	No	<ul style="list-style-type: none"> Very concerned about increased "human baggage" and noise levels as well as effect on their house value. Happy to continue to engage in dialogues. Will need to have acoustic testing done in order to satisfy their concerns.
Natural Heritage trust (Clive Antsey)	10/08/2017	Email exchange	Neutral	<ul style="list-style-type: none"> Keen to review business case document once it is completed. Less concerned about this area and are more focussed on their reserve.
South Coast Seal Safaris	1/08/2017	Email exchange	Neutral	<ul style="list-style-type: none"> Employee has forwarded email on to company directors who were both overseas when initially made contact. Have not heard back from either director.
Toby Jackson - lives down southern thread rd. (Ph. 0273068982)	6/08/2017	Phone call	Yes	<ul style="list-style-type: none"> Lives in area. Alluded to contention over road. Not worried about the activity and thought it was quite a cool idea.

Appendix E Environmental Impact Assessment Report

Assessment of Environmental Effects

Wellington Zipline Adventures

Zipline Development

Upper Carey's Gully, Carey's Gully Reserve.

October 2017

Prepared by:

Chris Logan

Outsiders Ltd

66 The Parade

Island Bay

WELLINGTON

This report to be read in conjunction with PAOS report : Preliminary assessment of effects on visual amenity and landscape (29/09/2017)

INTRODUCTION

THE APPLICANT AND PROPERTY DETAILS

Applicant: Wellington Zipline Adventures

Land Owner: Wellington City Council

Address for Service:

Address for Fees: Wellington Zipline Ltd
PO Box
Wellington
Attention: Mark O'Connor

Site Address: Carey's Gully Reserve
Hawkins Hill Road
Brooklyn
Wellington 6021

Legal Description: Reserve

Site Area: approx. 14 Ha

Co-ordinates: Longitude: - 41.325802
Latitude: 174.732981

Locality Diagram: Refer to PAOS report, pages

District Plan: Wellington City Council District Plan
Area: Outer Green Belt

Boundaries: Ridgelines Hilltops Overlay

Brief description of proposal: New ziplines x 4 pairs, including 4 take-off and 4 landing platforms constructed as timber decks.
Approx. 300m of pedestrian walking tracks.

List of information attached: Photographs of vegetation cover.

**Appendix 1: Vascular plants of Carey's
Gully(JC Horne & BJ Mitcalfe)**

THE PROPOSAL, SITE AND LOCALITY DESCRIPTION

THE PROPOSAL

The proposal involves the development of a zipline at the Southern Landfill site, within the Outer Green Belt, Brooklyn, Wellington.

Works include the formation of 300m of new walking track and four pairs of aerial ziplines with their associated structures being timber decks close to ground level for take-off and landing sites. The development is set out as per the plans on page 22 of the PAOS report.

In regard to construction of the platforms, an excavator will likely be used to excavate the pile foundations. Once the foundations are excavated, it is planned to use a helicopter to fly all the construction materials onto the sites. Each platform (or pair) will be constructed separately, with each one taking approximately 2 weeks to complete. The access tracks will be built by hand to a width of 750mm to contain their effects on the environment. All construction works will occur during normal day time construction hours (Monday – Saturday, between 7.30am and 6pm). No construction work will be undertaken on Sundays or on Public Holidays. Wellington Ziplines Ltd will be responsible for the maintenance of the tracks, ziplines and platforms. This will involve a regular inspection and maintenance regime for its structures developed in conjunction with the requirements in Table 16 of NZS HB 8630:2004. This will involve the structures and cables being inspected by a competent structural engineer every three years. The WZA maintenance team will also carry out regular track clearing and check on structures after extreme weather events.

SITE AND LOCALITY DESCRIPTION

The proposed track development is located within the Southern Landfill, Brooklyn, Wellington.

The approximately 330 Ha and is located to the south of Wellington City. The area is included as part of the Outer Green Belt Management plan, though not classified as reserve. The Outer Green Belt Management Plan

includes an action to consider protecting as local purpose reserve for scenery and landfill buffer purposes or protect the area as local purpose for landfill and related purposes. The land fill area is

Vegetation on site consists of persistent pasture grasses from earlier farming use and secondary regenerating native coastal plants, with small trees, shrubs, ferns, ground covers and some taller growing species in the gullies.

Access for vehicles, cycles and pedestrians is via Hawkins Hill Road south of the Brooklyn Wind turbine and via the 'Barking Emu' track, a dual use MTB and walking track.

The surrounding sites consist of the Southern Landfill and C&D Landfill to the east; Woofington's Dog Hotel to the south-west, private residences at 268 – 360 Hawkins Hill Road to the west, the Brooklyn Wind turbine to the north and Te Kopahou Reserve to the south.

IMPACT ON LANDS AND WATERS

Construction works will require the removal of some existing vegetation to form building sites for the platforms and to allow clear passage for the narrow access tracks. Inspections of the proposed platform sites show that sites 1a,1b,2a,2b,3a,3b and 4a are dominated by exotic plants, namely gorse, barberry and pasture grasses.

Examples of the native species present at the sites include Tauhinu, Manuka, *Hebe stricta*, *Coprosma rigida*, *Carex sp*, *Lycopodium fastigiatum*, *Acaena anserinifolia*.

Site 4b is the most heavily vegetated site containing taller trees/shrubs up to 2m in height e.g. Mahoe, red Matipo, manuka, *Hebe stricta*, *Coprosma robusta*.

Assessment of Environmental Effects

Having regard to the above, this section contains an assessment of effects on the environment in accordance with schedule 4 of the RMA, at a level of detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

Erosion and sediment

The works will involve a total of approximately 60m³ of earthworks. Exposed ground will be stabilised by compacting any cut to fill slopes and/or spreading the excavated rock from the deck pile holes onto the track surfaces.

Erosion and sediment controls measures in accordance with the *Erosion and Sediment Control Guidelines for the Wellington Region (2006)* will be implemented where appropriate for the duration of the earthworks. This will include the installation of silt fences and/or silt traps between foundations, and any watercourse.

The small footprint of the works areas, quick covering/stabilisation of exposed ground, and proposed erosion and sediment control measures will ensure that sediment loss to the receiving environment is negligible, and that any adverse effects on the receiving environment resulting from erosion and sediment will be no more than minor.

Careful setting out of the sites and track routes will avoid any unnecessary excavations or damage to desirable existing plants.

Overall it is assessed that the effects to erosion and sediment will be minor.

Tree and vegetation

The proposal requires the removal of shrubs and vegetation from the platform sites and along the length of the proposed access walking tracks. This will be limited to the 0.75m width of the tracks. It is noted that vegetation removal could not be avoided given that the reserve is almost entirely covered in vegetation.

Given that vegetation removal has been kept to a minimum and no known significant vegetation will be removed, it is considered that any adverse effects in regards to tree and vegetation removal will be no more than minor.

Any desirable plant species within the sites will be uplifted with their rootball and transplanted carefully in the near vicinity.

Removal and ongoing eradication of persistent weed species within and close to the footprint of the project sites will further enhance and improve the reserve in general.

Following on from the construction phase of the project, there will be extensive new plantings made to infill any open ground and to supplement the existing vegetation with species derived from the appended list (Appendix 1) e.g. manuka, broadleaf, coprosma, poa. New plantings will be supported in their establishment with staking, mulching and low windbreak structures where appropriate (the site is prone to harsh weather).

The plantings will extend the diversity of native vegetation near the platform sites and the measures mentioned above will achieve accelerated revegetation of former farm pastureland.

Overall it is assessed that the effects on vegetation will be minor and at all sites there will be a positive improvement in amenity.

WZA undertake to develop long term strategies in pest animal deterrence, eradication and trapping as well as pest plant eradication; this will continually support the health and cover of native plants within the reserve and broaden out the 'halo' zone from Zealandia.

Ecological values

The proposed erosion and sediment control measures will ensure that silt and sediment runoff is appropriately managed to avoid any adverse effects on the receiving environment.

No significant vegetation will be removed and the majority of desirable vegetation on site will be retained. No vegetation removal from any stream bed is proposed. Vegetation along riparian margins will continue to provide shade and food for aquatic life (note there are no works being proposed within one hundred metres of any watercourse.

It is considered that the functional values of vegetation in the reserve, in regard to water and soil conservation, ecosystem services, ecology and habitat for birds will be retained.

The proposal does not involve any works in a stream bed, no associated bed disturbance or depositing of any substance in the stream. No

construction machinery will be permitted in the stream bed and all construction, machinery and equipment will be stored in a suitable location away from the stream beds. Construction contractors will be instructed to keep out of all stream bed and to take particular care not to damage any trees, plants or natural features within the reserve (other than required to form the proposed structures).

Overall, it is considered that any adverse effects on ecological values will be no more than minor.

1.1.1.1 Ongoing effects.

A regular (monthly) maintenance programme will be applied for any transplanted vegetation and both the initial and ongoing new plantings. WZA undertakes to use the extensive plantings to aid with concealing the bulk of the new structures within a relatively short timeframe.

The existing ecological corridor from the South coast to Polhill will be positively enhanced.

EXAMPLES OF EXISTING VEGETATION COVER .

Proposed site of 1b, with acaena enter-twined with pasture grass.



Proposed site of 1a with barberry, cordyline, coprosma and gorse.



APPENDIX 1.

SOME INDIGENOUS VASCULAR PLANTS OF CAREYS GULLY STREAM MIDDLE BRANCH, (INCLUDING TRUE LEFT HEAD, FLOWING ALMOST DUE SOUTH), AND TRUE RIGHT HEAD, CENTRED ON NZMS 260 MAP R27, WELLINGTON, G.R. 555851, COMPILED BY J.C. HORNE AND B.J. MITCALFE ON 25/10/92 AND 25/4/94 RESPECTIVELY.

MONOCOT TREES

Cordyline australis

DICOT TREES, SHRUBS AND TRAILING PLANTS

Aristotelia serrata
Brachyglottis repanda
Carpodetus serratus
Coprosma grandifolia
Coprosma propinqua
Coprosma rhamnoides
Coprosma lucida
Coprosma rigida
Coprosma robusta
Coprosma robusta x propinqua
Fuchsia excorticata
Gaultheria antipoda
Geniostoma rupestre var. *ligustrifolium*
Griselinia lucida
Hebe sp. (*Veronica arborea*)
Hebe stricta var. *atkinsonii*
Hebe stricta var. *macroura*
Hedycaria arborea
Helichrysum aggregatum
Hoheria sp. ("Tara rua")
Kunzea ericoides
Leptospermum scoparium
Macropiper excelsum
Melicytus ramiflorus
Myrsine australis
Olearia paniculata
Olearia solandri
Ozothamnus leptophyllus
Pseudopanax arboreus
Schefflera digitata
Sophora microphylla
Urtica ferox
Weinmannia racemosa

MONOCOT LIANES

Ripogonum scandens

DICOT LIANES

Clematis forsteri
Metrosideros diffusa
Metrosideros perforata
Muehlenbeckia australis
Parsonsia heterophylla

LYCOPODS

Lycopodium fastigiatum
Lycopodium varium

FERNS

Anarthropteris lanceolata
Adiantum cunninghamii
Asplenium bulbiferum
Asplenium flaccidum
Asplenium oblongifolium
Asplenium polyodon
Asplenium terrestre
Blechnum chambersii
Blechnum filiforme
Blechnum fluviatile
Blechnum minus
Blechnum sp. common lowland sp., unnamed)
Blechnum pennamarina
Blechnum procerum
Blechnum vulcanicum
Ctenopteris heterophylla
Cyathea dealbata
Cyathea medullaris
Dicksonia squarrosa
Histiopteris incisa
Hymenophyllum demissum
Hymenophyllum flexuosum
Hymenophyllum sanguinolentum
Hypolepis rufobarbata
Lastreopsis glabella
Paesia scaberula
Pellaea rotundifolia
Phymatosorus pustulatus
Pneumatopteris pennigera
Polystichum richardii
Polystichum vestitum
Pteridium esculentum
Pteris tremula

Pyrrosia eleagnifolia

GRASSES

Microlaena stipoides

Poa anceps

Poa cita

SEDGES

Carex flagellifera

Carex geminata

Carex sp. (narrow leaves)

Carex secta

Uncinia uncinata

MONOCOT HERBS

Astelia fragrans

Astelia solandri

Libertia ixioides

COMPOSITE HERBS

Leptinella squalida

Senecio rufiglandulosus

Vittadinia australis

DICOT HERBS (other than Composites)

Anisotome aromatica

Urtica incisa

Viola filicaule

Acaena anserinifolia

Australina pusilla

Aciphylla squarrosa Cardamine

sp.

Centella uniflora

Crassula sieberiana

Epilobium rotundifolium

Galium propinquum

Hydrocotyle moschata

Hydrocotyle elongata

Leucopogon fraseri

Nertera depressa

Stellaria decipiens

Oxalis magellanica

Ranunculus reflexus

Appendix F Visual impact Assessment Report

This report was produced by PAOS Ltd

Prepared by Cheryl Robilliard

NZILA Registered Landscape Architect

19 September 2017



PAOS[®]

PO Box 7469, Newtown, Wellington

Tel: 04 383 8382, Mobile 027 247 7257

E-mail: office@paos.co.nz

www.paos.co.nz

This report has been prepared for a specific purpose and scope. PAOS does not accept any liability or responsibility should this report be used by anyone other than the client or for any other purpose. PAOS accepts that information supplied by the client or obtained from other external sources is correct. PAOS does not accept responsibility or liability for any errors or omissions in information provided by the client or by other external sources.

Contents

PART 1: BACKGROUND.....	60
1. INTRODUCTION	60
2 PROJECT DESCRIPTION	60
3 EXISTING ENVIRONMENT	61
4 STATUTORY AND POLICY FRAMEWORK.....	63
5 APPROACH AND ASSESSMENT METHODOLOGY	65
6 MEASURES TO AVOID, REMEDY AND MITIGATE IMPACTS	66
PART 2: ASSESSMENT OF EFFECTS	68
7 INTRODUCTION	68
8 ASSESSMENT	68
9 CONCLUSIONS.....	75
APPENDIX.....	

Part 1: Background

1. Introduction

- 1.1 Wellington Zipline Adventures (WZA) is seeking a concession from Wellington City Council (WCC) for locating, constructing and operating a zipline at the Southern Landfill site within the Outer Green Belt. WZA will also be seeking resource consents to construct and operate the zipline.
- 1.2 A preliminary design for the proposed zipline has been developed and a location identified. As part of initial discussions with WCC, PAOS has been asked by WZA to prepare a preliminary assessment of visual and landscape effects of the zipline during the construction period and during operation.
- 1.3 The report is based on information provided by Wellington Zipline Limited and covers the following:
 - 8) Describes the project, the existing environment and the statutory and policy framework.
 - 9) Outlines the approach to assessment and assessment methodology.
 - 10) Outlines measures to avoid, remedy and mitigate impacts.
 - 11) Assesses effects on the 5-point scale.
 - 12) Reviews the project against statutory provisions.

2 Project Description

- 2.1 A selection process led WZA to identify the preferred site for a zipline. The proposed zipline site is a north facing gully below the Te Kopahau ridgeline and road approximately 2 kilometres east of the turbine carpark (see the Appendix, Figures 1 and 2). The main access to the zipline during and after construction is proposed to be from Hawkins Hill Road.
- 2.2 The maximum number of guests accessing the zipline at any one time will generally be 10 with two guides. Guests will be picked up in the central city, fitted with harnesses and transported to the site. The minibus will pull off the road near the Radar and Communications Emergency Generator on Hawkins Hill Road and guests will walk to the first zipline launching platform below the road via an upgraded existing track. The minibus will be driven back along Hawkins Hill Road to the pickup area approximately 100 metres from the Hawkins Hill Road/Southernthread Road junction (see the Appendix, Figure 2).
- 2.3 The plan is for four ziplines ranging in length from approximately 220m – 570m. Each zipline will have dual lines so that two guests ride the zipline together and has a launching and landing platform (see the Appendix, Figure 7 for an example of a zipline platform). The launching platform for Zipline 1 is just below the existing track from Hawkins Hill Road on the north facing side of the spur below the Emergency Radar and Communications Generator. The launching platform for Zipline 2 is just above Zipline 1's landing platform. The launching platforms for Ziplines 3 and 4 are a short walk along tracks from the landing platforms. Guests will walk along a track from the landing platform of the last zipline up to Hawkins Hill Road where they will be picked up by the minibus and transported back to the central city. They will either use the existing 'Barking Emu' mountain bike track or a new track for zipline users.

- 2.4 Each zipline will have 2 cables and 1 element cable each. WZA expects each group will take 2.0 - 2.5 hours from pick up to drop off and they propose running the business between the hours of 9am - 5pm. This may mean up to 10 trips per day with 2 vehicles. WZA may consider running twilight trips in the summer months if resource consent allows and this may mean running more than 10 trips per day on busy days. WZA plan to operate year round at this stage, but may close for a period in the winter according to demand.
- 2.5 The main zipline cable will be a 12mm dye formed galvanised cable, silver in colour. There will be 8 zipline runs (2 x 4). The platforms are proposed to be constructed of timber. The launching platforms are proposed to be 4500mm x 2500mm, and the landing platforms 4500mm x 8000mm. Platform piles are proposed to be 200mm x 200 x 900mm with concrete footings. Poles for the cables are proposed to be 4 metres above ground level and sited on a concrete reinforced pad 1000mm x 1000mm x 500mm. Detailed plans have not yet been developed, but the proposal is to access the platforms at ground level with the zipline side elevated over the natural slope of the gully side. Material excavated during platform construction is proposed to be reused on tracks.
- 2.6 An existing track from Hawkins Hill Road to Zipline 1 is proposed to be upgraded to allow for easier access. All tracks are proposed to be maximum 750mm wide and allow access for guests with different abilities and fitness levels.

3 Existing Environment

- 3.1 The area where the zipline is proposed to be located is within the South Landfill, and is managed under the objectives and policy of the Outer Green Belt Management Plan. The site is identified for landfill purposes, although only a portion is currently used for landfill. The landfill lies to the east of the proposed zipline site. Careys Scenic Reserve and the upper section of the predator proof fence of Zealandia lie to the north and land to the west is in private ownership. Te Kopahau Reserve lies between the landfill and the coast comes under the South Coast Management Plan and has important conservation and historic values with pa sites, archaeological sites and geological and ecological values (see the Appendix, Figure 4). The site lies at the southern edge of a Wellington City Council Ecological Site 84 Carey's Gully which is identified as an at risk LENZ (Land Environments of NZ) with forest remnant, manuka/kanuka and riparian environments.
- 3.2 The area is accessed from the wind turbine carpark and right of way along Hawkins Hill Road. The road is used to access private land on the western side of Hawkins Hill Road, by tourist operators to access the south coast and to access various built infrastructure to do with radar and communications on Te Kopahau Ridge.
- 3.3 Recreational activities are walking, mountain biking and associated activities such as orienteering and sightseeing using Hawkins Hill Road and the mountain bike track that runs below the road on its eastern side and known as the Barking Emu. The wind turbine is a visitor attraction and has an information centre and carparking. The track along the outside of Zealandia's fence is used for walking and mountain biking.
- 3.4 Landscape character of the area near the proposed zipline site is made up of the attributes that give the place its identity. In this case the key attributes include:
- Te Kopahau Ridgeline and the secondary ridges, spurs and steep gullies that descend from the eastern side of the ridgeline

- Expansive views from the site over Wellington to the harbour and Hutt Valley, the Rimutaka range and Orongaronga range beyond
 - Experience of the elemental character of Wellington's weather and winds and evidence of natural and cultural process with wind shorn vegetation covering steep slopes and pasture covered ridge and spur tops
 - Built structures on prominent locations on the ridgeline and other nearby locations.
- 3.5 Highly visible built structures on the ridgeline near the proposed zipline site are the radar dome on Hawkins Hill, the prominent residence known as 'Woofingtons' below the radar dome and the Brooklyn wind turbine. The landfill is visible from many locations. Other built structures near the site are the turbine's visitors' centre and carpark, Hawkins Hill Road, residential buildings at 280, 360 and 380 Hawkins Hill Road, Zealandia's predator proof perimeter fence, telephone poles and cut off drains at the head of gullies below Hawkins Hill Road and the radar and communications emergency generator at the proposed drop off site for zipline users (see the Appendix, Figures 8 to 11).
- 3.6 The site is influenced by coastal salt winds and the steep terrain supports coastal scrub that has been regenerating since the land was retired from farming. The tops of ridges and spurs are mostly open with pasture grass. Secondary regenerating indigenous plants found in the area include taupata, stunted and windshorn mahoe and manuka, flax, tussock (e.g. *Poa cita*), *Muehlenbeckia* species and some threatened and uncommon indigenous plants such as *Brachiglottis lagopus*, speargrass (*Aciphyla squarrosa*), leafless clematis, *Senecio rufigliandulosus*¹ (see Appendix, Figures 12 to 14). Speargrass hosts threatened and endangered weevils.² The threatened falcon has also been seen in the area.
- 3.7 Before deforestation, intensive browsing, fire and arrival of weeds, pest plants and animals, vegetation would have been a mix of coastal and podocarp broadleaf forest species with tawa, rimu, kohekohe, matai, mapou and northern rata in sheltered areas. Spookey Gully east of the landfill has one of the few mature forest remnants in the area. Carey's Gully Reserve and Zealandia to the north have been identified as Key Native Ecosystems. Darwin's barberry is a major invasive pest plant along with gorse (See the Appendix, Figures 14 and 15). Animal pests include wild goats and pigs. Evidence of pigs were seen on a visit to the site of the proposed zipline this month.
- 3.8 The site of the proposed zipline faces north and is located between the northern side of a west/east ridgeline and the southern side of a smaller west/east spur that descend from Te Kopahau Ridge. The location is an opportunity for visitors to experience the elemental character of Wellington's landscapes, weather, winds and views.
- 3.9 Views from the drop off site on Hawkins Hill Road are expansive with views to the harbour entrance and Orongaronga beyond, Island Bay, the inner Town Belt from Island Bay to Mt Victoria and the upper slopes of Miramar Peninsula, the eastern sides of Newtown and over the inner harbour to Hutt Valley and the Rimutaka range in the distance.

¹ Information in this paragraph was sourced from *Wildland Consultants Assessment of Ecological Effect of Proposed Expansion of C & D Landfill, Happy Valley*, 2012.

² Ibid.

4 Statutory and policy framework

- 4.1 The key statutory provisions relevant to the proposal are the Resource Management Act, Wellington Regional Policy Statement, Wellington City Council District Plan and the Wellington Outer Green Belt Management Plan. Two relevant Wellington City policy documents are Capital Spaces and Open Space Access Plan. At this preliminary stage, the project is assessed against the objectives and policies of the Outer Green Belt Management Plan, District Plan Zoning Open Space B and the Ridgelines and Hilltops overlay. The project is also assessed in terms of its effects on landscape and visual amenity values as required in Schedule 4 section 7(b) of the Resource Management Act, the maintenance and enhancement of amenity values and the quality of the environment (Part 2, sections 7(c) and 7(f)).

Wellington Regional Policy Statement 24 April 2013

- 4.2 This framework for sustainable management of natural resources in the region requires the identification, protection and management of outstanding features and landscape (objective 17) and refers to special amenity landscapes (objective 18) and identification and management of amenity landscapes (policy 27 and 28). To date, outstanding natural features and landscapes have not been identified. However, the site's location within Southern Landfill and Wellington's Outer Green Belt and the Ridgelines and Hilltops overlay in Wellington's District Plan recognises the value placed on such locations by the community for their contribution to landscape and visual amenity and environmental quality.

Wellington City Council District Plan

Open Space B Zoning (Natural environment)³

- 4.3 The aim for Open Space B land is that the natural character, informal open spaces and opportunities for recreation are maintained and valued and, in the broadest sense do not involve buildings or structures. Areas zoned Open Space B are largely undeveloped with minimal structures and includes walkways, scenic and open grassed areas. The objective for these areas is to maintain, protect and enhance natural features (including landscapes and ecosystems) that contribute to Wellington's open space and natural features including landscapes and ecosystems, with a policy to encourage retention of existing native vegetation and where appropriate re-introduce indigenous cover.

Ridgelines and Hilltops overlay

- 4.4 The site lies within the ridgetops and hilltops overlay in the Wellington City Council District Plan and is subject to Policy 16.5.2.2, which restricts the construction of buildings, structures and earthworks on identified ridgelines and hilltops. Generally, the Council wants to prevent or reduce the level of development on or in close proximity to major ridgelines. Threats to open ridgelines include the placement of utilities and buildings, access roads, unsympathetic land use such as the planting of pine

³ Wellington City Council District Plan, 16.3.

blocks or wind breaks on prominent ridgetops, development of lifestyle properties and the placement of residential dwellings in prominent ridgetop areas.

Wellington Outer Green Belt Management Plan 2004

4.5 The landfill site falls within an area zoned as Outer Green Belt. The Outer Green Belt Management Plan (OGBMP) has a vision, objectives and policies for management of this open space. The overall vision for the Outer Green Belt is a continuous green belt of protected and enhanced indigenous vegetation with open grazed hilltops and regenerating indigenous vegetation and an accessible informal recreational network along ridges to the west of urban areas stretching from the South Coast to Rangitūhi / Colonial Knob.

4.6 Details of the vision for the OGBMP of particular relevance to this report includes the following:⁴

- Restoration of a broad and continuous band of indigenous vegetation where possible, mainly along the eastern slopes, creating larger interconnected forests to form a wider city ecosystem
- Land use and management that respects and reflects the distinctive ridgetop and hilltop landscapes and the mix of natural and human influences. The OGBMP recognises that change is inevitable, but that change is balanced by a commitment to keep these areas as open and uncluttered as possible
- A place that visitors can enjoy, experience and long remember visiting whether "immersed in an activity or a place only Wellington can offer, or using the Outer Green Belt as a vantage point to view the rest of the city or the South Island".

4.7 Objectives and policies of the OGBMP relevant to this report are the following:⁵

- Landscape and landform: Protect ridgetop and hilltop landscapes and values with open grassed ridgelines and hilltops, and regeneration of native bush in gullies.
- Recreational places and linkages: Allow for and increase recreational opportunities and activities that are environmentally and socially sustainable and enable people to actively or passively enjoy the OGB. Activities are mainly walking, tramping, mountain biking, running, sightseeing and scenery viewing, wildlife viewing, educational and recreational nature study and picnicking, but Council also consider other recreational activities after considering their benefits and effects. Activities that are considered inappropriate for the OGB are those that have significant risks, have effects that damage the environment or that affect the enjoyment of other users. Structures are to be appropriate and consistent with the principles of the OGBMP, and will generally only be allowed when they are unable to be accommodated elsewhere because of their effects
- Indigenous ecosystems and important ecological features: Establish a band of indigenous vegetation, recognise and protect ecological connections, indigenous ecosystems, sites and features of ecological importance and threatened plants and carry out plant and pest management and monitor and manage Darwin's barberry

⁴ OGBMP Vision Statement, page 8.

⁵ OGBMP pages 63 - 72.

- Applications for commercial recreation services and eco-tourism are assessed against the objectives and policies of the OGB and priority is given to those that achieve industry best practice and do not have significant impacts on the natural environment or affect the enjoyment of other users
- 4.8 The site of the proposed zipline lies within Sector 7 of the Outer Green Belt Management Plan (OGBMP). Most of the sector is in public ownership. The site lies within an area identified for landfill purposes, although only a portion is currently used for landfill. The balance of the land, including the site of the proposed zipline, is managed primarily for natural values and as a buffer for effects of the landfill on the surrounding area. The OGBMP is under review and current thinking is to manage a buffer zone around the landfill for a secondary purpose such as 'scenery'.⁶
- 4.9 As well as the purpose of providing for landfill, Sector 7 is an ecological corridor between the coast and the Outer Green Belt. The OGBMP identifies that the main ecological corridor is to the east of the landfill because were the landfill to develop to its fullest extent, only a narrow corridor would remain along Hawkins Hill. This narrow corridor includes the proposed site of the zipline and an objective of the OGBMP is to maintain and enhance this ecological bush corridor and in particular manage plant and animal pests.⁷
- 4.10 To summarise, the top of Te Kopahau Ridge is to be kept open to retain views and the area on the eastern side of the ridge is considered to be a secondary ecological linkage that provides a green connection through the OGB and beyond. This area is also considered to be important for recreation, sightseeing and viewscape opportunities. The ecological objective for this area is the enhancement of bush corridors through the management of pest plants and animals.

Capital Spaces 2013

- 4.11 This plan is a high level strategy document and combines an open space strategy with a recreation strategy. It aims to get everyone active and healthy, protect the environment, work in partnership with the community, and contribute to Wellington's outstanding quality of life.

Open Space Access Plan 2016

- 4.12 This plan guides the use and management of tracks and walkways in and between the city's open space network. The plan shows Hawkins Hill Road as part of the track network. It has no specific plans or policies on tracks in the area of the site but emphasises a strong track network that is accessible, connected and well designed.

5 Approach and assessment methodology

- 5.1 Assessment of the effects of the proposed zipline involved a number of steps and tasks, research and visits to the location:

- 13) Attendance at two introductory visits to the site of the proposed zipline.

⁶ Personal communication with WCC officer.

⁷ WCC Outer Green Belt Management Plan 2004, Sector 7 policy 5.7.2.1 Objective 2 and policy 7.7.2.3.

- 14) Review of relevant legislation and Wellington City Council plans.
 - 15) Identification of the potential viewing audience and representative viewpoints and photography from these viewpoints.
- 5.2 Statutory matters to do with the Resource Management Act, the Outer Green Belt Management Plan, Open Space B zoning and the Ridges and Hilltop Overlay are addressed in this assessment in two sections of this report:
- 16) The significance of effects during the construction period and on completion and operation of the zipline. Section 8 outlines the effects and their significance.
 - 17) Mitigation of potential adverse effects. Section 7 below outlines the proposed measures to avoid, remedy and mitigate adverse effects.

6 Measures to avoid, remedy and mitigate impacts

- 6.1 A number of measures are recommended in order to avoid, reduce and mitigate adverse effects of the proposal on landscape and visual amenity both during and on operation of the zipline. Some of these measures will have long term beneficial effects on the natural environment. Details of the recommended measures are outlined below:
- 18) All structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline. All landing and launching platforms and tracks between platforms constructed below the tops of secondary ridgelines and spurs, except for the launching platform of zipline 2 which is proposed to be constructed on a small spur below Hawkins Hill Road.
 - 19) All zipline users brought to the site in minivans and the number of users at any one time generally kept to 10 people plus two operators.
 - 20) Tracks between drop off and pick up locations on Hawkins Hill Road and tracks between zipline landing and launching platforms a maximum 750mm wide. The intention is to hand build tracks where possible to reduce earthworks and damage to existing vegetation.
 - 21) Careful track construction used to keep as much existing vegetation as possible in track locations and reduce earthworks. New planting using indigenous plant species fill gaps.
 - 22) Materials for construction of platforms and ziplines brought to the site by helicopter.
 - 23) The area at landing and launching platform sites cleared of vegetation and subject to earthworks kept to 20m² where possible. Once platforms have been constructed, removed vegetation replaced with indigenous plants species. Planting is to be according to best practice standards with staking and shelter where needed in order to re-establish vegetation at platform sites.
 - 24) Material excavated during platform pile construction used for track construction to the fullest extent possible in order to reduce material removed from the site.
 - 25) Platforms and poles stained or painted a dark colour that blends into the surrounding vegetation to reduce light reflecting off the structures on sunny days and so that they are less visible against the vegetation of the location.
 - 26) The proposal includes enhancing the Zealandia sanctuary 'halo' by carrying out trapping on the zipline site and pest plant control and management with a focus on Darwin's barberry and gorse,

and replacing pest plants with indigenous plant specie within the surrounding area, include Carrey's Gully and Te Kopahou Reserve.

Part 2: Assessment of Effects

7 Introduction

- 7.1 The assessment focuses on the significance of effects of the proposed zipline on landscape character (the landscape attributes that give an area its identity, biophysical aspects of the site such as landform and land cover, and activities that are associated with the area) and perceptions of visual amenity. The significance of adverse effects on each of these during the construction period and during operation of the zipline is assessed using the 7-point scale in Table 1 below:

Table 1

Significance	Description of scale of significance
very high	The proposal completely changes or leads to the loss of the key attributes that form the landscape character of the site and/or dominates visually.
high	The proposal leads to a major change to the key attributes that form the landscape character of the site, is visible and the eye may be drawn away from the wider landscape to the site and structures and activity on the site.
Moderate - high	The proposal leads to moderate to high levels of change to the key attributes that form the landscape character of the site, the eye may be drawn to the site and activity on the site.
moderate	The proposal brings about moderate levels of change to the key attributes that form the landscape character of the site, is visible and recognisable as something new, but is viewed in the wider context.
Moderate - low	The proposal brings about moderate to low levels of change to the key attributes that form the landscape character of the site and may be noticed but is viewed in the wider context.
low	The proposal leads to low levels of change to the key attributes that form the landscape character of the site and is not likely to be noticed by a casual viewer.
Very low to negligible or no effect	The proposal brings about small change or no change to the key attributes that form the landscape character of the site and its context and is hardly visible or not seen.

8 Assessment

- 8.1 The first step was field work to identify visibility of the site. Potential locations from where the site was visible were established by visiting the site. A selection of these locations were visited to identify views of the site from the locations.
- 8.2 Potential very distant views of the site were from walking tracks on the higher parts of the inner Town Belt and streets, roads and houses on the west facing side of the valley from Mt Victoria to Island Bay. Potential distant views were from the ridgeline on the west facing side of the ridgeline from Brooklyn through Mornington to Kingston and from Tawatawa ridge south of Kingston. Potential middle distant views were also from houses along the ridgelines and their west facing sides on Mitchell Street and Ashton Fichett Drive and the cul de sacs that come off this road. Closer potential views were from the turbine and its carpark, from various locations along Hawkins Hill Road including from houses at 280 and 360 Hawkins Hill Road, and from the Barking Emu mountain bike track that passes through the proposed zipline site.

- 8.3 A selection of these sites were visited and panoramic photographs taken. This process resulted in a representative selection of distant, middle distant and closer viewpoints. All photographs were taken from publicly accessible viewpoints. The site is likely to be visible from private houses in these locations, but private views were not included. Permission to access private land was not sought and the publicly accessible viewpoints were indicative of views from private houses. Another reason for selecting publicly accessible viewpoints is that private properties frequently have trees and other vegetation, structures such as fences and neighbouring buildings and structures that may obscure views.
- 8.4 Based on this process of selecting representative viewpoints, panoramic photographs taken at 10 of these viewpoints. These panoramic photographs are included in the appendix to this report and described in Table 2 below along with potential viewers at these viewpoints:

Table 2:

Viewpoint	Location	Description	Potential viewers
1	Summit Mt Victoria	The broad expansive views includes very long distant views of Te Kopahau ridgeline on the western skyline and the location of the site.	Recreational users of tracks in the Town Belt, visitors at the summit lookout, residents in west facing Mount Victoria suburban area.
2	Top of Murchison Street, Island Bay	Distant view of the site and its Te Kopahau ridge context. The radar dome and 'Woofington' are visible on the skyline.	Residents of houses on the west facing side of Tawatawa ridge have potentially views of the site.
3	The Ridgeway at Vogelmorn Park, Mornington	Distant to middle distant views of the top of the site. Lower parts of the site are behind the ridge between the site and the viewpoint	Residents of houses on the west facing side of the ridgeline have potentially views of the drop off site.
4	Mills Street (at the entrance to 122 Mills Street)	Distant to middle distant view of the site.	Residents of houses facing west and road users have potentially views of the site.
5	Near the end of Mitchell Street (outside 287 Mitchell Street)	Distant to middle distant view of the site.	Residents of houses on both sides of Mitchell Street facing towards Te Kopahau Ridge have potentially views of the site.
6	Near the end of Ashton Fitchett Drive	Views of the site are blocked by the north/south ridgeline that descends from below the turbine.	No potential views due to the ridgeline between the site and residents of houses in this location.
7	Turbine carpark	Middle distant views of the site in the context of the wider landscape.	Turbine visitors, carpark users, recreational users of Hawkins Hill Road.
8	Hawkins Hill Road – approximately 400 metres from the turbine carpark	Middle distant views of the site.	Road users including recreational users (walkers and mountain bikers).

9	Views of the site from Hawkins Hill Road.	Views of the site from Hawkins Hill Road.	Views of the site from Hawkins Hill Road.
10	Views of the site from Hawkins Hill Road.	Closer views of Zipline 1 launching platform, Zipline 3 launching and landing platforms, Zipline 4 launching platform, the drop off on Hawkins Hill Road and tracks to Zipline 1 and between Ziplines 2, 3 and 4. Views of the zipline in the context of views of the landfill from some locations and wider expansive views.	Road users will have glimpses of the site. Mountain bikers on Barking Emu will view the site as they pass through it. Residents at 360 and 280 Hawkins Hill Road will have potential views of the site or parts of the site.

Assessment of Visual Effects

- 8.5 Viewpoints 1 to 10 in the Appendix illustrate that the elevated location of the proposed zipline will mean potential views of the site will be from near, middle and distant to very distant views. Visual effects on viewers at these viewpoints were assessed according to the criteria in Table 1. It needs to be pointed out that effects on viewers viewing development of a site are not necessarily negative or adverse. Some viewers may enjoy viewing activity on the zipline while others may not enjoy their eye being drawn to the site by structures and activity.
- 8.6 During the construction period, adverse visual effect are assessed to be greater than when the zipline is in operation. Track and platform sites will be cleared of vegetation and constructed. Construction workers will be brought to the site and helicopters will deliver construction material and machines. The Barking Emu mountain bike track may need to be closed for short periods while Ziplines 1 and 2 are constructed because the track passes below Zipline 1's landing platform and zipline 2's launching platform sites. For viewers at middle to closer viewpoints (turbine carpark, Hawkins Hill Road, users of Barking Emu track) the construction activity is assessed to have a **high level of temporary adverse effects** during the construction period.
- 8.7 For viewers at middle distance viewpoints, the **temporary adverse visual effects** during the construction period are assessed to be **moderate to high**. The main reason for this assessment is that construction activity will bring visual changes to the site that are recognisable as something new, platform areas will be cleared of vegetation, and changes will be viewed in the much wider context and against an expansive backdrop.
- 8.8 Once the zipline is operating, the zipline is proposed to be integrated into its site. Any land cleared during construction will be planted so that the tracks and platforms will be sited within the vegetated landscape. Figure 7 in the Appendix shows a zipline launching platform in Waiheke Island five years after construction. The site at the Southern Landfill is likely to be more exposed and have a less benign climate than Waiheke Island and vegetation may be slower growing. However, species used as part of mitigation are to be indigenous plant species adapted to conditions. Supported with proposed animal and plant pest control and management, plants are likely to grow around tracks and platforms within approximately five years after construction. The platforms with their poles will be visible and will be constructed elements within the vegetated hillside, but once they are stained a dark colour that does not reflect the light and is in keeping with the surrounding vegetation, the eye will be less drawn to them. The ziplines may reflect the light, particularly when new and the eye may be drawn to them.

- 8.9 When the ziplines are in use, the eye will be drawn to the activity. Voices of users may also be heard from nearby locations. Notwithstanding, the ziplines and supporting tracks will be viewed in the context and backdrop of the wider landscape alongside existing structures – the landfill below the site, Zealandia perimeter fence and the turbine from some viewpoints, the prominent radar dome and supporting structures, 'Woofington', Hawkins Hill Road and landfill cut off drains and Barking Emu mountain bike track. Taking all these aspects into consideration, **adverse effects** of the zipline on viewers **during operation** at viewpoints close to the site in the context of wider views beyond the site is assessed to be **moderate adverse effects**.
- 8.10 Middle distant viewers are unlikely to view activity or hear voices of users when the ziplines are in use. Vegetation will grow around and against the platforms, the dark staining of platform timber will not reflect light. Light reflecting from zipline cables may be viewed from middle distances depending on conditions. For these reasons, and because the zipline will be viewed against a wider backdrop, the **adverse effects** of the zipline **during operation** on middle distant viewers is assessed to be **moderate to low**.
- 8.11 For viewers at distant and very distant viewpoints, the site is small in the context of expansive panoramic views from these viewpoints. During construction, cleared sites may be discernable as something new, but are not likely to be noticed by a casual observer. During operation, the zipline is likely to be less visible or not seen. The **temporary adverse effects** during the construction period is assessed to be **low**. Permanent adverse effects during operation for viewers at distant or middle distant viewpoints are assessed to be **very low or negligible**.

Assessment of landscape effects

This report also considers the effects of the proposed zipline on landscape character and the biophysical aspects of the landscape.

Landform

- 8.12 During construction, tracks will be constructed from and to the dropoff and pick up locations on Hawkins Hill Road, between Zipline 2 and 3's landing platform and Zipline 3 and 4's launching platforms. Eight platforms will also be constructed (four landing platforms and four launching platforms). This will involve some earthworks and excavation. Platforms are proposed to be accessed from existing ground levels and built over the existing landform, which means changes to the existing landform are reduced. Material excavated during track and platform construction are proposed to be reused on the tracks. During construction, landform modification is assessed to have **temporary moderate to high adverse effects**. During operation of the zipline, slight permanent changes to landform will be limited to tracks and access to platforms. **Adverse effects during zipline operation are assessed to be moderate to low**.

Land cover

- 8.13 During the construction process, vegetation will be removed to make way for tracks and platforms. Tracks are proposed to be a maximum of 750mm wide to reduce impacts on landform and landcover, and vegetation clearance at platform sites are proposed to be a maximum of 20m². Vegetation cover is a mixture of regenerating indigenous plant species and weed and plant pest species, with Darwin's barberry dominating. Gorse is also part of the current vegetative land cover. As part of the construction period, any vegetation removed will be replaced with indigenous plant species that are suited to the site. Trapping and management of pest animals will take place on the zipline site both during the construction period and during the operation of the zipline, and weed and pest plants

managed in order to enhance the 'halo' around Zealandia and increase visitor enjoyment of the zipline experience and an appreciation of the natural character and ecology of the area. During the construction period **temporary adverse effects** are assessed to be **moderate to high** because of removal of plant cover. Once construction is completed and the zipline in operation, effects on land cover are assessed to be **moderate to high beneficial** compared to the current land cover.

Landscape character

- 8.14 The open space of the Te Kopahau Ridgeline, secondary ridgelines, spurs and steep gullies that descend from the main ridgelines will not be affected by the proposed zipline. The platforms will be closed to the public, but the public track that passes through the site will not be affected during zipline operation. It may be closed for short periods during construction of Zipline 1's landing platform and Zipline 2's launching platform because the platforms will be constructed just above the mountain bike track. Operation of the zipline will have no effect on operation of the mountain bike track. Expansive views from the site and experience of the elemental character of this part of Wellington will not be affected. During the construction period, the zipline is assessed to have a **temporary moderate to high adverse effect** on the landscape character of the immediate site because of the presence of machinery, construction material, construction personnel, helicopters bringing material and equipment and removal of vegetation at track and platform sites.
- 8.15 On operation of the zipline and with the recommended mitigation measures, adverse effects in terms of landscape character are assessed to be **moderate to low**. Planting on disturbed parts of the site will be reinstated and enhanced with indigenous planting replacing weeds and plant pests and on-going plant and animal pest management. Structures will have been introduced into the landscape, but they are located below the main and secondary ridgelines and their scale is much smaller in comparison with existing prominent structures on Te Kopahau Ridgeline. After approximately five years, the platforms and tracks are likely to be integrated into the surrounding areas of vegetation. Visitors to the zipline will have the opportunity to experience the elemental character of Wellington's weather, winds and landscape character.

Review against statutory provisions

Open Space B Zoning (Natural environment)

- 8.16 The proposal is for a recreational activity that will bring visitors to the site for short periods when the weather is suitable so that they can experience the natural character, natural environment and open spaces of Wellington while participating in a recreational activity. The construction period of the proposed zipline will mean a disruption to the open space values of a localised area in the short term. The proposal will introduce structures into the existing open space and natural environment, but they are low key and except for the zipline cables are made of materials that will not stand out and will weather in the long term. Excavation and earthworks are proposed to be minimal and apart from vegetation that will be removed to allow for construction of tracks and platforms, existing native vegetation will be retained. The proposal will enhance the reintroduction of indigenous vegetation by replacing introduced plants and weeds with indigenous plant species and by carrying out animal and plant pest control and management.

Ridgelines and Hilltops overlay

- 8.17 Much of the site lies within an identified ridgeline and hilltop. Apart from the drop off site, the site is below the apex of a ridgeline or spur and outside of an area identified as having high visibility within the district and within communities. Earthworks are minimal and any disturbed areas will be planted. Structures are low key and of materials that will mellow over time and can be removed as necessary.

The proposed use of the site is for a recreational activity that will bring a limited number of visitors to the site using the existing road.

Wellington Outer Green Belt Management Plan 2004

- 8.18 The proposed zipline will bring visitors, a recreational activity and a built form into the Outer Green Belt and must be carefully designed, built, operated and managed in order to meet the vision, objectives and policies of the Outer Green Belt Management Plan (OGBMP). Commercial recreation services and eco-tourism are anticipated in the management plan, as long as they contribute to achieving the objectives and policies of the management plan, achieve best practice, do not significantly impact on the natural environment or affect the enjoyment of other users. The location was chosen for its natural scenic values, accessibility, proximity to central Wellington and accessible steep topography with opportunity for a zipline with appropriate falls and places for launching and landing, is near the CBD and has additional values that attract users and provides opportunity for people to experience the landscape, flora and fauna of the Outer Green Belt. Landform modification is minimal because of the naturally steep topography that allows for zipline falls.
- 8.19 The site lies within Sector 7 of the OGB and the landfill and landfill buffer management areas. Structures in this sector of the Outer Green Belt are not unusual. The zipline does not affect public access for walking, mountain biking, running or sightseeing and is unlikely to impact adversely on these recreational activities. Proposed planting and plant and animal pest management will help enhance the secondary and potentially narrow ecological corridor from the south coast along the main ridgeline to Polhill Gully should the landfill expand. Developing strong ecological linkages along the main ridge to the South Coast and Zealandia sanctuary is an objective of Sector 7.
- 8.20 Other objectives and policies of the OGBMP that the proposal meets include placement of platforms and tracks below tops of ridges and spurs and plant and animal pest control. The proposal brings people to the OGB, constructs the zipline in such a way that it minimally changes the physical environment and locates the zipline in the OGB because of its steep terrain, proximity to the CBD and accessibility.

Summary of Effects

Temporary effects during construction

	Effects on Visual Amenity	Landscape effects
Type of Effect	adverse	adverse
Significance of Effect	Distant to very distant views - low Middle distant views – moderate to high Close views – high	Moderate to high
Comment	Construction activity in an area where the only current activity is mountain biking along Barking Emu track and vehicles and walkers on Hawkins Hill Road.	Excavation and removal of plant cover.
Mitigation	Structures including tracks, platforms and ziplines constructed below the Te Kopahau main ridgeline and below secondary ridgelines and spurs	

- Tracks hand built to the fullest extent possible to reduce earthworks and damage to existing vegetation
- Material excavated during platform construction used for track construction
- Platform sites kept to 20m² where possible
- Materials for construction of platforms and ziplines brought to the site by helicopter
- Indigenous plant species replace plants removed during construction
- New plants staked and sheltered where necessary.

Effects during Operation

	Effects on Visual Amenity	Landscape Effects
Type of Effect	adverse	Adverse to beneficial
Significance of effect	Distant views - very low to negligible Middle distant views – moderate to low Close views – moderate	Moderate to low adverse Moderate to high beneficial
Comment	Platforms, ziplines and activity may draw the eye and attention to the site.	Vegetation will have filled any gaps created and animal and plant pests reduced.
Mitigation/ Remediation	<ul style="list-style-type: none"> · Zipline users brought to the site and on average the maximum number of users at any one time to be 10 people plus two operators. · Likely average of 10 visits per day. This maximum would be when weather conditions are favorable and when demand is high e.g. during cruise ship visits. · Structures including tracks, platforms and ziplines below the Te Kopahau main ridgeline and below secondary ridgelines and spurs · Platform sites and gaps in vegetation next to tracks planted · Platforms and poles stained or painted a dark colour so that they are in keeping with their setting and do not reflect light · Tracks a maximum 750mm wide · Control and management of animal and plant pests with a focus on Darwin's barberry and gorse and their replacement with indigenous plant species. 	

9 Conclusions

- 9.1 Overall, the effects are assessed to be acceptable, once the recommended mitigation measures have been put in place.
- 9.2 The proposed mitigation measures are consistent with the Open Space B zoning and objectives and policies of the OGBMP. The site lies within the landfill and landfill buffer area west of the Southern Landfill. Structures in this area are not unusual. Commercial recreation and eco-tourism is anticipated in the OGRMP and the proposed activity will bring visitors to this part of the Outer Green Belt. The section of Barking Emu mountain bike track where it passes through the site may be temporarily closed during construction of Ziplines 1 and 2, but otherwise the open space of the site will not be affected during the construction period and on operation of the zipline. Removal of pest plants and their replacement with indigenous plant species along with planting in any gaps created during the construction period and pest animal management will contribute to the 'halo' around Zealandia sanctuary and the ecological corridor between the south coast and Pollhill. In this way the project will bring beneficial effects.
- 9.3 The construction period will have a temporary moderate to high effect on visual amenity for users of Hawkins Hill Road, residents at 268 and 360 Hawkins Hill Road and mountain bikers on Barking Emu track where it passes through the zipline site. For viewers who are further away, construction of the zipline will have lower levels of adverse effect.
- 9.4 During operation, the effect will vary depending on whether viewers enjoy viewing recreational activity in this location or whether the structures and activity reduce their enjoyment. Effects during operation

for viewers close to the site are expected to be moderate and for viewers further away moderate to low or very low to negligible.

- 9.5 The site lies within the Ridgelines and Hilltops overlay in Wellington City Council District Plan, although it is outside the area of high visibility. Visibility of the site is reduced somewhat by the north/south ridgelines that descend from below the Brooklyn turbine and lie between the site and viewers in northern parts of Brooklyn including Ashton Fitchett Drive and all but the southern end of Mitchell Street in Brooklyn and The Ridgeway in Morningside. Likewise, visibility is reduced by the ridgeline that descends from the main Te Kopahau ridgeline on the southern side of the site. This ridge lies between southern parts of Morningside and Kingston and the site except for the drop off area and the track down to the first zipline. The location of the site is visible from a wide area, but once mitigation has been carried out, zipline structures and recreational activity that takes place is unlikely to be viewed by casual viewers from middle to distant viewpoints.

Appendix G Initial Safety Management Plan

Wellington Zipline Adventures Health and Safety Guidelines

Safety is at the heart of Wellington Zipline Adventures business. In common with a wide range of adventure tourism businesses in New Zealand we will be subject to the provisions of the **Health and Safety Act (Adventure Activities) Regulations (2016)**.

Under legislation introduced in 2011 and often referred to as the Adventure Activities Regulations, operators who provide certain activities, including ziplining, must be audited and registered with Work Safe NZ. To become registered under the Adventure Activities Regulations, operators must go through a number of steps. These include preparing paperwork that details their safety management system and operating procedures, then working with a Work Safe approved auditor who checks that paperwork is fit for purpose and follows it up with an onsite field audit or audits. Once an operator passes this audit, they are considered by the Work Safe NZ Registrar before becoming registered. The registration is valid for 3 years and an auditor will prescribe a 'surveillance audit' schedule, which will usually include a further field audit, on each anniversary of registration.

Wellington Zipline Adventures Safety Management Plan (SMP)

The Wellington Zipline Adventures plan, and its attendant documents, broadly follows the format prescribed in Safety Audit Standards for Adventure Activities version 1.1. The Wellington Zipline Adventures SMP will potentially comprise of but not be limited to the following 10 key documents and their attendant annexes:

- 1) Safety Management Plan
- 2) Hazard Register
- 3) Process based Hazard Register
- 4) Standard Operating Procedure (SOP) – Tour Operations
- 5) Standard Operating Procedure (SOP) – Bush Walks
- 6) Standard Operating Procedure (SOP) – Radio Procedures

- 7) Standard Operating Procedure (SOP) – Set Up & Pack down
- 8) Standard Operating Procedure (SOP) – Inspections
- 9) Standard Operating Procedure (SOP) – Incidents & Emergencies
- 10) Standard Operating Procedure (SOP) – Passenger Vehicle Operations
- 10) Incident & Accident Register

Safety Management Plan

The Safety Management Plane will comprised of, but not be limited to the following sections:

- 1) **Wellington Zipline Adventures – activities and organisation**
This section discusses the organisation’s history, location, ownership and management structure and is designed to give readers, and particularly new employees, an overview of how the business is structured.
- 2) **Wellington Zipline Adventures board of directors’ safety commitment and targets**
This section establishes the company directors' commitment to providing a safe environment and underpins our commitment to an open culture within the business.
- 3) **Health & Safety Goals and Targets**
Based upon developments in technology, issues or incidents elsewhere in the industry or in response to patterns in our business we set and monitor our annual safety targets.
- 4) **Organisation Structure**
A chart and narrative designed to allow the reader to quickly establish the roles and reporting structures within the business.
- 5) **Safety Policy Statement**
This section details our specific commitment to the provision of a safe environment for our employees, customers and contractors alike. It sets the standard by which the business will be measured, both internally and externally.
- 6) **The safety culture within Wellington Zipline Adventures**
We will perennially talk about an open culture at Wellington Zipline Adventures. In this area we reinforce this message and particularly in so far as this culture conveys

both rights and responsibilities on everyone in our business, from the most junior to senior.

7) Planning for Safety

A good safety record isn't an accident and in our annual plan we set out, unequivocally, the key targets and deadlines for the coming 12months. As with the safety goals and targets (at 3, above) our attainment or progress is measured, and reported up on to the board, by our full-time Safety Systems Manager.

8) Maintenance and Review of Safety Management System

This area details how and when the SMP will be reviewed, how changes will be approved and documented and how such changes will be communicated throughout the business.

9) Identification of regulations and legislation

This area identifies both the formal industry standards by which we work (e.g. ACCT Standards, HSAW, etc.), and there commendations or policy documents developed by our peer organisations (e.g. Activity Safety Guidelines). These documents are identified to allow the reader, and specifically our employees, to quickly and easily reference or source information.

10) Qualifications and Syllabi

In this section we detail the organisations that we hold suitable to award qualifications or provide formal training specific to the various roles within Wellington Zipline Adventures.

11) SMP Documents, Document Control and Document Revision

Within this area we establish the integral elements of the overall Wellington Zipline Adventures SMP, how these documents will be stored and distributed and when, how, and by whom they'll be revised.

12) Health & Safety Policy

This section covers, in detail, the company's health and safety policy and how it is influenced both by legislation and established good practice within the industry.

Specifically it addresses the key pillars of the business's health and safety system and notably:

- Hazard Identification and Control Policy
- Information & Communication Policy
- Training & Supervision
- Accident or Incident Investigation & Reporting

13) Health and Safety Responsibilities

A narrative discussion of the various responsibilities for personnel at all levels of the business.

14) Personnel, Training and HR

This very detailed section of the plan addresses a broad range of topics. It specifically lays out the levels of guide qualification available and how guides can progress from a probationary guide through two further levels of qualification; where after management or supervisory roles can become available. In addition the Personnel, Training and HR section covers, in detail:

- Guide Characteristics
- Job Descriptions
- Induction Training
- Shadowed Tours
- Periodic Field Monitoring & Appraisal
- Uniform & PPE
- Employee Appraisals

15) Annual Safety Forum

Annually in August we close the business for two days to conduct a safety forum, at which attendance by all our staff is mandatory.

16) Monthly Staff Meetings

This section discusses our monthly staff meetings. A review, and discussion, of the preceding month's incident reports is perennially the first agenda item at these meetings.

17) Drug & Alcohol Policy

Within this part of our SMP we lay out the company's position on the recreational use of drugs and alcohol, introducing our provisions for pre-employment and (mandatory) random drug testing.

- 18) **Customer Complaints**
- 19) **Terminology**
- 20) **SMP Revisions Table**

In the event that Wellington Zipline Adventures is successful through the consent process, the Safety Management Plan (SMP) we will implement will broadly follow the tried and tested model detailed above. However, recognising there are nuances in the legislation, and indeed best practice, we would appoint an appropriate industry expert to review our SMP prior to opening and then on an ongoing basis during the life of the venture.

Insurance

Wellington Zipline Adventures must effect on or before the commencement date and keep current during the agreed lease term insurance policies covering;

- Public and Product Liability insurance for an amount not less than ten million dollars (\$10,000,000) in respect to any single accident
- Industrial special risks;
- Workers compensation; and
- Industry related insurance for zipline operation (if applicable)

Key Outside Consultants

Richard Keenan, Novare Design Engineers (Design and Structural Engineers)

Novare Design is a New Zealand based company of civil and structural engineers providing superior service nationally and throughout Asia and the Pacific. Besides challenge ropes course and zipline development their expertise includes buildings, bridges, civil and

infrastructure sectors. Novare Design has gained an enviable reputation for delivering solutions that exceed our expectations. They have collaborated with us on over 20 projects in New Zealand and Asia.

Todd Karipa (Health and Safety)

Todd has been involved in the New Zealand outdoor sector across a variety of disciplines since 1997. His roles have included guiding, instructor training and operations management. Since 2014 Todd has been an Adventure Activity Regulations Auditor and technical expert for High ropes, swing and recently Zipline operations. Todd is a roving Assessor for Skills Active Aotearoa (Industry Training Organisation) in Outdoor Recreation, Adult Education and First Line Management, and safety adviser for adventure activities. His roles include:

- Lead Auditor Adventuremark (Formerly QSI)
- Technical Expert for Outdoorsmark (to be Qualworx)
- Worksafe NZ (New Zealand Government Regulator)
- Advising operators on the requirements of the Adventure Activity Regulations
- Reviewing, evaluating and providing feedback on Safety Management Systems
- Preparing operators for stage two audit

Rich Klajnscek, Sea Fox Consulting

Rich Klajnscek is a well-known and well regarded leader in multiple disciplines of the challenge course/zipline industry. He is a licensed mechanical engineer who has designed, built, inspected and trained on scores of challenge courses and ziplines over the past twenty seven years.

Rich has been a leader in the Association for Challenge Course Technology (ACCT) since ACCT's formative years in the early 1990s (Note: ACCT is the leading trade association in outdoor adventure). Specifically, Rich led the charge to standardise and continually improve safety and other standards as Chair of the Design, Performance and Inspection (DPI) Standards Committee of ACCT from 2004 to 2016. Rich now chairs ACCT's new Standards Development Committee and also participates in the American Society for Testing and

Material's Aerial Adventure Course Standards effort. Rich spent 17 Years at Project Adventure in Massachusetts, during which time he became a challenge course industry innovator and leader. In 2007, he started his own company, Sea Fox Consulting, where he is sought after for his expertise in commercial zip line and aerial adventure projects.

Rich has consulted on and inspected many other zipline tours in the USA and Canada, including Navitat Canopy Adventures, Asheville, North Carolina; Gravity and Treetops at Adventures on the Gorge, West Virginia; Zip Zone in Columbus, Ohio; Zip Lines Hilton Head, South Carolina; Harpers Ferry Canopy Tours and Mega Zip, West Virginia; Long Hollow Canopy Tour, Galena, Illinois; Captain Zip Line, Salida, Colorado; and Amazing Zip Lines, Winnipeg, Manitoba.

Appendix H Initial Traffic Management Plan

WELLINGTON ZIPLINE ADVENTURES
TRANSPORTATION GUIDELINES
Wellington City to Te Kopuhau Reserve

Organisation	Wellington Zipline Adventures	
Contact Number	0800 well zip	Mark O'Connor/Karl Ratahi
Description of Activity	Transportation of Wellington Zipline Guests to Te Kopuhau Reserve	
Routes	From Wellington City to Te Kopuhau reserve	
Proposed Traffic Activity Hours	9:00am – 6:00pm (7 days per week) 2 traffic movements per hour Up to 24 vehicle movements (12 trips) per day in summer months	
Street/Route Names	(City Streets) Todman Street Mitchell Street Karepa Street Ashton Fitchett Drive Hawkins Hill Road	
Vehicles	Toyota Mini Bus – 12 Seater	

Speed Limits	30 – 50km/h
Proposed Tour	Guests will be picked up in the central city, fitted with PPE and transported to the site. The minibus will pull off the road near the Radar and Communications Emergency Generator on Hawkins Hill Road and guests will walk to the first zipline launching platform below the road via an upgraded existing track. The minibus will be driven back along Hawkins Hill Road to the pickup area approximately 100 metres from the Hawkins Hill Road/Southernthread Road junction.
Site Access	The site is accessed from the wind turbine carpark and right of way along Hawkins Hill Road. The road is used to access private land on the western side of Hawkins Hill Road, by tourist operators to access the south coast and to access various built infrastructure to do with radar and communications on Te Kopahau Ridge.
Workplace Safety	<p>The Health and Safety at Work Act 2015 (HSWA) focuses on work ‘activity’ rather than on the physical workplace, defines duties and duty holders, facilitates effective worker engagement, and fosters a co-operative and consultative relationship between duty holders. Health and safety leadership is critical. It requires a focus from the top just like any other business risk, and managing it well is good for both your business and workers.</p> <p>HSWA overlaps with transport regulations requiring transport operators to do what is reasonably practicable to ensure the health and safety of their own workers and anyone else who may be put at risk by the work activity, such as passengers and other road users. This includes ensuring you have safe vehicles and safe and healthy drivers. It's important that Wellington Ziplines Adventures and staff members understand their roles, duties, and key principles and make sure they discharge their duties properly.</p>
Company Obligations	<ul style="list-style-type: none"> • Develop a Wellington Zipline Adventures Health and Safety Management Plan – Safe Driving Policy (in consideration with other users) • Understand and Exceed The Land Transport: Operator Licensing Rule 2017 • Understand and Exceed The Land Transport Rule: Passenger Service Vehicles 1999 • Provide vehicles that meet high safety standards before you can operate them in a passenger service. These include registration and annual licensing requirements, and routine certificate of fitness (CoF) inspection • Provide relevant MITO, defensive driving and peer assessment opportunities for Staff members • Ensure staff members have Small Passenger Vehicles license

	<ul style="list-style-type: none"> • Provide and review daily vehicle log books • Advise the Transport Agency of any serious improper behaviour. This includes (but is not limited to) violence, assault, sexual offences, and driving while under the influence of alcohol or drugs • Review Wellington Zipline Adventures Health and Safety Management Plan – Safe Driving Policy annually
Staff Requirements	<ul style="list-style-type: none"> • Hold a current and valid Small Passenger Service license • Hold a current and valid P (passenger) endorsement • Display a personal ID card • Complete a daily log book • Attend relevant MITO, defensive driving and peer assessment courses • Operate within the intent of Wellington Zipline Adventures Health and Safety Management Plan – Safe Driving Policy.
Complaints Procedure	<ul style="list-style-type: none"> • Record the name, address, and contact details of the person making the complaint • Record the date, time, and location of the event • Record Identity of the driver/vehicle • Record details of the complaint • Record the name of the person taking the complaint and the date/time it was received • Detail what action has been taken as a result of the complaint and who took that action • Record that the complainant has been advised of the result • Record documents such as the letter or a printout of the complaint, and any letter or email communication with the complainant.
Other Users of Hawkins Hill Road	<p>Recreational activities are walking, mountain biking and associated activities such as orienteering and sightseeing using Hawkins Hill Road and the mountain bike track that runs below the road on its eastern side and known as the Barking Emu. The wind turbine is a visitor attraction and has an information centre and carparking. The track along the outside of Zealandia’s fence is used for walking and mountain biking.</p>
Route Monitoring	<p>All access roads and parking laybys will be continuously monitored by the Wellington Zipline Adventures staff, including documenting traffic volumes, weather and road conditions and other users.</p>
Future Considerations	<ul style="list-style-type: none"> • Security access through Hawkins Hills gate

	<ul style="list-style-type: none"> • Access to Right of Way • Right of Way developments, upgrades and road markings • Signage
--	--

Appendix I Inspection Plan

Wellington Zipline Adventures Inspection Schedule

	INTERNAL	EXTERNAL INDEPENDENT	HEADRUSH SERVICE AGENT
Daily Visual Inspection	✓		
Weekly Visual Inspection	✓		
Monthly Visual Inspection	✓		
Bi-Annual Inspection Audit		✓	
zipSTOP Recertification's			✓

Additional Notes:

- Wellington Zipline Adventures site safety manager will manage the daily, weekly and monthly visual inspections.
- An independently certified Association for Challenge Course Technologies Inspector will undertake bi-annual visual and tactile inspection audits.
- A certified Headrush Service agent will complete the annual zipSTOP brake devices recertification.

Wellington Zipline Adventures Daily Visual Inspection Checklist

Inspection Date:

WZA Representative:

.....

<i>Clearways</i>	Z1	Z2	Z3
Non-encroachment zone and clearway along entire length of the Zip Lines identified and clear of obstructions and vandalism			

A Deck/ Take off platform

Loading podium in place and functional, No sharp edges or wood splits			
Take-off end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; yellow safety covers in place			
Take-off end ground anchors eyes: No visible signs of damage, distortion; anchor eyes clear of soil and vegetation			
Take-off end attachment brackets in place and functional; bolt threads visible past nuts			
Take-off end swaged cable terminations and back up loops in place and functional; rapid links closed			
Zip stop cable take off end Swaged Cable Terminations and Back Ups in place and functional			
3 deck safety lanyards in place and functional			

Guide Rescue Kits

Stowed on A decks. Seal unbroken with tag up to date.			
---	--	--	--

B Deck/ Landing Platforms

Alloy dismount ladders in place and functional			
Stairs are clear of obstructions and functional			
Landing end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; safety covers in place			
Landing end ground anchors: No visible signs of damage, distortion. Anchor eyes clear of soil and			

vegetation			
Zip Line landing end attachment bracket in place and functional; bolt threads visible past nuts			
Zip Line landing end wire rope clip terminations and back up loop in place and functional; rapid links closed			
Zip Stop landing end Cable Grip Terminations and back up loop in place and functional			
Zip Stop Retractable Line and Ropes – Retracted and lines clear			
Wooden back up stopping block or “Lego” block is tight and correctly positioned on the cable and the prussic stop is a meter in front of the wooden block and firm			
Deck lanyard yoke, 2 white ropes, telescopic pole and throwing rope all set up and functional			
Check EAD brake pads and catching hook. Check butterfly insert and all pulleys are running freely. Check the superbraid eyelet connections.			

Wellington Zipline Adventures
Monthly Visual Inspection Checklist

Inspection Date:

WZA Representative:

Clearways	Z1	Z2	Z3
Non-encroachment zone and clearway along entire length of the Zip Lines identified and clear of obstructions and vandalism. Please note which line had the close inspection Left or Right			

Guide Rescue Kits (A decks)

Break seal (cable tie) check all kit present and functional. Swap out trolleys. Reseal with a zip tie, date and sign please.			
--	--	--	--

Carabineers – check gates open and close correctly.			
Lanyards, Ropes and Prussic – Check for wear and abrasion. Check stitching.			
Swap out ID & check it's in good working order. The New ID going in should have its knots re tied.			

A Deck/ Take off platform

Take-off end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; yellow safety covers in place			
Poles- Note signs of vertical splits and horizontal cracks, lifting or decay at base, Poles in vertical position			
Access Stairs and Handrails - Securely fastened and functional. No sharp edges or wood splits. Anti-slip strip in place and functional. Gates open, close and lock correctly. Warning signs are clearly visible			
Loading podium in place and functional, No sharp edges or wood splits.			
Take-off end attachment brackets in place and functional; bolt threads visible past nuts			
Take-off end swaged cable terminations and back up loops in place and functional; rapid links closed			
Zip stop cable take off end Swaged Cable Terminations and Back Ups in place and functional			
Deck safety lanyards in place and functional			
Main Cables - No broken fibers, cable not kinked, flattened or distorted. No visible signs of rust or corrosion. First and last 20m most important. Please note if only 1 line has the thorough eye to eye check note left (L) or right (R) line when ticking.			

B Deck/ Landing Platforms

Alloy dismount ladders in place and functional			
Access Stairs and Handrails - Securely Fastened and functional. No sharp edges or wood splits. Anti-slip strip in place and functional. Gates open, close and lock correctly. warning signs are clearly visible			

Poles - Note signs of vertical splits and horizontal cracks, lifting or decay at base, Poles in vertical position			
Landing end guy cables: Clear of vegetation and visible along entire length; termination wire rope clips in place; safety covers in place			
Landing end ground anchors: No visible signs of damage, distortion. Anchor eyes clear of soil and vegetation			
Zip Line landing end attachment bracket in place and functional; bolt threads visible past nuts			
Zip Line landing end wire rope clip terminations and back up loop in place and functional; rapid links closed			
Zip Stop landing end Cable Grip Terminations and back up loop in place and functional			
Zip Stop Retractable Line, Ropes and Trolley – Retracted and lines clear, no breaks in the line, rope, outer core or fraying, knots secure, zip stop trolley functional and free from excessive wear, fastenings tight, wheel's free. Full system inspection, climb out to top pulley. Change rubber stops if necessary.			
Wooden back up stopping block is tight and correctly positioned on the cable, prussic stop is a meter in front of the wooden block and firm			
Deck lanyard yoke, 2 white ropes, telescopic pole hook and throwing rope all set up and functional			

Guest Attachment Systems

Pulley: sheaves (wheels) running smoothly with no side-to-side or lateral movement and smooth turning; excessive wear or damage to attachment eyes. Disassemble pulley & check for stress fracture on vertigo carabineers. Reassemble & have 2 nd Guide check	Check	Double Check
Carabineers: gates open, close and lock correctly	Check	Weight Test
Lanyards: Take steering sticks off, check for wear, abrasion, and stitching integrity, spray steel carabineers with silicon lubricant.	Check	Weight Test
Harnesses: check for wear, abrasion, stitching integrity and buckle operation. Including Guide Harnesses please & First Aid Kits.		N/A
Helmets: shell, cradle and clips intact and function correctly		N/A

Inspections

While daily inspections of supervised Zip Wire may not be practical, inspection of the Zip Wire must be made at regular intervals. The period between inspections will depend on the use, condition and exposure to damage of the Zip Wire, **but must not exceed 4 weeks (directors to decide)**

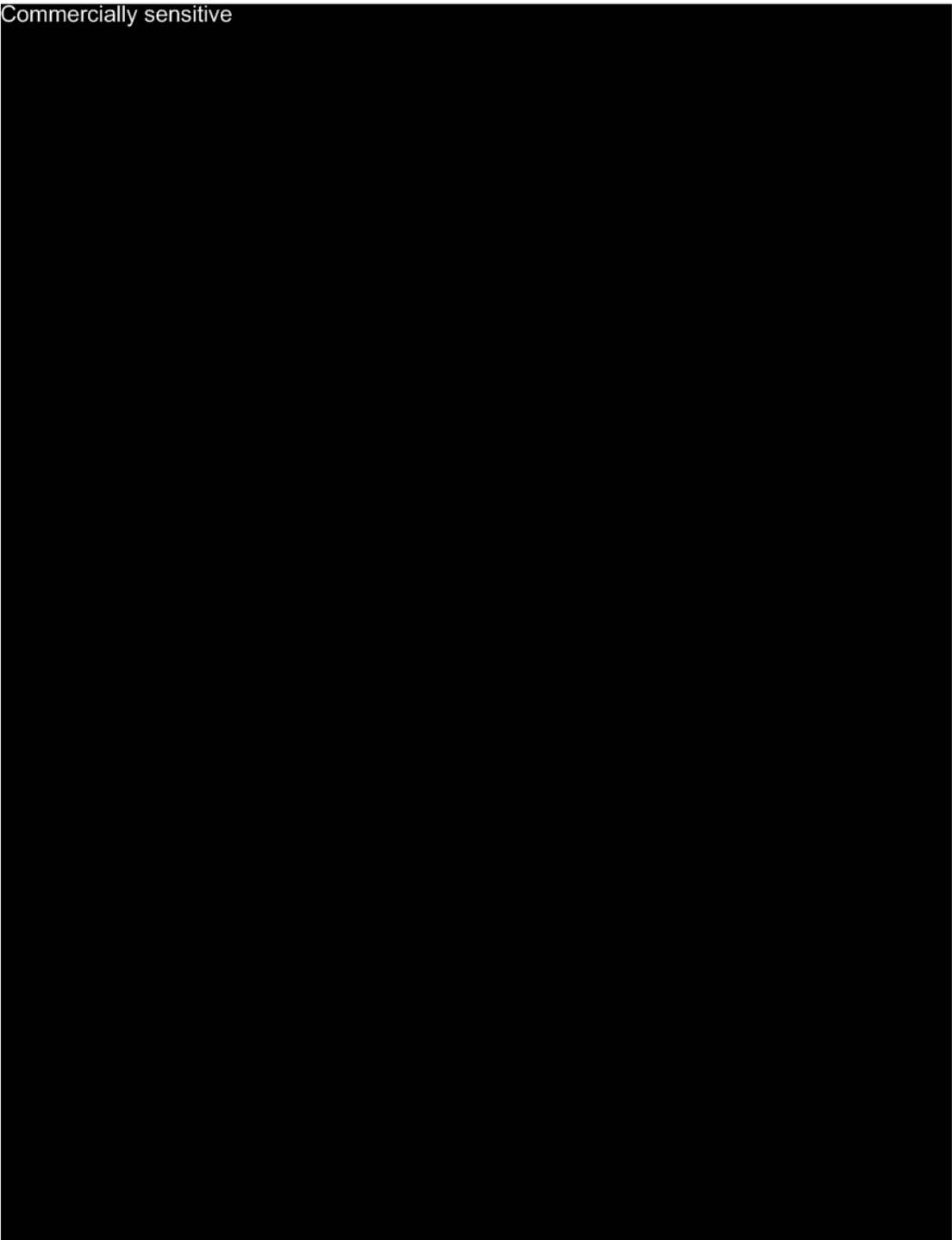
- Visually inspect the support poles and associated structures for cracks, splits, wear or tear or damage
- Visually inspect the cables for broken fibres, kinks, flattening, distortion or corrosion
- Visually inspect all eye bolts and threaded rod tighten as required
- Visually inspect all thimbles, cable clamps, and swaged ferrules
- Visually inspect guy anchors and guy cables along with the associated termination hardware
- Visually inspect the pulley, seat, chain lanyard and connections

Retirement Criteria

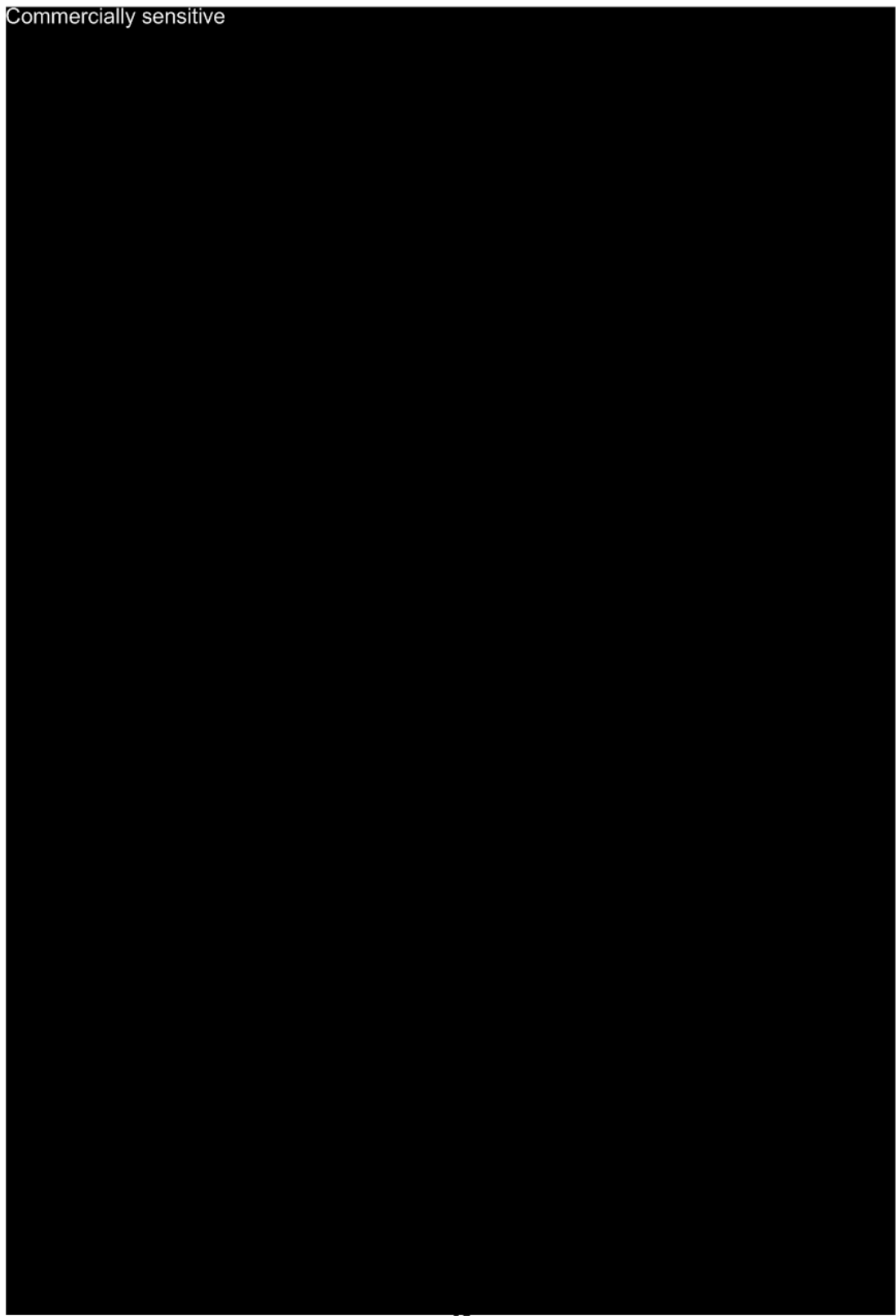
- Cables that have 10 or more broken fibres within 100mm , kinks, flattening or visible signs of rust
- Attachment mallion rapide links and chain lanyards that have 25% or more wear
- Nut Eye Bolts, guy anchors that have 25% or more wear
- Pulley has excessive wear or damage to sheaves, guide plates, cheeks, bearings or rivets

Appendix J Financial plan

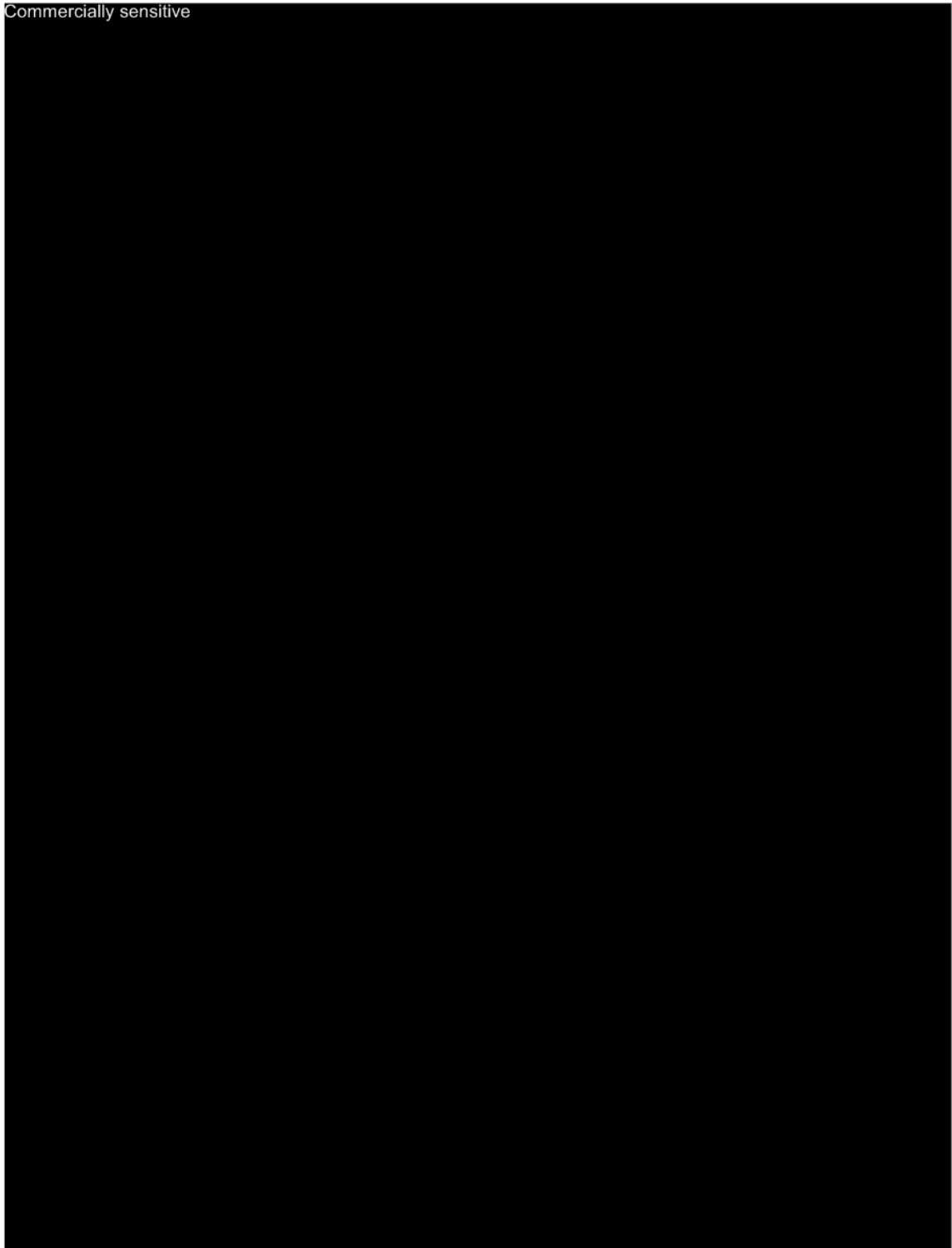
Commercially sensitive




Commercially sensitive



Commercially sensitive



Commercially sensitive



Consultation on the granting of an lease and/or licence for the construction and operation of a Zipline venture within the Southern Landfill and the Outer Green Belt

Purpose of the consultation

To seek input from the community and other interested parties on the granting of a lease and for the construction and operation of a Zipline venture within the Southern Landfill and the Outer Green Belt. This is a joint consultation exercise with Wellington Zipline Adventures (WZA).

Consultation period – From 2018 until 2018 (4 – 5 weeks)

WCC Significance and Engagement policy - Project significance – Low

Recommendation is to “**Involve**” the public in the process.

Engagement process

Current status

WZA has directly engaged with a number of stakeholders, including the surrounding residential area, including:

- Residents along Hawkins Hill Road and Southernthread Road
- Zealandia
- WREDA
- Brooklyn Trail Builders
- Airways Corporation
- Long Gully Station
- Woofingtons
- Meridian
- Natural Heritage Trust
- South Coast Seal Safaris

WZA has obtained feedback on key issues of the community through phone calls, emails, face to face meetings. Feedback received has assisted with confirming key issues requiring attention as part of this application.

Feedback has confirmed issues by the community that will need to be sensitively managed during the construction and operation of the Zipline venture, and related to the site being accessible via Hawkins Hills Road. Of the one objection to the proposal, noise was cited as a concern. Issues and concerns raised are addressed through the application and as part of any lease and/or licence for the Zipline construction and activity.

Key stakeholders contacted and to be kept up to date with progress include are listed in the Stakeholder Engagement Table with the WZA proposal.

Approach to formal consultation

Following on from the early engagement a period of formal consultation is now required as part of WZA applying for a lease under the Reserves Act 1977.

The focus will be on providing comprehensive information about the proposed construction and operation through the Council's website, static information on site, and a public open day. In particular the mitigation required to enable it to proceed.

The key stakeholder groups identified above and others will be offered an opportunity to discuss the proposal directly with Council officers.

Planned activities

- Letters to key stakeholders advising them of the process and planned key activities, offering officers meet with them and directing them to further information
- Preparing online web based material/summary document. The web based material will link submitters to the WZA proposal
- Provide a sign at Hawkins Hill Road to outline what is proposed with advice on how to find more information about the proposal and how to make a submission. These will remain on site for the whole consultation period.
- Formal notice of the consultation period in the Dominion Post.

Submissions

Submissions will be received in a variety of ways including:

- Electronically through the website or by email.
- Written submissions
- Oral submission
- Feedback recorded from stakeholder meetings and drop in sessions

Oral hearings will take place as required under. These will be heard by City Strategy Committee (CSC).

The submissions will be analysed and reported back to City Strategy Committee in early 2018. The Committee will make a final decision on the proposed easement and licence.

The community may have a further opportunity to make submissions on the proposed development through the resource consent process under the Resource Management Act (RMA) should the consent application be processed through public or limited notification. The RMA process will provide further detailed consideration of potential and actual effects on the wider environment such as noise and traffic during construction.

DEPUTY MAYORAL TRAVEL REPORT - CANBERRA

Purpose

1. This report provides the City Strategy Committee (CSC) with a report following travel to Canberra between 5 – 8 October 2017.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.

Background

2. In February 2016, Singapore Airlines announced it would commence flights between Singapore, Canberra and Wellington. These flights commenced on 21 September 2016.
3. Following that announcement, the Wellington City Council (WCC) and the Government of the Australian Central Territory (ACT) commenced work towards the development and agreement of a sister city relationship. Now formalised, the sister city agreement sets out a high level framework of cooperation in a number of key areas of mutual interest between Wellington and Canberra. These are:
 - Cultural exchange that connect arts communities, events development and national institution engagement.
 - Partnerships that facilitate tourism promotion, marketing and product development.
 - Collaboration and knowledge sharing about urban renewal and sustainable growth.
 - Supporting engagement through innovation and technology start-up ecosystems.
 - Collaboration on opportunities to secure events, grow partnerships and participation in sport.
 - Programs that support opportunities for first people and indigenous exchange.
 - Biodiversity initiatives and nature based partnerships.
 - Mutual exchange regarding smart city technologies and implementation.
 - Collaboration on community services and affordable housing solutions.
 - Collaboration on capital civic programs including sustainable transport solutions.
 - Mutual exchange regarding renewable / sustainable energy supply.

- Mutual exchange of delegations that connect Wellington City Council and the ACT Government.
 - Mutual exchange of delegations that connect business of each city.
4. A number of actions have already been taken:
- *VisitCanberra* has commenced marketing tourism opportunities in Wellington.
 - A Memorandum of Understanding has been developed to foster cooperation between Wellington's Tech-Hub Collider and Canberra's CBR Innovation Network.
 - A Memorandum of Understanding has been agreed between Zealandia and Mulligan's Flat Woodland Sanctuary.
 - A Memorandum of Understanding has also been agreed between the Wellington and Canberra Chambers of Commerce under the auspices of the Sister City agreement.
5. Officials in Wellington and Canberra are currently cooperating to deliver several new elements consistent with the Sister City Agreement:
- A draft Memorandum of Understanding is being negotiated between officials in Singapore, Canberra and Wellington for the Wellington Botanic Gardens, Canberra's National Arboretum and the Botanic Gardens of Singapore.
 - A draft Memorandum of Understanding is being negotiated between officials Wellington and Canberra with sector representatives for Screen Wellington, Screen Canberra and officials in Singapore.
 - A draft Memorandum of Understanding is being negotiated between officials in Wellington and Canberra with sector representatives for Wellington's Biz Dojo, Canberra Innovation and officials in Singapore.
 - With support from officials in Canberra and Singapore and representatives of the Transtasman Business Circle are developing a proposal for a "Three City Event" in mid-September 2018.

Wellington Week in Canberra

6. WCC Officials worked with ACT Officials to develop and agree the implementation of "Canberra Week" in November 2016. Canberra Week was designed to showcase Canberra's arts, culture, innovation, tourism and sports sectors.
7. Canberra Week was scheduled to occur during the week of 14 November 2016 and was to deliver 32 separate events, supported by around 100 officials and staff from the ACT at a cost of around \$AUD500,000 in direct and indirect expenditure in Wellington.
8. The commencement of Canberra Week coincided with the Kaikoura earthquake. Despite some consideration being given to continuing a rapidly revised programme, WCC and ACT officials agreed to cancel all but one event, a ceremonial wreath laying at the Australian Memorial at Pukeahu Park.

9. Since then, discussions have continued between WCC and ACT to deliver on reaffirmed commitments from Mayor Lester and ACT Chief Minister Andrew Barr to deliver a “Wellington Week” in Canberra and a “Canberra Week” in Wellington.

Discussion

Capital collaboration – “CapitalCollab”

10. To celebrate the city relationship with the two neighbouring capitals and as part of standing commitments to deliver an “on the ground marketing event” in Canberra, the Wellington Regional Economic Development Agency (WREDA) delivered “*CapitalCollab*”.
11. A partnership between WREDA, Dionysis and NewActon Precinct brought together the tastes of two great cities—Wellington and Canberra. Set in Canberra’s recently completed inner-city precinct, *CapitalCollab* provided the best of two cities in one location for a showcasing of Wellington’s food, beverage and entertainment.
12. A laneway kitchen from Egmont Street Eatery chefs Rob Essenburg and Simon Pepping, who recently collaborated with Melbourne Restaurant Cumulus, was a central attraction with food selling out before the end of the event.
13. Coordinated by Wellington’s Beervana event managers, a pop-up bar served award-winning craft beer from Garage Project, Choice Bros, Kereru and Fork Brewing Beers as well as wine from award winning Wellington region winery, Escarpment.
14. Canberra Wines were also present to host tastings while NewActon’s surrounding restaurants served street food and specialty beverages. The soundtrack to the afternoon came from DJs and live musicians from both cities, including Wellington artist Eva Prowse.
15. Destination Wairarapa took part in support of the event with a stand and a chance to win a trip for two to the Toast Martinborough wine, food, and music festival this November – worth more than \$2,500!
16. Local Canberra media were positive and supportive with strong free coverage leading up to the event and interviews for the delegation. This raised awareness in addition to cost-effective social media and online marketing activities led by WREDA and Dionysis.
17. Initial expectations contemplated about 800 – 1,000 visitors throughout the event. However, it is estimated that about 2,000 people attended throughout the day. Participant business from both Wellington and Canberra are very pleased with the event as a showcase of their products and have endorsed the approach taken by WREDA in delivering the event.
18. The event was hugely successful in that it was high profile and high impact, with strong support from attendees. Significant interest in Wellington already exists by virtue of marketing of Singapore Airlines’ flights between Canberra, Wellington and Singapore and there was greater than anticipated awareness of Wellington and the surrounding region as a visit destination.
19. Wellington’s investment from civic, agency and the private sector, is paying dividends with respect to raised levels of awareness and a strong appreciation for Wellington’s offering to Australia and the rest of the world.

Civic acknowledgement

20. A formal event bringing together leaders, supporters and key organisations involved in the delivery of aspects of the Wellington-Canberra relationship was held at New Acton's Nishi Gallery.
21. The event sought to acknowledge the work of organisations, including:
 - Canberra Airport
 - Singapore Airlines
 - Canberra Innovation Network
 - VisitCanberra
 - InvestCanberra
 - Canberra Business Chamber
 - Local Canberra Businesses
 - Local Wellington Businesses
 - ACT Government
 - WCC
 - WREDA.
22. Speaking on behalf of the ACT Government, Chief Minister Andrew Barr praised the focus, energy and commitment of participants on both sides of the relationship to deliver on the Sister City Agreement. He also referred to genuine relationships that have been built between the ACT Government and WCC and that these personal commitments to success were a significant reason for tangible results, such as increased trade, reduction of impediments, formation of new relationships and increased tourism.
23. ACT's Commissioner for International Relationships Brendan Smyth reiterated the words of the Chief Minister and acknowledged that the personal relationships between the ACT Government and WCC were the primary driver for a record of success.
24. On behalf of Wellington, the Deputy Mayor offered our thanks not only for the ACT Government's continued support, engagement and commitment but also for its genuine friendship to Wellington. The Deputy Mayor noted that having their arrival in Wellington for "Canberra Week in Wellington" coinciding with the November earthquake was distressing, but their offers of practical help and support demonstrated to new and existing councillors the strength of the relationship that had been built.
25. WCC's Kaine Thompson spoke too of the strength of the relationship between the two cities and indicators of success being around the delivery of 12 of the 14 clauses of the Sister City Agreement. He acknowledged the support and sponsorship of both Wellington's Mayor and ACT's Chief Minister and highlighted opportunities for building on success in developing a joint city offer to Asia and the world.
26. Attendees at the event praised the work that has been and is being undertaken as part of the relationship and were genuinely excited about the opportunities for building on success for both Canberra and Wellington.
27. The support for the relationship in Canberra is built on the experience of businesses and visitors to both cities, who are experiencing the benefits of close and genuine collaboration. Many attendees also acknowledged that the work needs to continue and are excited about the prospects of developing it further.

Key meetings

Brendan Smyth – ACT Commissioner for International Relationships

28. The delegation met with key ACT relationship-holder Brendan Smyth. He referred to the strength of the relationships being built between Wellington and Canberra and outlined that the ACT's International Relations Strategy focuses on Wellington as one of its key relationships.
29. Mr Smyth also outlined his views with respect to how work could continue to be undertaken to develop the relationship further and that informal discussions with WCC's Kaine Thompson were underway to identify opportunities.
30. Some of the more immediate opportunities to extend the Wellington/Canberra Sister City Agreement exist with Singapore in key strategic areas such as research, education, innovation and the screen sectors.
31. The Deputy Mayor raised with Mr Smyth opportunities to support WCC's focus on developing Matariki as a key event on Wellington's calendar. The ACT Government will consider making investments into the event which it is hoped will include indigenous performance art and other cultural elements.

InvestCanberra

32. The delegation met with Chief Minister, Treasury and Economic Development Deputy Director General Kareena Arthy who has responsibility for Arts, Events, Economy, Tourism, International Relations and a range of other significant portfolios. The delegation also met InvestCanberra Senior Manager Jonathan Kobus who has oversight for economic development and artsACT Senior Manager Sam Tyler.
33. Ms Arthy outlined the ACT Government's approach to the delivery of arts and events as a key current focus for their portfolio and that the relationship with Wellington was a key focus of their attention because of the opportunities that have been demonstrated to exist.
34. Mr Kobus detailed that work is currently underway to develop their strategies further and that they were supportive of opportunities to support WCC's focus on making Matariki a key event on Wellington's Calendar.
35. Ms Tyler outlined a recent visit to Wellington and successful meetings with WCC's Arts and Events team as well as meetings with key staff from WoW. Ms Tyler outlined a strong focus on sub-national arts and events.
36. The Deputy Mayor again raised opportunities to support Matariki which were well received. Additionally, the Deputy Mayor raised a range of opportunities for exchange, cooperation and collaboration between sub-national cultural organisations such as Wellington's local museums.
37. It should be noted that meetings are being arranged between senior ACT Government officials and Councillors with relevant portfolio interests, specifically Councillor Calvert who is WCC's representative on the Museums Trust Board.

ACT Government

38. The delegation's meeting with ACT Chief Minister was, unfortunately, cancelled due to Mr Barr's illness. However, during the Civic Acknowledgement, Mr Barr reiterated his strong support for the relationship and relayed that it is considered a success.
39. The Deputy Mayor can now confirm that Mr Barr will lead a delegation to Wellington from 19 – 22 November 2017. That delegation is currently being finalised for consultation with WCC and will include a strong business to business focus, attendance by the Canberra Business Chamber and Canberra Airport as well as other businesses from Canberra.
40. The delegation is focusing its attention on strengthening ties between businesses here and in Canberra and creating opportunities for increased tourism and trade between the two cities. In addition, a range of meetings between key stakeholders will be held to discuss "where to next" for the sister city relationship.
41. The Deputy Mayor has also created an opportunity for a film premiere in Wellington during the week in November. While this is being explored, it is hoped that the premiere can be shown at the Roxy Theatre with Councillors in attendance. The Office of the Chief Executive is working on this opportunity and will report back to the Deputy Mayor.

Canberra Business Chamber

42. Canberra Business Chamber (CBC) is a peak-body association, representing member interests in Canberra and the ACT. With more than 5,000 members and affiliated industry and association groups, CBC is a crucial stakeholder for the Canberra-Wellington Sister City Agreement. CBC and the Wellington Chamber of Commerce were the first organisations to agree a Memorandum of Understanding following the signing of the Sister City Agreement in 2016.
43. CBC Chief Executive Robyn Hendry introduced CBC's recently published *Destination 2030*, its roadmap for sustained growth and prosperity of Canberra's economy. *Destination 2030* was developed following engagement with over 380 businesses and individuals from 2015 to late 2016.
44. *Destination 2030* identifies five key themes:
 - Liveability
 - Internationalism
 - Connectedness
 - Agility
 - Resilience.
45. CBC's *Destination 2030* sets out aspirations similar to those contained in the Council's *Smart City 2040* and the *Wellington Resilience Strategy*. It is unsurprising given the many similarities between Wellington and Canberra that there should be some alignment between the guiding strategies of the two cities.

Deputy Mayor

46. You may recall from the Mayor's report following his travel to Canberra in May 2017, he referred to the strength of the relationship between the two cities and the positive sentiment with which the work to deliver on the sister city agreement is regarded.
47. Having now visited Canberra myself as part of a delegation, I too have seen the strength of the relationships that have been built. On that basis, it is clear that there are many opportunities for Wellington and Canberra to work on together.
48. I also look forward to supporting Canberra's involvement in Matariki, particularly where there is potential for indigenous performing arts to become part of the event.
49. I would like to acknowledge the work of WREDA's Jessica Allen who was commissioned by WCC to deliver the CapitalCollab event. Jessica did extremely well at short notice and with support from WCC's officials, she has delivered a successful, high quality and high impact event we can be proud of.
50. I would also like to acknowledge the work of Council's officers and officials from the ACT Government for their work in continuing to deliver on the Canberra/Wellington Sister City Agreement.

Attachments

Nil

Author	Kaine Thompson, Manager, Office of the Chief Executive
Authoriser	Kane Patena, Director Governance and Assurance

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable

Treaty of Waitangi considerations

Not applicable

Financial implications

Not applicable

Policy and legislative implications

Not applicable

Risks / legal

Not applicable

Climate Change impact and considerations

Not applicable

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable

HUTT ROAD AND WESTMINSTER STREET - KAIWHARAWHARA

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. The proposal is being recommended for approval, as advertised.
3. Cycle Paths, No Stopping At All Times, Time Limited Parking, Clearway
4. Traffic Resolution was advertised on 26 September and 156 submissions were received.
5. The Traffic Resolution has two parts. Firstly providing parking on the carriage way on the north of Westminster Street and secondly, an extension of the current pathway upgrade through to Tinakori Road.
6. The following is a summary of submissions:
 - Hutt Road parking changes - 59% of people supported the proposed changes.
 - Creating separate walking and bike paths - 84% of people supported the proposed changes.

1.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agrees to proceed with the introduction of on-road parking on the eastern side of the Hutt Road between Placemakers and Westminster Street, with a morning peak clearway between 7.00am and 9.30am.
3. Acknowledges that parking on the Hutt Road adjacent to Winger BMW and La Cloche is in an area that may be required in the future for traffic signal operations and will be reviewed and removed if deemed necessary.
4. Agrees to replace the existing shared path between Aotea Quay and Tinakori Road with dual paths for those travelling by foot and bike.
5. Acknowledges the requirements to uplift an encroachment of road reserve to accommodate the development of dual paths.
6. Approve the following amendments to the Traffic Restrictions, which formalises the outcomes visually identified in Attachment 1.

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedules

Column One	Column Two	Column Three
Hutt Road	<i>No Stopping – At All</i>	<i>East side, commencing 662 metres north of its</i>

	<i>Times</i>	<i>intersection with Kaiwharawhara Road and extending in a southerly direction following the eastern kerbline to its intersection with Kaiwharawhara Road.</i>
--	--------------	--

<i>Delete from Schedule A (Time Limits) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Hutt Road	<i>P10 Monday to Friday 7:30am to 9:30am & 4pm to 6pm</i>	<i>East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a northerly direction for 54 metres.</i>
Westminster Street	<i>P60 Monday to Friday, 8:00am - 6:00pm</i>	<i>South side, commencing 25.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 23 metres (8 angle parking)</i>
Westminster Street	<i>P60 Monday to Sunday, 8:00am - 6:00pm</i>	<i>North side, commencing 14.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 19 metres (7 angle parking)</i>
Westminster Street	<i>P60 Monday to Sunday, 8:00am - 6:00pm</i>	<i>North side, commencing 6.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 8 metres (3 angle parking)</i>
Westminster Street	<i>P60 Monday to Sunday, 8:00am - 6:00pm</i>	<i>North side, commencing 66.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in a southerly direction following the northern kerbline for 11.5 metres (4 angle parking)</i>
Westminster Street	<i>P60 Monday to Sunday, 8:00am - 6:00pm</i>	<i>South side, commencing 54.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 5.5 metres (2 angle parking)</i>
Westminster Street	<i>P60 Monday to Sunday, 8:00am - 6:00pm</i>	<i>South side, commencing 9 metres east of its</i>

		<i>intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 11.2 metres (4 angle parking)</i>
--	--	--

<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 577.8 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750364.0m, y= 5431208.3m) and extending in a southerly direction for 58.9 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a southerly direction for 33 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 396.1 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750227.4m, y= 5431088.7m) and extending in a northerly direction for 17.5 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 289.2 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750143.0m, y= 5431023.0m) and extending in a northerly direction for 17 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 214.4 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750085.6m, y= 5430975.1m) and extending in a northerly direction for 27 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing at its intersection with Kaiwharawhara Road, (Grid coordinates x= 1749941.6m, y= 5430816.5m) and extending in a northerly direction for 130 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 147 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750036m, y= 5430928.1m) and extending in a northerly direction for 16.5 metres.</i>
Hutt Road	<i>No stopping at all times</i>	<i>East side, commencing 190 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750068.5m, y= 5430959.5m) and extending in a northerly direction for 10 metres.</i>
Hutt Road	<i>No stopping, 7am to 9.30am, Monday to Friday</i>	<i>East side, commencing 662 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750364.0m, y= 5431208.3m)</i>

		and extending in a southerly direction for 143.1 metres.
Hutt Road	No stopping, 7am to 9.30am, Monday to Friday	East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a southerly direction for 335 metres.

<i>Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Hutt Road	P10 Monday to Friday 7:30am to 9:30am & 4pm to 6pm	East side, commencing 464.9 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750281.2m, y= 5431131.6m) and extending in a northerly direction for 54 metres.
Westminster Street	P60 Monday to Friday, 9:00am - 6:00pm	South side, commencing 25.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 23 metres (8 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	North side, commencing 14.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 19 metres (7 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	North side, commencing 6.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 8 metres (3 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	North side, commencing 66.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in a southerly direction following the northern kerbline for 11.5 metres (4 angle parking)
Westminster Street	P60 Monday to Sunday, 9:00am - 6:00pm	South side, commencing 54.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 5.5 metres (2 angle parking)

Westminster Street	<i>P60 Monday to Sunday, 9:00am - 6:00pm</i>	<i>South side, commencing 9 metres east of its intersection with Hutt Road (grid coordinates $x= 1,749,997.7$ m, $y= 5,430,881.9$ m), and extending in an easterly direction following the southern kerbline for 11.2 metres (4 angle parking)</i>
---------------------------	--	--

<i>Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Hutt Road	<i>Loading Zone Monday to Friday 9.30am to 6.00pm</i>	<i>East side, commencing 464.9 metres north of its intersection with Kaiwharwhara Road, (Grid coordinates $x= 1750026$m, $y= 5430916$m) and extending in a northerly direction for 6 metres.</i>
Hutt Road	<i>Loading Zone Monday to Friday 9.00am to 6.00pm</i>	<i>East side, commencing 10 metres north of its intersection with Sar Street, (Grid coordinates $x= 1749287$m, $y= 5430108$m) and extending in a northerly direction for 17 metres.</i>

Background

7. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The Urban Cycleways Programme has allocated \$9.0 million in funding for the route from Ngauranga to the central area.
8. In the June 2016 meeting of the then Transport and Urban Development Committee, approval was given to begin construction of a project that would see the existing shared path, separated into a footpath and cycle path. To do this the illegal parking at the back of the path would first need to be removed. Committee received many submissions and took a view that parking would remain on the newly constructed footpath until such time officers could complete an investigation as to how many vehicles are required to park in the area and where they could be relocated to.
9. In the first section between Aotea Quay and the Kaiwharwhara Stream officers have been working with businesses to better accommodate their staff parking needs within their own sites. In early September almost all vehicles in this first section associated with adjacent businesses were able to be accommodated elsewhere. As such notices to the effect that parking is no longer permitted will be erected, with enforcement to follow as required.
10. Work has begun on the northern section of the path. Investigation for alternative parking opportunities has not identified any suitable or affordable off road solutions. Through this traffic resolution report it is now proposed to go back to the original proposition of creating parking on road between Rangiora Avenue and Westminster Street (Placemakers to Winger BMW). A morning peak (7.00am to 9.30am) clearway

will be needed as traffic volumes in the morning peak require two traffic lanes, however after the morning peak and at weekends traffic can be accommodated in one traffic lane, leaving the kerbside lane for parking. This will mean that commuters that currently park on the path will need to park elsewhere until 9.30am. There will however be some commuters that are associated with the area that won't be able to be accommodated on their employers site until 9.30am, these are able to be parked in Westminster Street until 9.30am and then relocated to the new parks on the carriageway once the clearway ceases operation.

11. Outside the two childcare centres parking can be accommodated in the morning peak as the area is slightly wider. The 10 minutes parking restriction previously agreed to by committee will remain.
12. The section of the Hutt Road south of Aotea Quay, through to the intersection of Thorndon Quay and Tinakori Road, has a narrow shared path. The community group, looking at options through to Bunny Street, has concluded that widening the path back to the road reserve boundary is more sensible than widening into the carriageway and losing the valued median and turning bays. To give effect to this proposed Hutt Road extension, it has been incorporated into this report and formed a part of the consultation.

Consultation

13. During the October 2017 public feedback period for the proposal, officers received 156 submissions, of which there was 63% in general support for the proposed changes.
14. Appended to this report are a fuller quantitative summary report and a brief qualitative report (Attachment 2). All submissions have been reproduced in full and have been made available to committee members, as well as being available to the public via the Council's website.
15. The following provides a summary of submissions:
 - Geographical relevance - 22% of people identified themselves as living in areas other than Hutt Road. The next 3 largest groups were from Khandallah, Ngaio and Newlands.
 - Hutt Road specific parking changes - 59% of people supported the proposed changes.
 - Creating separate walking and bike paths - 84% of people supported the proposed changes.
 - Westminster Street specific parking changes - 50% of people supported the proposed changes.
 - Importance of a safer city-wide cycling network - 60% of people rated the change as very important.
16. Officers have also had conversations with a number of businesses that have expressed a desire to have more on road parking or to have parking restricted to assist in their operations.
17. Winger BMW, north of Westminster Street, requested that street parking for customers be allocated along their frontage. La Cloche patisserie also asked for on road parking and for a loading zone to be provided immediately to their south.

18. Humes have also asked that some of the existing carparks be made loading zones to offset the loss of onsite parking from the removal of the current encroachment that allows the widening of the area for both paths.

Recommendations

19. Based on feedback received, and discussions with those affected, a number of small changes to those advertised are proposed:
- Modelling shows that by 2031 at busy times, two southbound lanes in the morning peak North of Kaiwharawhara road and off peak a short section of two lanes to feed the signals is needed. Modelling suggests that the provision of dual lanes as far back as Winger BMW is also needed.
 - It is now proposed to shorten the off peak two lanes in order to accommodate parking after 9:30pm in front of Winger BMW and La Cloche. Impact on the operation of the traffic signals will be monitored and if needs be, the parking may need to be revisited.
 - Humes have indicated that if the path widening were to go ahead it would have an impact on the available onsite customer parking. Assuch they have requested that the two southern most carparks adjacent to the site, be changed from P120 pay and display, to a loading zone. Officers support this proposal.

Next Actions

2. Subject to approval by Committee, officers have a number of key actions to undertake over the next few months before an anticipated construction start date of March 2018. These key activities include:
- Undertaking a formal concept stage safety audit
 - Undertaking detailed design and preparing construction drawings
 - Carrying out a design stage safety audit
 - Developing and rolling out a communications plan
 - Engaging a contractor from our panel of contractors to undertake this work
- 3.

Attachments

Attachment 1.	Hutt Road / Westminster Street TR156-17 Proposal Plans	Page 145
Attachment 2.	Hutt Road Consultation Prelim Results	Page 152

Authors	Paul Barker, Planning Manager, Network Improvement Dalinda Greyling, Sustainable Transport Project Coordinator
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution has been undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper, however Mana Whenua have been extensively involved in the development of the detailed plans.

Financial implications

The budget for the project is \$4.5m. The Transport Agency has allocated \$1.5m from each of the NLTF and UCP. The remaining is to be funded by Wellington City.

Policy and legislative implications

This is consistent with the Cycling Policy and Council's Transport Hierarchy, which gives priority to active modes including cycling and walking over other modes..

Risks / legal

Risk are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

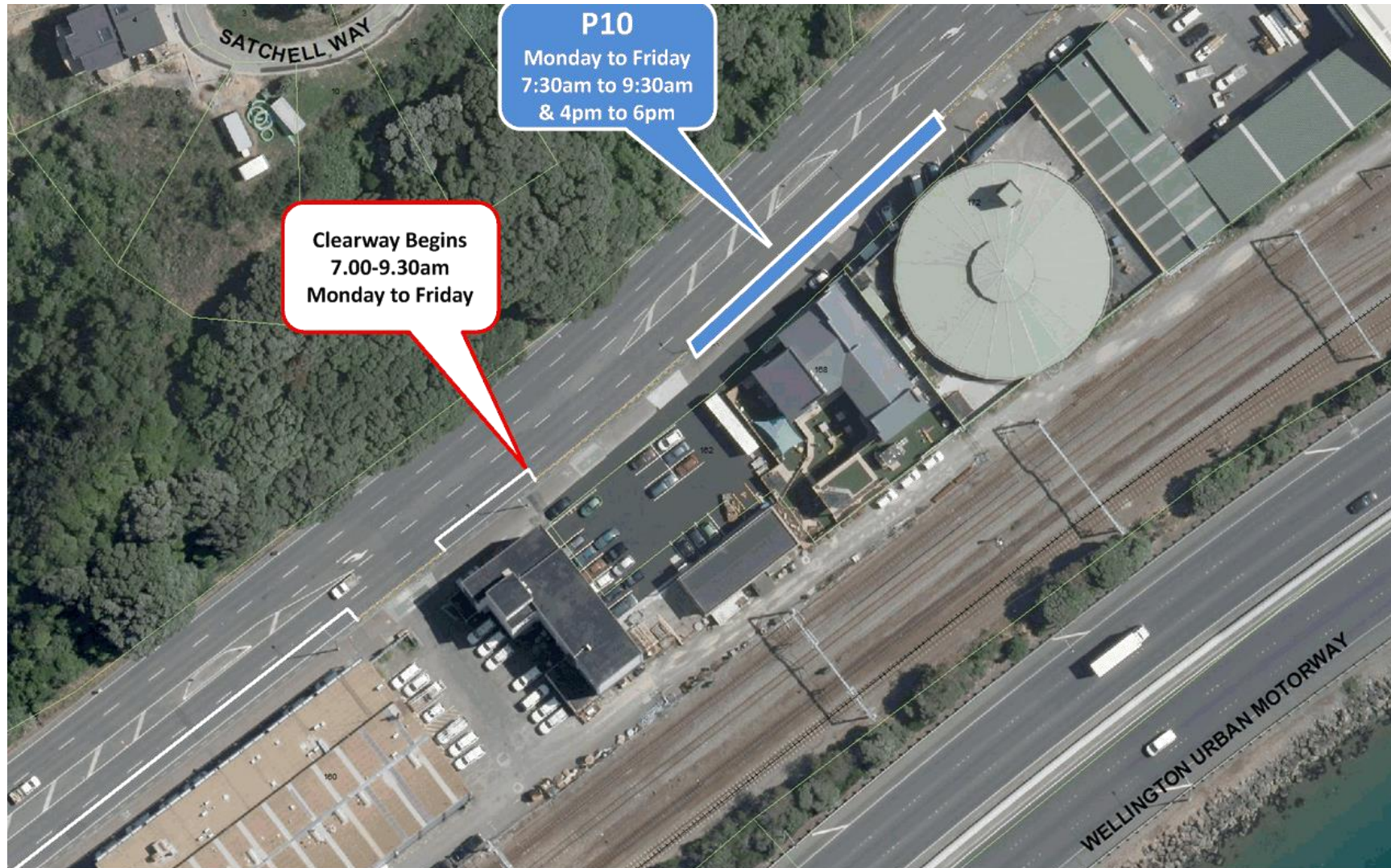
A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



Hutt Road / Westminster Street TR 156-17



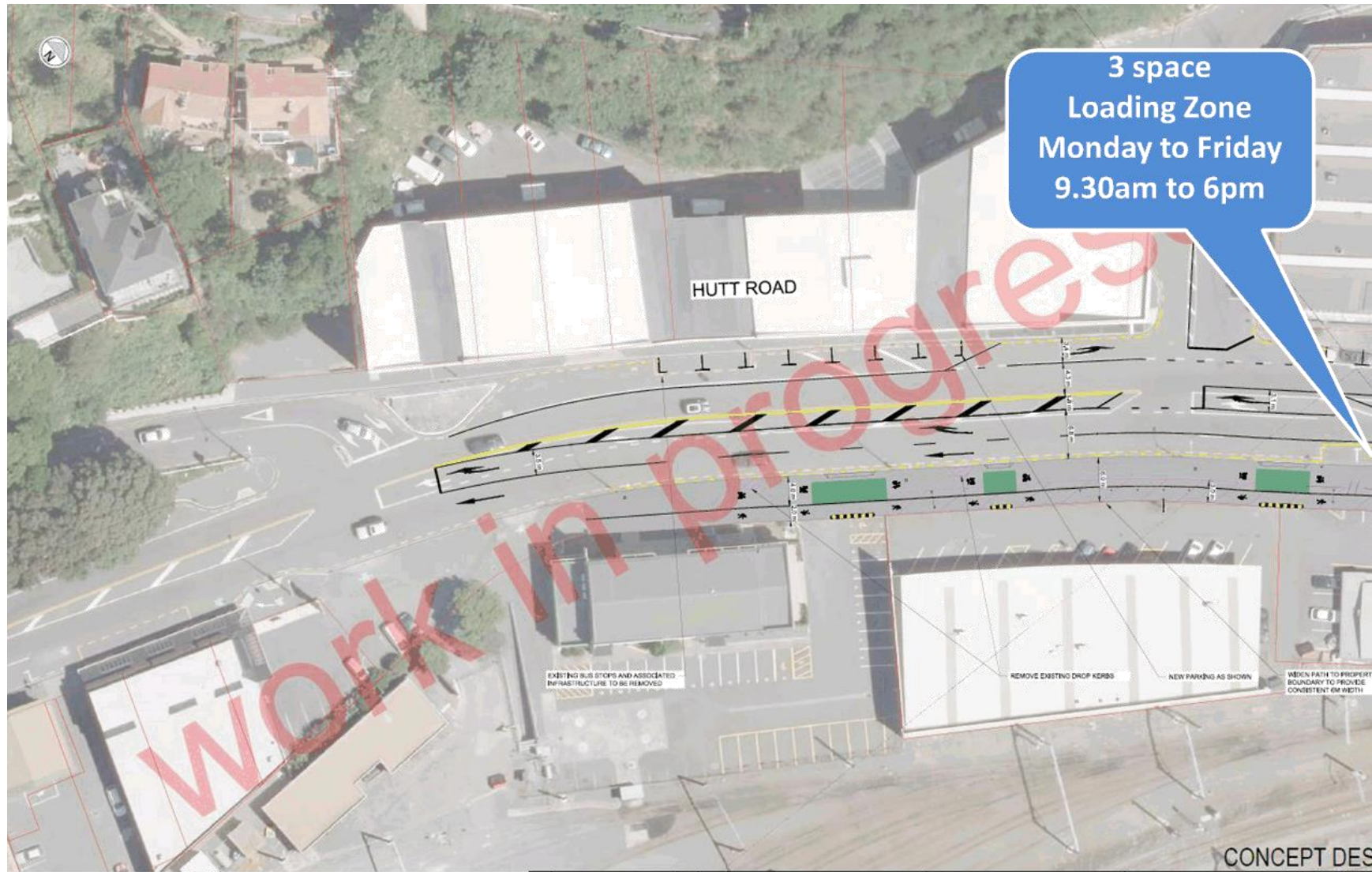
Hutt Road / Westminster Street TR 156-17



Hutt Road / Westminster Street TR 156-17



Hutt Road / Westminster Street TR 156-17



Hutt Road / Westminster Street TR 156-17



Hutt Road / Westminster Street TR 156-17



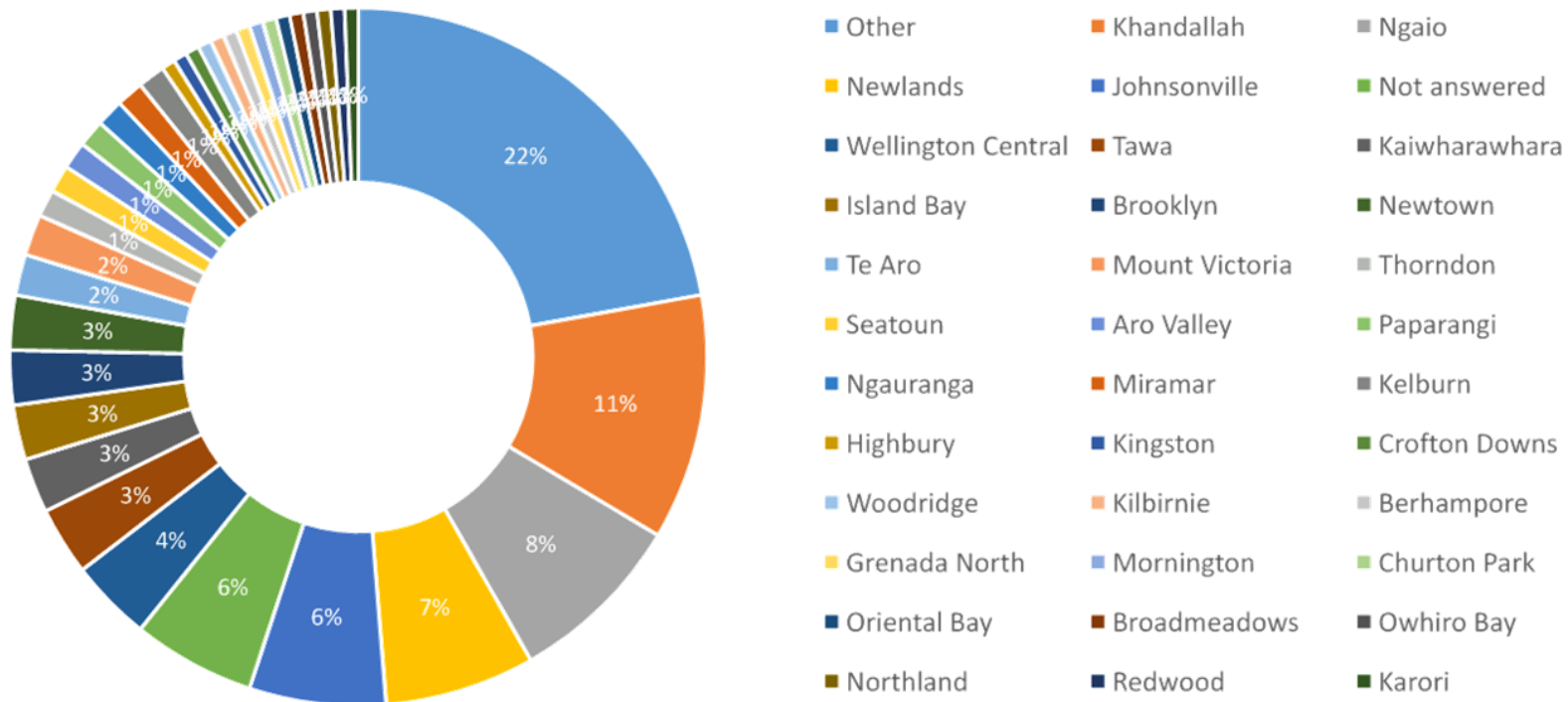
Hutt Road / Westminster Street TR 156-17



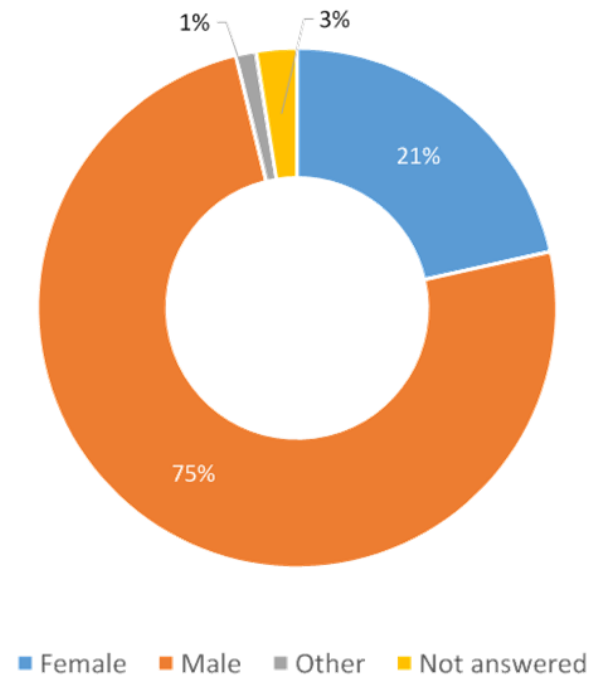
Hutt Road Consultation Preliminary Results - 156 submissions

Wellington City Council
25 October 2017

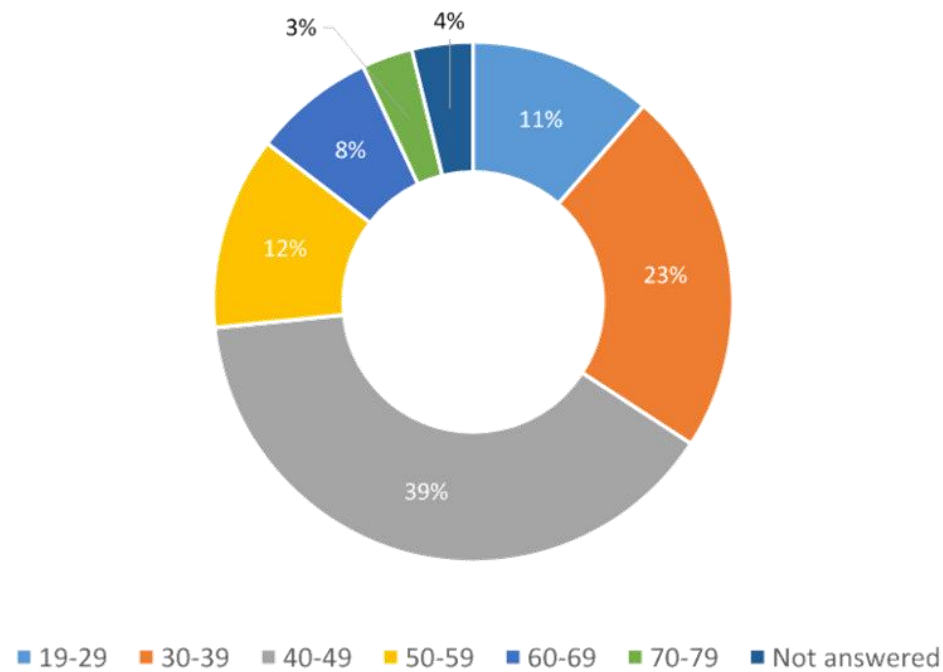
22% of people identified themselves as living in 'other', the next 3 largest groups were from Khandallah, Ngaio and Newlands



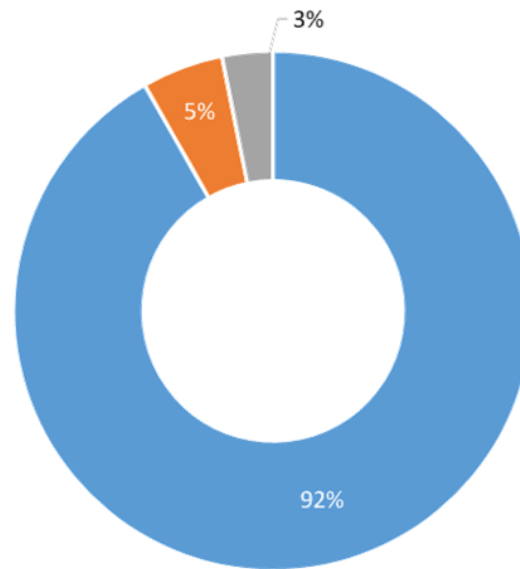
75% of the respondents identified as male
21% of the respondents identified as female



62% of respondents were between 30 and 49

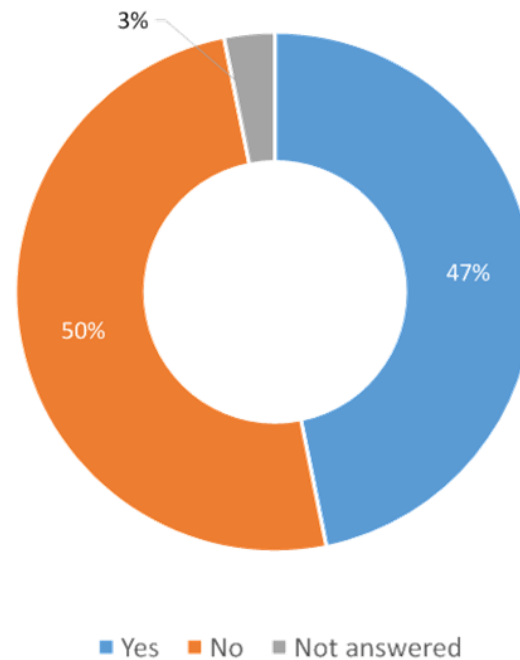


92% of the feedback was from individuals



■ as an individual? ■ on behalf of an organisation? ■ Not answered

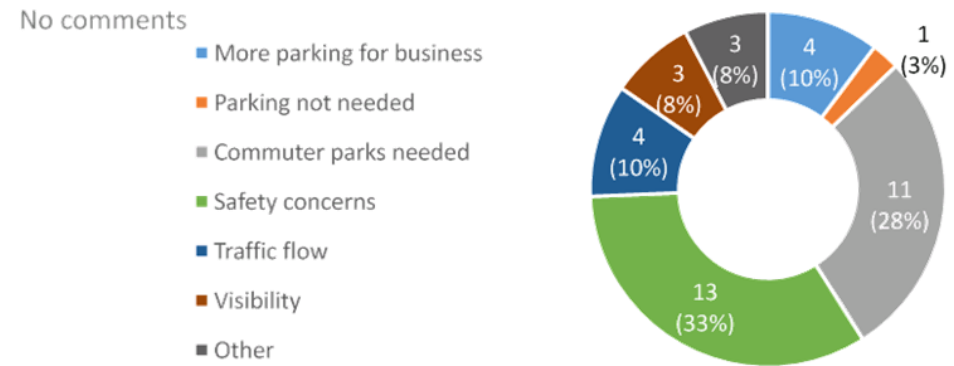
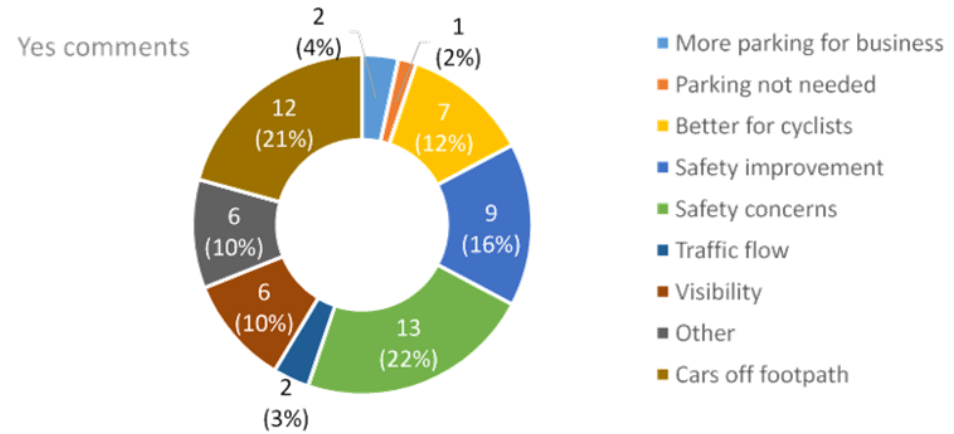
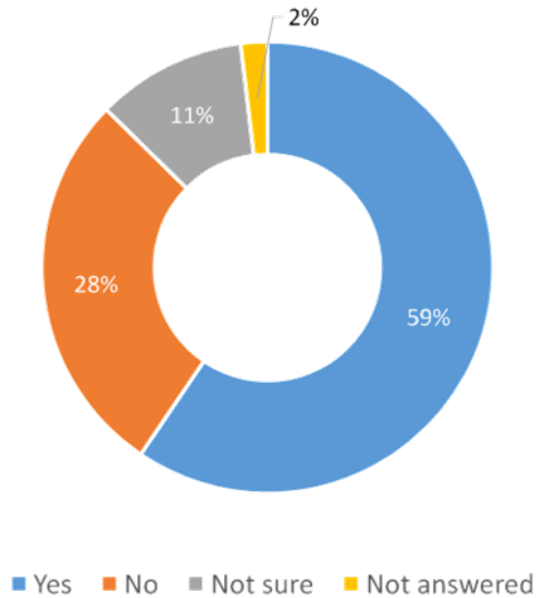
47% of people want to be informed of an opportunity to talk to councillors



Hutt Road parking changes

59% of people supported the proposed changes

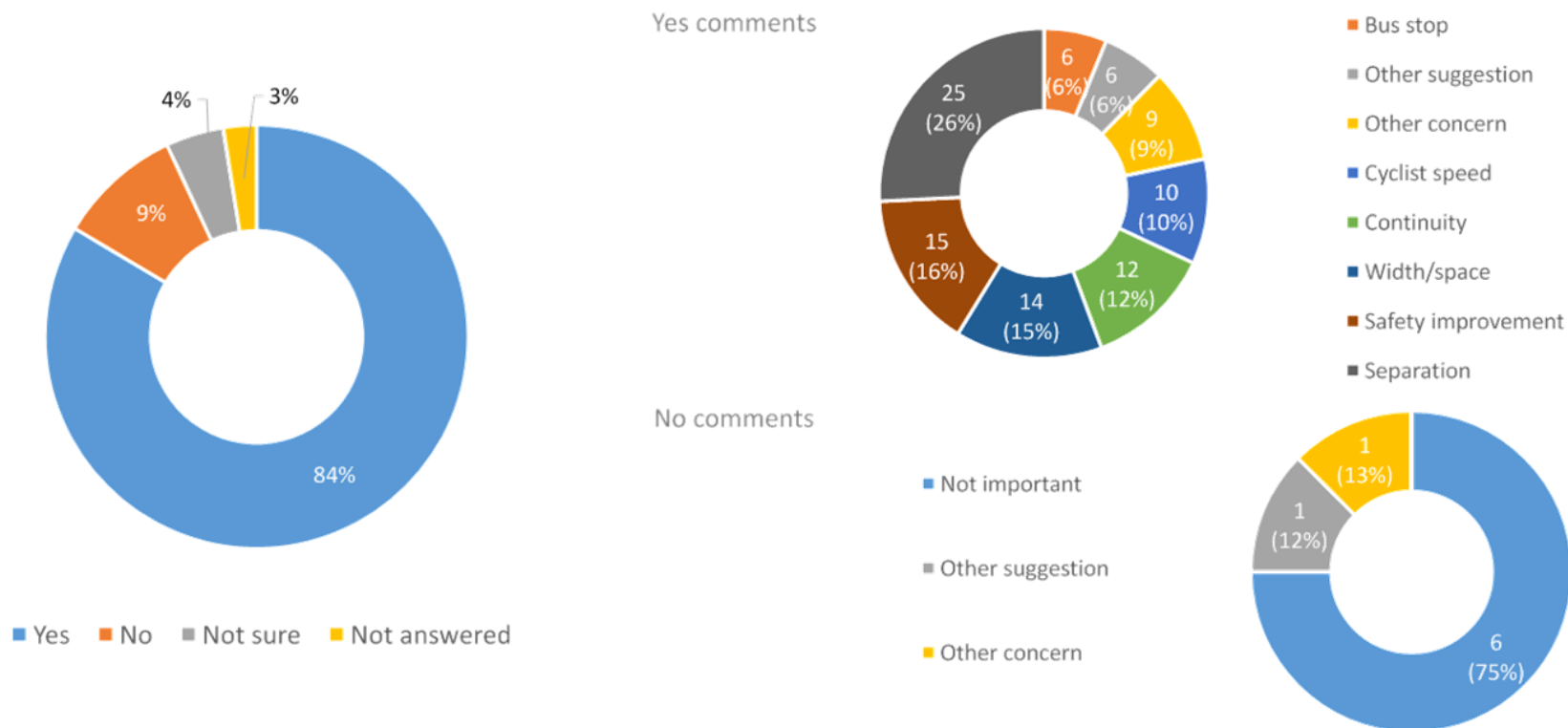
28% of people did not support the proposed changes



Creating separate walking and bike paths

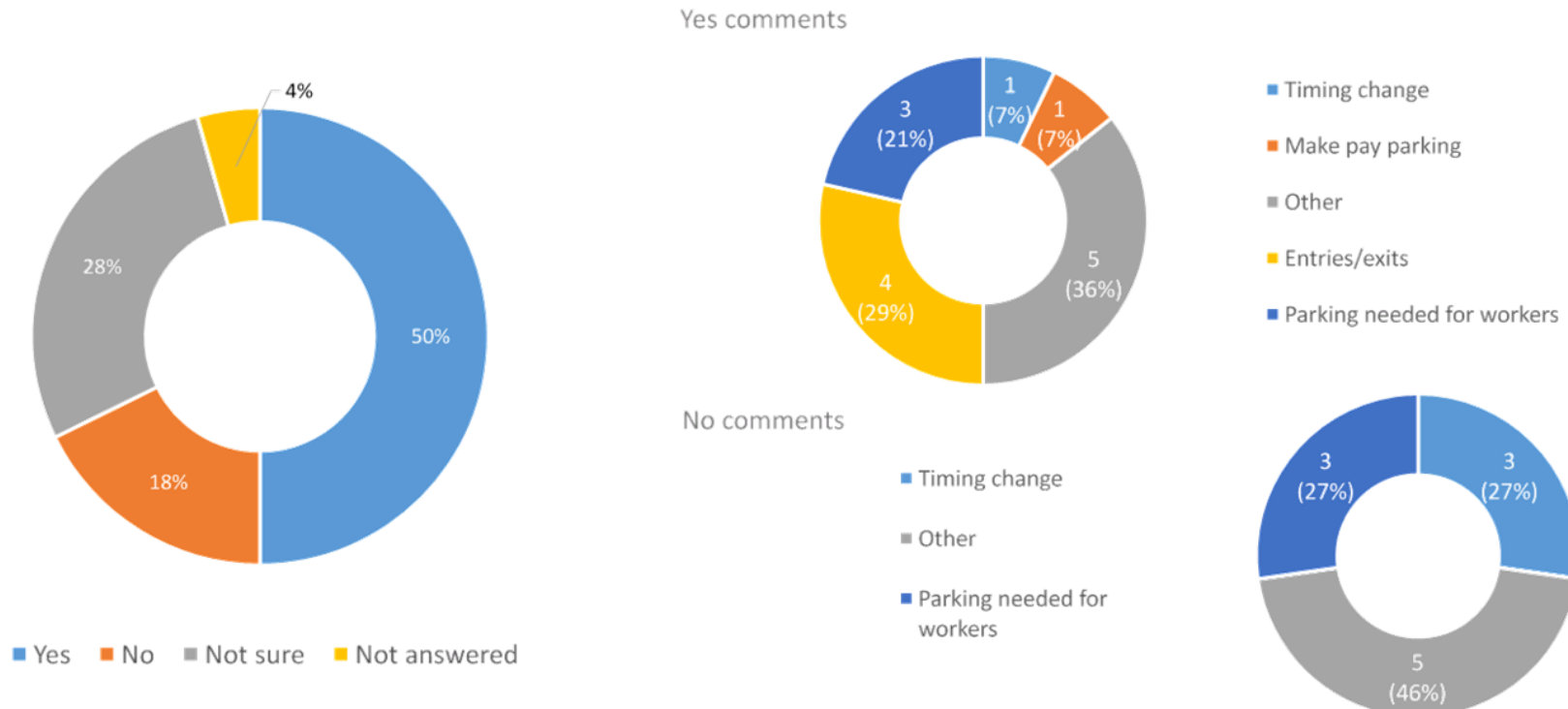
84% of people supported the proposed changes

9% of people did not support the proposed changes



Westminster Street parking changes

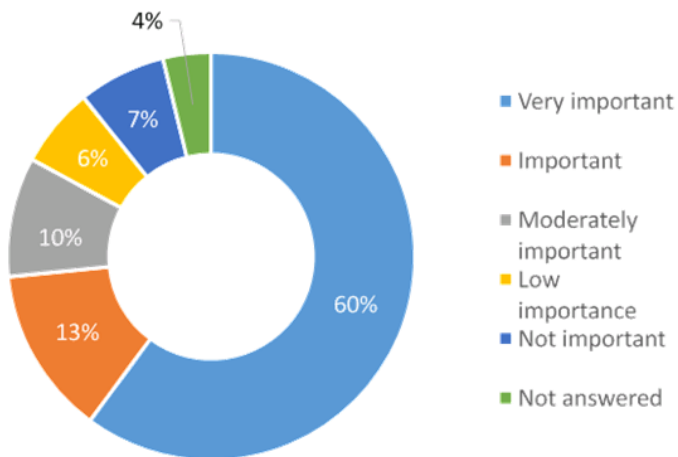
50% of people supported the proposed changes
18% of people did not support the proposed changes



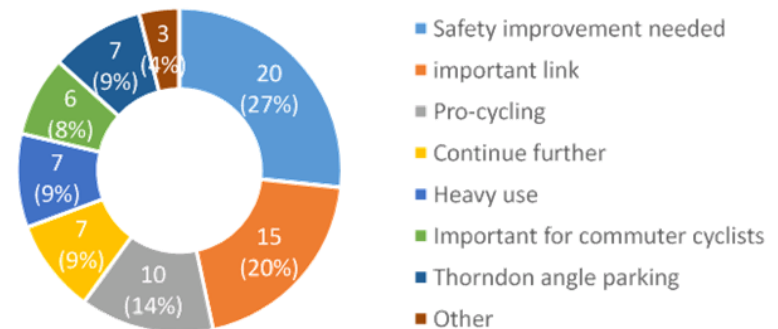
Importance of a safer city-wide cycling network

60% of people rated the change as very important

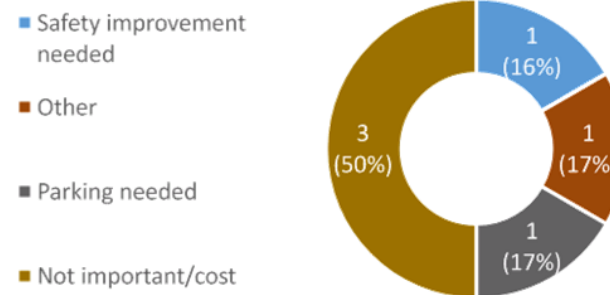
7% of people rated the change as not important



High importance comments



Low importance comments



Appendix: Theme Descriptions

Theme Descriptions

Do you support proposed parking changes on Hutt Road?

- **More parking for business** – Parking for businesses in this area should be prioritised
- **Parking not needed** – Parking in this area should be low on the list of priorities
- **Commuter parks needed** – Parking for workers and people who commute into the CBD should be considered when making changes
- **Better for cyclists** – These changes will improve the area for people on bikes
- **Safety improvement** – These changes will improve safety in the area
- **Traffic flow** – These changes will have an impact on traffic flow in the area
- **Visibility** – Issues to do with visibility should be considered when making changes
- **Cars off footpath** – Removing cars from the footpath is an important part of these changes

Theme Descriptions

Do you support the proposal to create separate walking and bike paths?

- **Safety improvement** – Proposed changes will improve safety in the area
- **Continuity** - This path should link and continue the design of nearby paths
- **Bus stop** – Bus stops in this area should be considered in the design of this path
- **Separation** - Separation of transport modes should be considered when making changes
- **Cyclist speed** – The speed of cyclists in this area should be considered when making changes
- **Width/space** – The width of the path and space available is an important consideration
- **Not important** – These changes are not important

Theme Descriptions

Do you support the proposal to change the time of the P60 parking on Westminster Street?

- **Timing change** – Support changing the time, but would like to amend the times proposed
- **Make pay parking** – Parks should be turned into paid parking
- **Entries/exits** – Entries and exits to this carpark need to be taken into consideration when making changes
- **Parking needed for workers** – Parking for workers in the area should be prioritised

Theme Descriptions

How important is it to connect this bike path with a safer city-wide cycle network?

- **Important link** - This part of Hutt Road is an important connection for Wellington's cycling network
- **Continue further** – These improvements need to be extended further as part of a city-wide cycle network
- **Pro-cycling** - Facilitating cycling is important, therefore making these improvements is important.
- **Parking needed** – Parking is needed in this area and should be taken into consideration when making cycling improvements
- **Safety improvement needed** – This area is in need of safety improvements
- **Important for commuter cyclists** – This is a key area for people on bikes looking to commute
- **Heavy use** – This area is heavily used by people on bikes
- **Thorndon angle parking** – Angle parking on Thorndon Quay needs to be considered when making changes
- **Not important** – These changes are not important or not worth the cost associated

CENTRAL CITY CYCLEWAYS TRAFFIC RESOLUTIONS

Purpose

1. This report outlines the recommendations to a number of Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Three proposed resolutions were advertised on 26 September 2017, giving the public 18 days to provide feedback.
3. All feedback received during the consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.
4. After reviewing the feedback received:
 - 3 Proposals are being recommended for approval as advertised

Recommendation/s

That the City Strategy Committee:

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

a.	Featherston Street, between Bunny Street and Ballance Street (TR 119 – 17) Cycle lane -		
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Featherston Street	P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-6pm, Saturday and Sunday 8am- 6pm	West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y=5428534.8m), extending in a northerly direction for 16 metres (six angle carparks)
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		

	Featherston Street	P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm	West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y= 5428534.8m), and extending in a northerly direction for 13.3m (four angle car parks)
Add to Schedule I (Cycle lane) of the Traffic Restrictions Schedule			
	Featherston Street	Cycle lane	Southbound, commencing at its intersection with Bunny Street (grid coordinates x= 1749002.2m, y=5428666.3m) extending in a southerly direction and terminating at its intersection with Balance Street.
b.	Post Office Square, between Customhouse Quay and Jervois Quay (TR 121 – 17) New cycle path -		
Add to Schedule I (Cycle Path) of the Traffic Restrictions Schedule			
	Post Office Square	Cycle Path	Eastbound, commencing at its intersection with Customhouse Quay (grid coordinates x= 1748815.7m, y= 5428083.9m) extending in an easterly direction and terminating at its intersection with Jervois Quay
c.	Kent Terrace and Cambridge Terrace, Te Aro/Mt Victoria (TR 120-17) - New combined pedestrian/ cycle crossings and shared paths		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Kent Terrace	P10 hours Maximum Monday to Thursday 8am-6pm , Friday 8am-8pm, Saturday and Sunday 8am-6pm	West side, commencing 256.5m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the kerb line for 16 metres (three parallel car parks)
Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule			
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give	West side, commencing 250m south of its intersection with the

		way to pedestrians	southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the western kerb line for 43.5m
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	East side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the eastern kerb line for 37.8m to its intersection with Ellice Street
	Kent Terrace	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	West side, commencing at the northern kerb line of Ellice Street at the Basin Reserve (grid coordinates x=1749091.5m, y=5426457.3m), and extending in a northerly direction for 52m, including the section of path directly adjacent to and leading to the signalised crossing at Cambridge Terrace
	Cambridge Terrace	Shared Path, Pedestrian priority, Cyclists must give way to pedestrians	East side, commencing 43m north of the kerb line of Buckle Street at the Basin Reserve (grid coordinates x= 1749100.9m, y=5426501.8m), and extending in a northerly direction for 19.1m, including the section of path directly adjacent and leading to the signalised crossing at Kent Terrace
	Ellice Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	North side, commencing from its intersection with Hania Street (grid coordinates x= 1749170.3m, y= 5426426.1m), and extending in a westerly direction following the kerb line for 58m to its intersection with Kent Terrace

Background

- Three proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 26 September 2017. Copies were mailed to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business

associations. Electronic copies were also available on the Wellington City Council transport projects website.

4. A summary report for each traffic resolution can be found in the attachments.

Next Actions

Subject to the outcome of Committee, officers will undertake a number of key actions over the next couple of months before an anticipated construction start date of February 2018.

These key activities include:

- Undertaking a concept stage safety audit
- Undertaking detailed design and preparing construction drawings
- Carrying out a design stage safety audit
- Developing and rolling out a communications plan
- Engaging a contractor from our panel of contractors to undertake the work

Attachments

Attachment 1.	Featherston Street TR 119-17	Page 172
Attachment 2.	Post Office Square TR 121-17	Page 184
Attachment 3.	Kent and Cambridge Terrace TR 120-17	Page 196

Author	Luke Benner, Cycling - Projects Engineer
Authoriser	Paul Barker, Planning Manager, Network Improvement David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution has been undertaken. The consultation also covered the wider aspects of the project and is the subject of this report. Recommendations have been publicly advertised.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper, however Mana Whenua have been extensively involved in the development of the detailed plans.

Financial implications

The project is to be paid for out of the \$1.5m allocated towards cycling projects in the CBD as part of the wider cycling program in Wellington City.

Policy and legislative implications

This is consistent with the Cycling Policy

Risks / legal

Risks are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference:	TR 119 – 17
Location:	Featherston Street, between Bunny Street and Ballance Street
Proposal:	Cycle lane
Information:	Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The Urban Cycleways Programme has allocated \$1.5 million in funding for minor improvements in the central area.

Connectivity and safety are the key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city and reduces the crash risk. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve connectivity and safety for people on bikes by providing a better cycle connection through Featherston Street between Bunny Street and Ballance Street.

Featherston Street is classified as a principal route and is a key route through the heart of the central city. It connects to Thorndon Quay and carries much of the traffic to and from the northern suburbs of Wellington and beyond. The average daily traffic volume on this section is about 14,000 vehicles per day. The speed limit on Featherston Street is 50 km/h.

Wellington City Council Transport Monitoring Surveys undertaken in March 2016 recorded 450 cyclists on Featherston Street during the morning peak (7am-9am), Monday to Friday, just south of Whitmore Street with an average of 292 cyclists during the busiest hour.

Cycle lanes are provided in both directions on Featherston Street between Thorndon Quay and Bunny Street. The level of service for people on bikes is poor between Bunny Street and Ballance Street, with no dedicated cycle lane.

We propose installing a 1.6m-wide cycle lane between Bunny Street and Ballance Street to improve cycle connectivity and safety on this popular route. The proposed changes include:

- reducing the width of the existing traffic lanes from 3.2m to at least 3.00m to make room for the cycle lane (the number of traffic lanes will remain unchanged)

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- 0.5m-wide buffer zone installed outside the existing parallel parking on Featherston Street, between Bunny Street and Whitmore Street
- 1.5m of kerb will be cut back adjacent to the existing far right turn lane on Featherston Street near its intersection with the Whitmore Street to make room for the cycle lane.
- Reducing the number of angle car parking spaces outside 60-70 Featherston Street from five to four, by remarking the existing 90-degree-angle parks as 60-degree-angle parking spaces. Net parking loss: one. No other parking will be affected by this proposal.

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 23 November 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
Featherston Street	<i>P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm</i>	<i>West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y= 5428534.8m), and extending in a northerly direction for 16 metres (six angle car parks)</i>

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

Column One	Column Two	Column Three
Featherston Street	<i>P120 Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm</i>	<i>West side, following the kerb line 39 metres north of its intersection with Whitmore Street (grid coordinates x= 1748925.9m, y= 5428534.8m), and extending in a northerly direction for 13.3m (four angle car parks)</i>

Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Featherston Street	<i>Cycle lane</i>	<i>Southbound, commencing at its intersection with Bunny Street (grid coordinates x= 1749002.2m, y= 5428666.3m) extending in a southerly direction and terminating at its intersection with Ballance Street</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Luke Benner

(Transport Projects Engineer)

Approved By: Paul Barker

(Planning Manager Network Improvement)

Date:

WCC Contact:

Luke Benner
Transport Projects Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 21 270 8148
Email: Luke.Benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

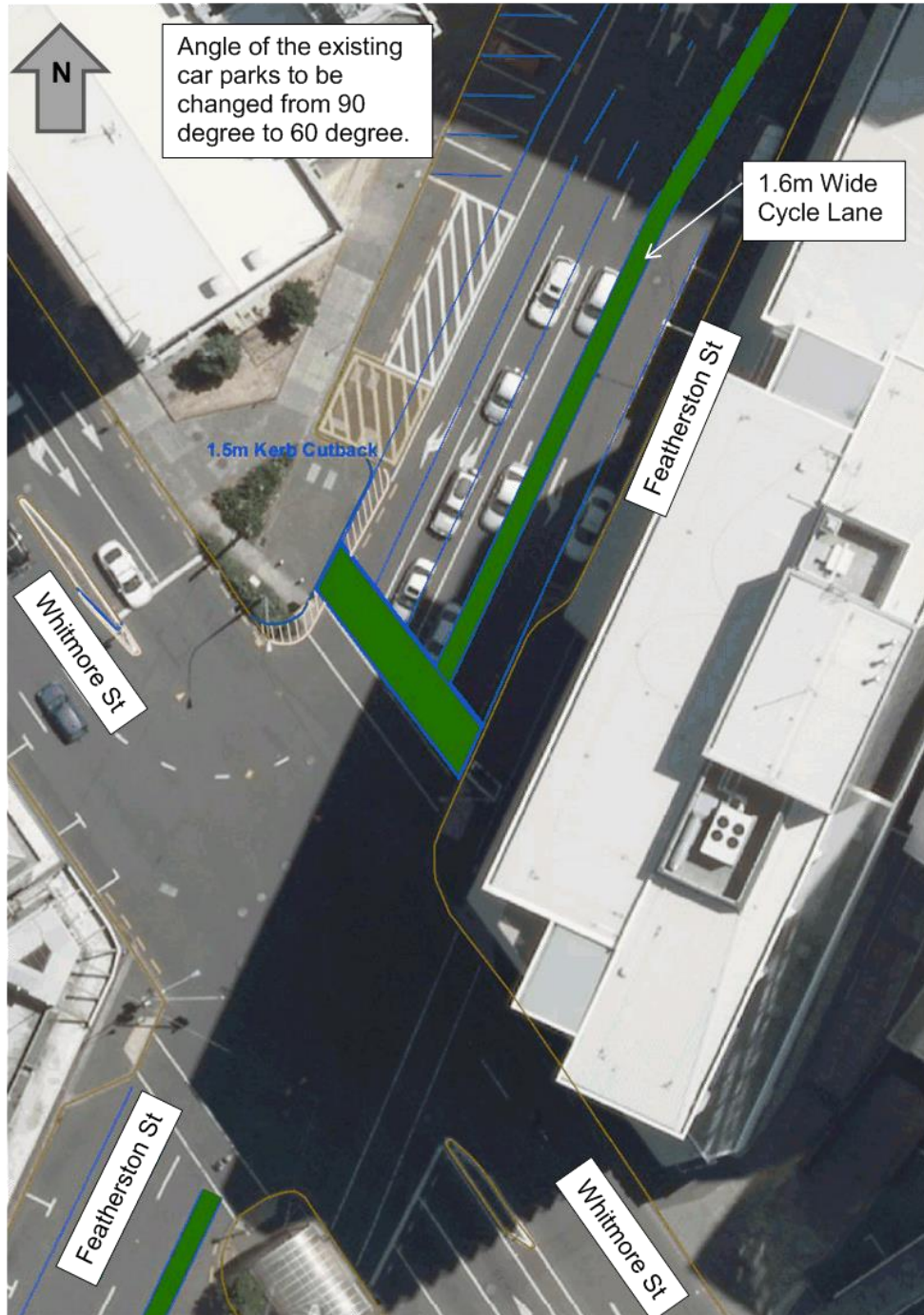
Appendix A - Traffic Resolution Plan – 1/3



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A - Traffic Resolution Plan – 2/3



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A - Traffic Resolution Plan – 3/3



FEEDBACK RECEIVED

Summary of submissions

In total, there are 41 supportive responses to the proposal with one objection. The support significantly outweighed opposition (97.6% vs. 2.4%).

Feedback received:

Re: Walking and biking improvements in the central city - (This submission relates to all 3 central city TR's)

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We make the following points regarding the proposals for Featherston Street, Kent/Cambridge Terrace, Post Office Square

Produce a comprehensive and coherent plan

1. The structure of this consultation using a "consultation-by-street" model, creates the impression that the council's approach to cycling infrastructure is *ad hoc*, and undermines any ability to have confidence in the council regarding actually improving things for cyclists.
2. We believe that there needs to be city-wide design conventions and strategies developed, which also better accommodate pedestrian and masspublic transport, rather than this seemingly piecemeal approach which is singularly focussed on cyclists in disconnected parts of the city and which removes pedestrian space (e.g. in Featherston Street "On the Whitmore Street corner ... we would cut back 1.5m of kerb to widen the street to make room for the bike lane"; e.g. converting an existing footpath (that cyclists already use) to a "shared path" on Ellice St). Sacrificing pedestrian space because of a more vocal cycling lobby is not a sustainable strategy in any sense of the word.
3. The "consultation-by-street" reduces the focus on redesigning intersections which are probably the most critical aspect of inner-city cycling.
4. Many of the proposals formalise existing cycle use on footpaths. Making a Footpath green does not in practice significantly improve cycling Infrastructure.

Think Bolder

5. The patchwork editing of streets does not provide cycling infrastructure with Integrity (e.g. adding a cycle crossing on Kent/Cambridge Tces simply to make cycle use of a pedestrian crossing legal doesn't improve anything).
6. As we have highlighted in our submission of 17 September 2017 for "Option

PROPOSED TRAFFIC RESOLUTION

to improve cycling connections in the eastern suburbs ...," the Architectural Centre sees a need for a fundamental re-design of roads to reflect the priorities of the twenty-first century not the early twentieth-century. We believe that the WCC (and LGWM) could play a leadership role in achieving this.

7. Even Mexico City is adopting a car-free Sundays for 35 miles of their roads, cutting speed limits (30km/hr on side streets), a protected network of bike lanes, and **putting the needs of pedestrians first**, followed by cyclists, then public transport, cargo and finally private cars and motorbikes.¹

Materially reduce the number of cars in the city

8. The proposal does nothing to reduce the number of cars on the road, nor effectively reduce road space for cars. The Featherston Street proposal, for example, is careful to state "[t]he number of traffic lanes would stay the same."

9. Similarly the apologetic hesitancy about removing car-parks is not an attitude which will effect the transport hierarchy that the council pushes as evidence of its sustainability. These proposals do not prioritise cycling over traffic, but are timid excuses for action.

Intersection Design

10. Introduce either Netherlandish bike-friendly intersections or the NZTA cyclefriendly-roundabouts at all inner-city intersections.²

11. Including bike boxes at intersections is not good enough. Viable routes to get to bike boxes are also necessary.

12. Introduce free left turns for cyclists. This would require at least a painted cycle lane around every street-corner, but would also benefit from a redesigned corner footpath/street, or the introduction of Netherlandish intersection design (see our Miramar Ave submission 27 September)

Make the city safer

13. Reduce conflict points (e.g. redesign intersections, reduce the number of lanes to prevent cyclists getting hit while having to move across lanes, increase the number of shared spaces throughout the city).

14. Identify existing accident points and address these.

15. Include traffic calming and signage to support cyclists with the introduction of any sharrow road markings

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Address east-west impermeability

16. Address the east-west impermeability of the inner-city (a couple of initial ways of beginning to address this would include reversing the direction of Jessie St, continuing Garrett St to Victoria St under Kaiapo House, creating a connection through to Tory St through the garage at the end of Barker Street in the building the City Archives)

Cherish informal routes

17. Create easements to protect existing (probably illegal) routes, before they get built out (e.g. Holland to Taranaki St; numerous driveways between Jessie St and Vivian St; access ways between Vivian and Frederick St et)

18. Incentivise development which retains and/or creates new/pedestrian cycle paths (e.g. the Comfort Hotel between Wigan St and Dunlop Tce)

Other possibilities

19. A cycle and pedestrian way connecting Tasman and Tory Streets down to Te Papa would provide access to the CBD from the south by passing the Basin.

Submitter: Christine McCarthy and Daryl Cockburn, Co-presidents, Architectural Centre

Address: PO Box 24178 Wellington

Agree: No

Officer response:

Points 1-7

- As a result of the Lets Get Wellington Moving Project (LGWM), the level of improvements for cycling are significantly reduced until we have a better understanding of the outcomes and actions going forward. We have therefore focused on small interventions to improve accessibility and permeability within the CBD for those on bikes.
- The Featherston St project is an extension of previously approved work (approved at the city strategy committee in Mid-June 2017) which improves the north and south bound cycling route along Featherston St between the intersection of Mulgrave St and Bunny St and within Bunny St. This route is heavily used by commuting cyclists and sees several hundred cyclists riding here during the morning peak

PROPOSED TRAFFIC RESOLUTION

- The Post Office Square project is aimed at reducing the conflict within the square between cyclists and pedestrians. By allocating and formalising a separate lane to one side, the risk to pedestrians will be significantly reduced as they pass through the Square. This also currently serves as a key connection through to the waterfront and will continue to do albeit more safely.
- The Kent and Cambridge signalised crossings and the subsequent shared paths will vastly improve the route for those on bikes wanting to travel west from the Mt Victoria Tunnel. By widening the existing path at the signals on Kent Terrace the provision for pedestrians will also be improved. I also note that it is the outside path along Kent Terrace/Ellice St that will be formalised as shared whilst the existing limestone path will remain exclusively for pedestrians. The actual crossing points will be separate from each other so both cyclists and pedestrians have their own space when crossing here, although still parallel to one another.

Points 10-12

- Most signalised intersections within the city now have advanced stop boxes installed. Where possible feeder lanes of circa 1m in width are provided in the left lane to give space for cyclists to get up to the stop box. Some intersections within the city also have dedicated cycle lanes which feed directly into the advanced stop box. In some locations the road width simply doesn't allow feeder lanes to be installed. In situations where cyclists are required to make a filtered right turn across many trafficked lanes at signals we will be introducing a hook turn facility.

Points 13-15

- The proposed projects being put forward for approval, whilst aimed at improving connectivity and accessibility also address safety issues currently seen in these locations. For example the Post Office Square project will help to separate out the cyclists from pedestrians and avoid further incidents from occurring. The Featherston St and Kent and Cambridge Tce projects will formalise space for people on bikes where in particular at Kent and Cambridge Tce there is risk that
- Cyclists will be forced to carry out dangerous manoeuvres in the current setting. This risk can be reduced if not eliminated subject the changes being approved.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Point 16

- At commencement of this program, a working group comprising Ward Councillors, NZTA, inner city residents and other key stakeholders were brought together and several meetings held to come up with a long list of potential improvements throughout the CBD. This long list was worked through and a short list of achievable projects were progressed. Your points made about improving east-west permeability along with your suggestions on how to achieve this are outside the scope of this project., however where possible in the future other minor improvements to improve accessibility may be progressed.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 121 – 17

Location: Post Office Square, between Customhouse Quay and Jervois Quay

Proposal: New cycle path

Information: Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The Urban Cycleways Programme has allocated \$1.5 million in funding for minor improvements in the central area. The changes proposed by this report are some of the first investments of this programme.

Connectivity is one of the three key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve accessibility and permeability by providing a more convenient cycle connection through Post Office Square, between Customhouse Quay and Jervois Quay.

Post Office Square has a one-way restriction which allows vehicle traffic to travel westbound only from Jervois Quay to Customhouse Quay. The average daily traffic volume is about 1600 vehicles per day. Operating speeds are below 30km/h.

The current level of service for cyclists is poor. People cycling towards the waterfront and Jervois Quay cannot ride through Post Office Square due to the one-way restriction. A survey undertaken in May 2017 during the 5pm-6 pm peak time recorded 49 cyclists crossing Jervois Quay from Post Office Square, either towards Queens Wharf or onto Jervois Quay itself.

Given the relatively low traffic volume and speed through Post Office Square and the open space, we are proposing to improve cycle connectivity by allowing people on bikes to ride from Customhouse Quay towards Jervois Quay and Queens Wharf directly adjacent to the road on a small width of the existing footpath.

The proposed changes include:

- installing a 1.5m-wide designated cycle path along the edge of Post Office Square, alongside the existing bollards (the cycle path will not be painted green)

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- improving the pedestrian and cycle ramps on both sides of Jervois Quay (to and from Queens Wharf)
- Improving the pedestrian and cycle ramp on the eastern end of Post Office Square.
- Additional cross buttons for pedestrians and people on bikes in waiting area.

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 23 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Add to Schedule I (Cycle Path) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Post Office Square	<i>Cycle Path</i>	<i>Eastbound, commencing at its intersection with Customhouse Quay (grid coordinates x= 1748815.7m, y= 5428083.9m) extending in an easterly direction and terminating at its intersection with Jervois Quay</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Luke Benner

Transport Projects Engineer

Approved By: Paul Barker

Planning Manager Network
improvement

Date:

WCC Contact:

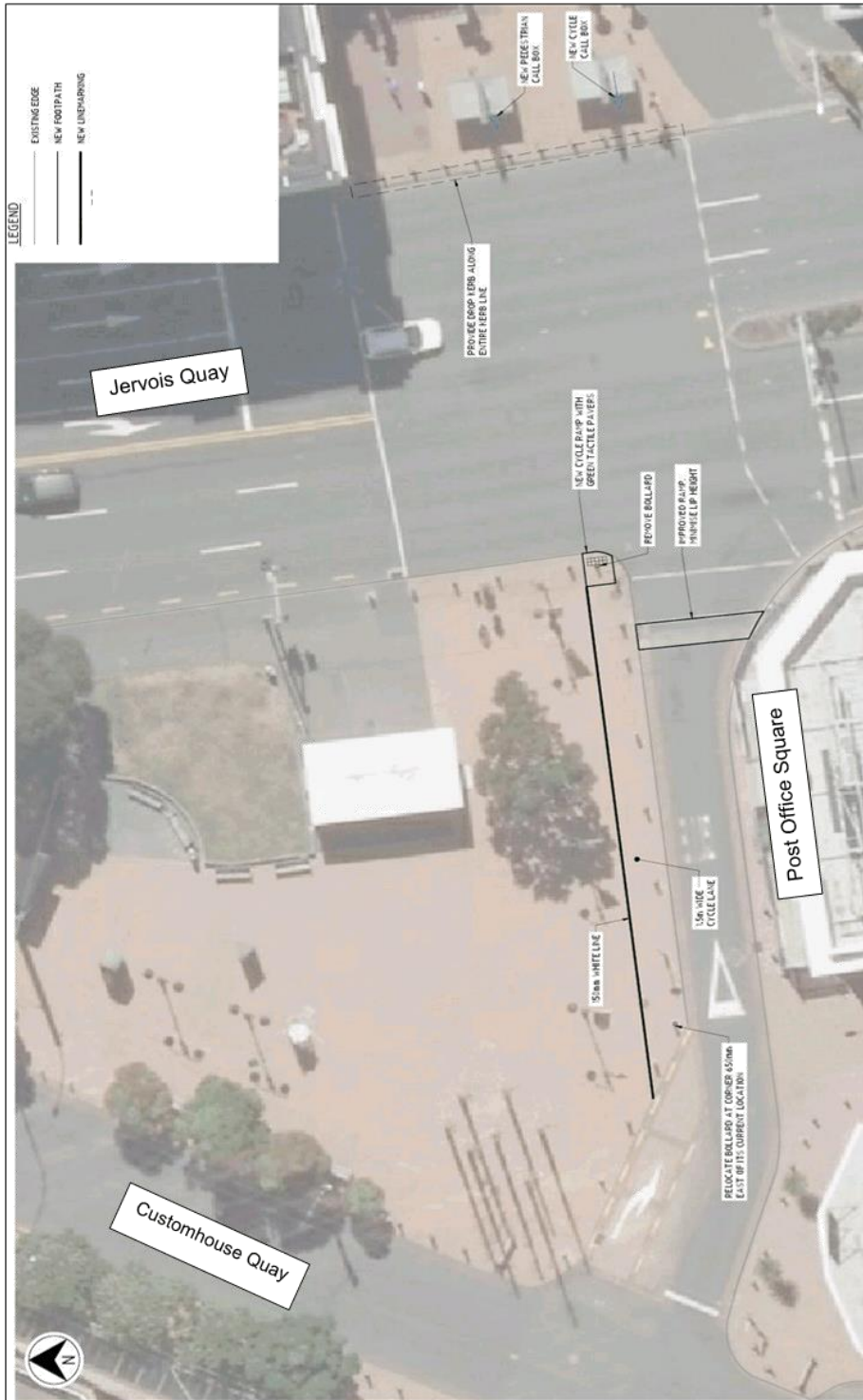
Luke Benner
Transport Projects Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 21 270 8148
Email: Luke.Benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 3.4 Attachment 2

Traffic Resolution Plan:



FEEDBACK RECEIVED

Summary of submissions

In total 20 submissions were made, four objections to the proposal were received but support significantly outweighed opposition (80% vs. 20%).

Feedback received:

Apart from the kerb crossings, I wonder whether it is really needed. People use that space to bike to the waterfront already. Is there enough conflict between the cycles and pedestrians that the demarkation is needed for safety reasons? Wouldn't a couple of bike go slow signs be sufficient?

Submitter: Robert P

Address: Khandallah

Agree: Conditional support

Feedback received:

In principle this looks like a good idea, but there are two issues that have not been addressed. One is the effect on pedestrians generally, which unfortunately seems to be the case with most Traffic Resolutions. Secondly, potential pedestrian/cycle conflicts at the point where the crossings of Jervois Quay and Post Office Square meet, at the north-west corner of the intersection. Here, cyclists will be waiting to cross Jervois Quay, at 90 degrees to pedestrians using the busy PO Square crossing, and they will also be exiting the crossing into waiting pedestrians and those hurrying to get across the crossings in the limited crossing times. This conflict at a time when both pedestrians and cyclists face many distractions is something that needs to be considered, particularly since it will be happening adjacent to fast-moving traffic. If this can be fixed properly without disadvantaging the many people walking in this area I support the proposal; if not, think again. Whatever is proposed, a risk analysis must be carried out, and it is disappointing that this does not appear to be standard practice.

Once again this does not appear to be important to WCC, since there is no indication of any network connections at the western end of this path.

Submitter: Mike Mellor

Address: Seatoun

Agree: No

PROPOSED TRAFFIC RESOLUTION

Feedback received:

do not object to this in principle, although I am uncomfortable about the removal of pedestrian space. However it would only be tolerable if the cycleway is clearly differentiated from the square and made clearly part of the road. The designs in your notice suggest otherwise.

There should be no cycle crossing at this point, which just results in cyclists and pedestrians having to share the space. Cyclists have legs, and can get off and walk their bikes across. That will help to reinforce the fact that they are then entering a very different cycling environment.

Submitter: Paula Warren

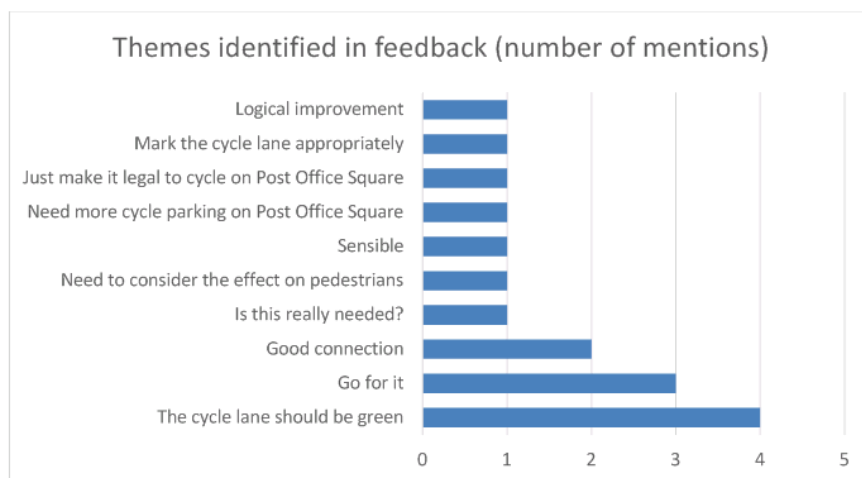
Address: 2/1 Wesley Road, Kelburn, Wellington 6012

Agree: No

Officer response:

In total, four objections to the proposal were received but support significantly outweighed them (80% vs. 20%).

Some submitters provided detailed comments and some common themes emerged from the feedback. These themes can be summarised as follows:



Below are our responses to the concerns raised by you and some other submitters.

- The necessity of the project

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Response: Although some people on bikes already use Post Office Square to get to and from the Quays or Queens Wharf, this movement is currently illegal for eastbound cyclists due to the square being a pedestrian only space and the narrow traffic lane being one way (westbound only). The provision of a cycle lane will allow people on bikes to get to the Quays or the waterfront in a designated space.

- Potential conflict between cyclists accessing the cycle ramp (waiting space) and pedestrians crossing Post Office Square.

Response: WCC will monitor the operation of the cycle lane if implemented. If there is any conflict between the cyclists accessing the cycle ramp (waiting space) and pedestrians crossing Post Office Square, we will install a limit line in the cycle lane well before the pedestrian waiting area to minimise the risk.

I hope the information provided in this email addresses your concerns. Please do not hesitate to get in touch with me if you would like further clarification.

Feedback received:

Re: Walking and biking improvements in the central city (This submission relates to all 3 central city TR's)

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We make the following points regarding the proposals for Featherston Street, Kent/Cambridge Terrace, Post Office Square

Produce a comprehensive and coherent plan

1. The structure of this consultation using a "consultation-by-street" model, creates the impression that the council's approach to cycling infrastructure is *ad hoc*, and undermines any ability to have confidence in the council regarding actually improving things for cyclists.
2. We believe that there needs to be city-wide design conventions and strategies developed, which also better accommodate pedestrian and masspublic transport, rather than this seemingly piecemeal approach which is singularly focussed on cyclists in disconnected parts of the city and which removes pedestrian space (e.g. in Featherston Street "On the WhitmoreStreet corner ... we would cut back 1.5m of kerb to widen the street to make room for the bike lane"; e.g. converting an existing footpath (that cyclists already use) to a "shared path" on Ellice St). Sacrificing pedestrian space because of a more vocal cycling lobby is not a sustainable strategy in any sense of the word.

PROPOSED TRAFFIC RESOLUTION

3. The "consultation-by-street" reduces the focus on redesigning intersections which are probably the most critical aspect of inner-city cycling.

4. Many of the proposals formalise existing cycle use on footpaths. Making a Footpath green does not in practice significantly improve cycling Infrastructure.

Think Bolder

5. The patchwork editing of streets does not provide cycling infrastructure with Integrity (e.g. adding a cycle crossing on Kent/Cambridge Tces simply to make cycle use of a pedestrian crossing legal doesn't improve anything).

6. As we have highlighted in our submission of 17 September 2017 for "Option to improve cycling connections in the eastern suburbs ...," the Architectural Centre sees a need for a fundamental re-design of roads to reflect the priorities of the twenty-first century - not the early twentieth-century. We believe that the WCC (and LGWM) could play a leadership role in achieving this.

7. Even Mexico City is adopting a car-free Sundays for 35 miles of their roads, cutting speed limits (30km/hr on side streets), a protected network of bike lanes, and **putting the needs of pedestrians first**, followed by cyclists, then public transport, cargo and finally private cars and motorbikes.¹

Materially reduce the number of cars in the city

8. The proposal does nothing to reduce the number of cars on the road, nor effectively reduce road space for cars. The Featherston Street proposal, for example, is careful to state "[t]he number of traffic lanes would stay the same."

9. Similarly the apologetic hesitancy about removing car-parks is not an attitude which will effect the transport hierarchy that the council pushes as evidence of its sustainability. These proposals do not prioritise cycling over traffic, but are timid excuses for action.

Intersection Design

10. Introduce either Netherlandish bike-friendly intersections or the NZTA cyclefriendly-roundabouts at all inner-city intersections.²

11. Including bike boxes at intersections is not good enough. Viable routes to get to bike boxes are also necessary.

12. Introduce free left turns for cyclists. This would require at least a painted

PROPOSED TRAFFIC RESOLUTION

cycle lane around every street-corner, but would also benefit from a redesigned corner footpath/street, or the introduction of Netherlandish intersection design (see our Miramar Ave submission 27 September)

Make the city safer

13. Reduce conflict points (e.g. redesign intersections, reduce the number of lanes to prevent cyclists getting hit while having to move across lanes, increase the number of shared spaces throughout the city).

14. Identify existing accident points and address these.

15. Include traffic calming and signage to support cyclists with the introduction of any sharrow road markings

Address east-west impermeability

16. Address the east-west impermeability of the inner-city (a couple of initial ways of beginning to address this would include reversing the direction of Jessie St, continuing Garrett St to Victoria St under Kaiapo House, creating a connection through to Tory St through the garage at the end of Barker Street in the building the City Archives

Cherish informal routes

17. Create easements to protect existing (probably illegal) routes, before they get built out (e.g. Holland to Taranaki St; numerous driveways between Jessie St and Vivian St; access ways between Vivian and Frederick St et)

18. Incentivise development which retains and/or creates new/pedestrian cycle paths (e.g. the Comfort Hotel between Wigan St and Dunlop Tce)

Other possibilities

19. A cycle and pedestrian way connecting Tasman and Tory Streets down to Te Papa would provide access to the CBD from the south by passing the Basin.

Submitter: Christine McCarthy and Daryl Cockburn, Co-presidents, Architectural Centre

Address: PO Box 24178 Wellington

Agree: No

PROPOSED TRAFFIC RESOLUTION

Officer response:

Points 1-7

- As a result of the Lets Get Wellington Moving Project (LGWM), the level of improvements for cycling are significantly reduced until we have a better understanding of the outcomes and actions going forward. We have therefore focused on small interventions to improve accessibility and permeability within the CBD for those on bikes. The Featherston St project is an extension of previously approved work (approved at the city strategy committee in Mid-June 2017) which improves the north and south bound cycling route along Featherston St between the intersection of Mulgrave St and Bunny St and within Bunny St. This route is heavily used by commuting cyclists and sees several hundred cyclists riding here during the morning peak
- The Post Office Square project is aimed at reducing the conflict within the square between cyclists and pedestrians. By allocating and formalising a separate lane to one side, the risk to pedestrians will be significantly reduced as they pass through the Square. This also currently serves as a key connection through to the waterfront and will continue to do albeit more safely.
- The Kent and Cambridge signalised crossings and the subsequent shared paths will vastly improve the route for those on bikes wanting to travel west from the Mt Victoria Tunnel. By widening the existing path at the signals on Kent Terrace the provision for pedestrians will also be improved. I also note that it is the outside path along Kent Terrace/Ellice St that will be formalised as shared whilst the existing limestone path will remain exclusively for pedestrians. The actual crossing points will be separate from each other so both cyclists and pedestrians have their own space when crossing here, although still parallel to one another.

Points 10-12

- Most signalised intersections within the city now have advanced stop boxes installed. Where possible feeder lanes of circa 1m in width are provided in the left
- lane to give space for cyclists to get up to the stop box. Some intersections within the city also have dedicated cycle lanes which feed directly into the advanced stop box. In some locations the road width simply doesn't allow feeder lanes to be installed. In situations where cyclists are required to make a filtered right turn across many trafficked lanes at signals we will be introducing a hook turn facility.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Points 13-15

- The proposed projects being put forward for approval, whilst aimed at improving connectivity and accessibility also address safety issues currently seen in these
- locations. For example the Post Office Square project will help to separate out the cyclists from pedestrians and avoid further incidents from occurring. The Featherston St and Kent and Cambridge Tce projects will formalise space for people on bikes where in particular at Kent and Cambridge Tce there is risk that
- Cyclists will be forced to carry out dangerous manoeuvres in the current setting. This risk can be reduced if not eliminated subject the changes being approved.

Point 16

- At commencement of this program, a working group comprising Ward Councillors, NZTA, inner city residents and other key stakeholders were brought together and several meetings held to come up with a long list of potential improvements throughout the CBD. This long list was worked through and a short list of achievable projects were progressed. Your points made about improving east-west permeability along with your suggestions on how to achieve this are outside the scope of this project., however where possible in the future other minor improvements to improve accessibility may be progressed.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 120 – 17

Location: Kent Terrace and Cambridge Terrace, Te Aro/ Mt Victoria

Proposal: New combined pedestrian/ cycle crossings and shared paths

Information: Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The Urban Cycleways Programme has allocated \$1.5 million in funding for minor improvements in the central area.

Connectivity and safety are the key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city and reduces the crash risk. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve connectivity and safety for people on bikes by providing a better cycle connection near the southern end of Kent Terrace and Cambridge Terrace, north of the Basin Reserve.

Kent Terrace and Cambridge Terrace are classified as arterial routes. Kent Terrace south of Pirie Street is part of State Highway 1. The average daily traffic volume along this section is about 31,000 vehicles per day. The speed limit is 50km/h. Kent Terrace and Cambridge Terrace are the main south-north routes in Wellington's transport network. This corridor connects the southern suburbs with the central city.

Wellington City Council Transport Monitoring Surveys undertaken in March 2016 recorded 290 cyclists on Cambridge Terrace, just north of the Basin Reserve, during the morning peak (7am-9am), Monday to Friday. The number of southbound cyclists on Kent Terrace was not surveyed but the afternoon peak (4pm-6pm) is generally comparable to the morning peak on Cambridge Terrace.

The existing signalised pedestrian crossings at the bottom of Kent Terrace and Cambridge Terrace are well used by people travelling to and from Mt Victoria or Pukeahu National War Memorial Park. During the morning and afternoon peak times, these crossings are used by people on bikes at almost every 'green man' phase, although this is not currently legal.

PROPOSED TRAFFIC RESOLUTION

The current level of service for people on bikes at both of these crossings is poor because:

- the signalised crossings are for pedestrians only, and are less than 3m wide so cyclists have to push their bikes across the road
- there is no provision for bikes at the corner of Kent Terrace and Ellice Street, heading towards Mt Victoria Tunnel
- The footpath between the Kent Terrace crossing and the Basin Reserve is too narrow despite being well used by people walking and cycling.

We propose a number of safety improvements at this site. The changes would include:

- upgrading the existing signalised pedestrian crossings at the southern end of Kent Terrace and Cambridge Terrace to add a dedicated cycle crossing next to the pedestrian crossing
- widening the footpath between the Kent Terrace crossing and the Basin Reserve from 2.5m to 4m and turning this into a shared path
- removing the last three 10-hour pay and display car parks on the western side of Kent Terrace directly south of the signals Kent Terrace as a result of widening the path (no other parking will be affected)
- installing a new 2m-wide footpath between the Basin Reserve and the signalised crossing on Cambridge Terrace (although not currently formalised, this path is well used by pedestrians travelling between Cambridge Terrace and the Basin Reserve)
- installing a raised platform on the short section of Buckle Street and Ellice Street outside the northern gates of the Basin Reserve, upgrading the existing zebra crossing to improve safety
- extending the kerb at the southern end of Kent Terrace, next to the left-hand traffic lane, to reduce the distance for people using the signalised crossing and provide more space on the footpath outside 80 Kent Terrace (currently occupied by LEDs R' Us), to make it safer for pedestrians and people on bikes
- changing the footpath on the corner of Kent Terrace and Ellice Street to be a shared path, while the diagonal path across the grassed area will be pedestrian-only (signs with pedestrian/cycle symbols will be installed to show people which paths to use).

PROPOSED TRAFFIC RESOLUTION

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

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 23 November 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
Kent Terrace	<i>P10 hours Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm</i>	<i>West side, commencing 256.5m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the kerb line for 16 metres (three parallel car parks)</i>

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>West side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the western kerb line for 43.5m</i>
Kent Terrace	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>East side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the eastern kerb line for 37.8m to its intersection with Ellice Street</i>

PROPOSED TRAFFIC RESOLUTION

Kent Terrace	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>West side, commencing at the northern kerb line of Ellice Street at the Basin Reserve (grid coordinates $x=1749091.5m$, $y=5426457.3m$), and extending in a northerly direction for 52m, including the section of path directly adjacent to and leading to the signalised crossing at Cambridge Terrace</i>
Cambridge Terrace	<i>Shared Path, Pedestrian priority, Cyclists must give way to pedestrians</i>	<i>East side, commencing 43m north of the kerb line of Buckle Street at the Basin Reserve (grid coordinates $x= 1749100.9m$, $y=5426501.8m$), and extending in a northerly direction for 19.1m, including the section of path directly adjacent and leading to the signalised crossing at Kent Terrace</i>
Ellice Street	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>North side, commencing from its intersection with Hania Street (grid coordinates $x= 1749170.3m$, $y= 5426426.1m$), and extending in a westerly direction following the kerb line for 58m to its intersection with Kent Terrace</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Luke Benner

Transport Projects Engineer

Approved By: Paul Barker

Planning Manager Network Improvement

Date:

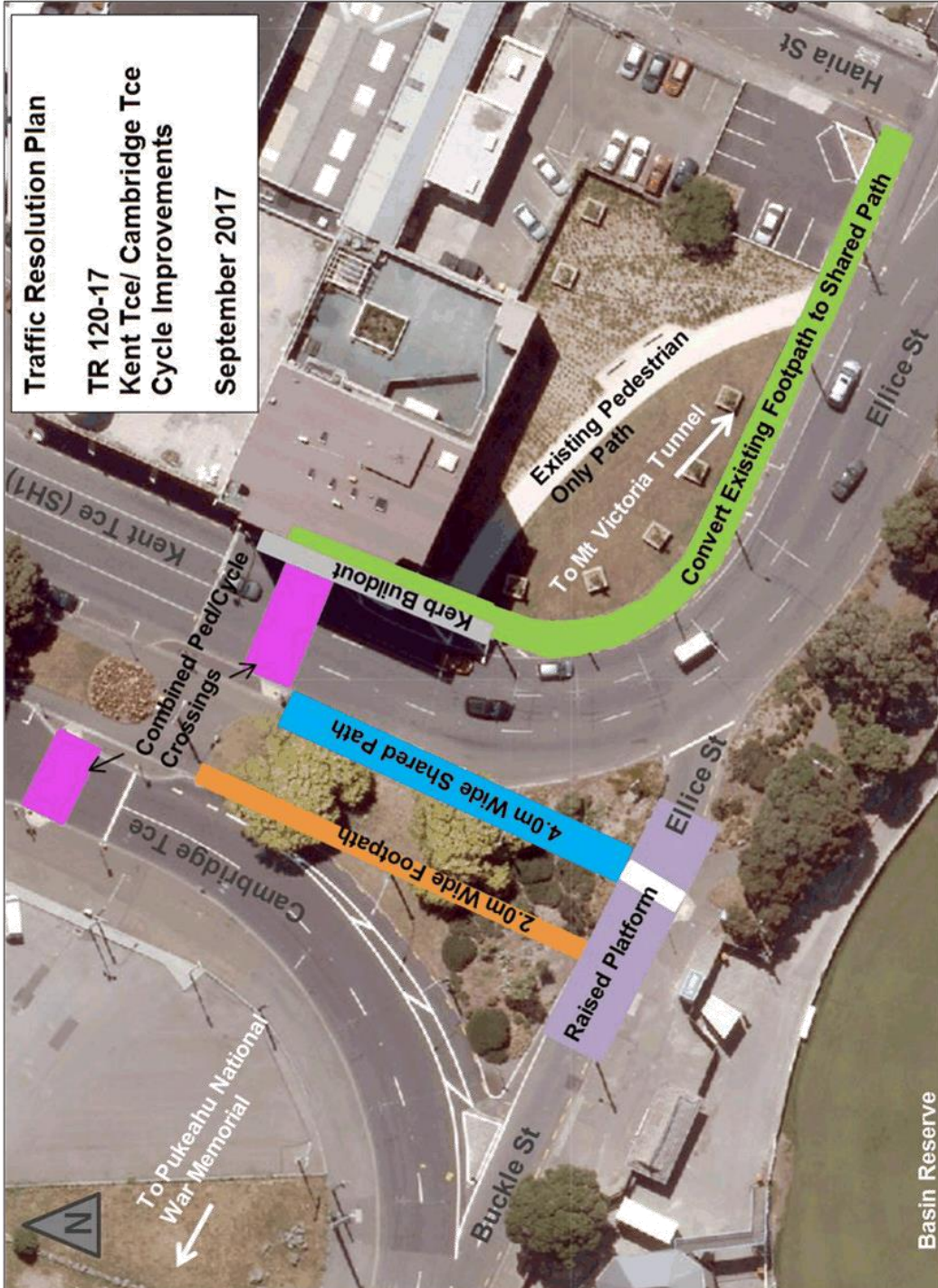
WCC Contact:

Luke Benner
Transport Projects Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 21 270 8148
Email: Luke.Benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 3.4 Attachment 3



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Summary of submissions

In total 29 submissions were received, Six objections to the proposal were received but support significantly outweighed opposition (79% vs. 21%).

Feedback received:

Dumb idea that will put pedestrians at risk

Submitter: Ellen

Address: Not provided

Agree: No

Feedback received:

Shared paths are inappropriate in the urban setting, and serve to reduce the level of service to both cyclists and pedestrians. For example, the provision of such a facility can be seen as jeopardising the legitimacy of cyclists' use of the road, and bikes on footpaths are a perceived obstacle to their use by pedestrians, particularly vulnerable users like children, and disabled and elderly people, who rely on footpaths. Cyclists and pedestrians share few characteristics, and these differences will become greater with the expanding use of e-bikes. Cyclists deserve decent facilities but not at the expense of pedestrians, particularly in a city that prides itself on its walkability. Urban shared paths can also be seen as encouraging cycling on footpaths that are not shared, and WCC should be considering this aspect.

It appears that WCC does not think that this is important, since there is no indication about how this proposal connects with any wider cycling network - a significant omission. There is also no analysis of its effects on pedestrians. The table at the entrance to the Basin is a good idea, but also half-baked: this stretch of road should be closed to provide a decent entrance to the Basin, as often happens during events. A few road cones could achieve this tomorrow!

Submitter: Mike Mellor

Address: Seatoun

Agree: No

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

I strongly oppose this proposal, which seems to make no particular sense.

Why are we being given a shared path when there is surely room for a proper cycleway off the footpath?

Why isn't the opportunity being taken to make the pedestrian crossings direct and fix the long delay faced by pedestrians there. If you had ever tried to get across in a hurry to catch a bus back into town, you would appreciate that the arrangement there is not sensible.

This proposal should be sent back to officers for some proper consultation and design work.

Submitter: Paula Warren

Address: 2/1 Wesley Road, Kelburn, Wellington 6012

Agree: No

Feedback received:

I agree with making this area better for cyclists and pedestrians. However I don't agree that shared paths should be used. There seems to be enough space to have seaparated facilities for cyclists and pedestrians. Great to have separate places for cycles at both the crossings. Some improved signage would also be good so people walking down from pukeahu park know to expect cyclists OR better yet, start separating the two. Other than that great to see some action on this area as it is very tight around the corner from Ellis street to the crossing in front of LED lighting.

It is great that these tweaks are happening but at some point the council needs to move towards getting rid of cars in the cbd, and ignoring the constant cries from businesses and shoppers that they can only shop in places with carvparks. Clearly all the shops and businesses in Cuba mall are doing just fine and this should be pointed out at every opportunity. We are too car-centric and need to be bold and move away from our reliance on fossil fuels.

Submitter: Unknown

Address: Haitaitai

Agree: Conditional Support

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Living nearby, I often cycle from Mount Victoria through Pukeahu to Te Aro. This proposal does little to address south bound cyclists wanting to connect into Pukeahu and head West. There is an existing turning bay for cars (who don't then have to wait for traffic signals) can't there also be a connection across Cambridge Tce with a shared path on the Western side to link up to Pukeahu? Also not having the two signaled controlled crossings directly across from one another just makes cyclists 2nd class citizens. It shouldn't be a hassle to ride in the city!

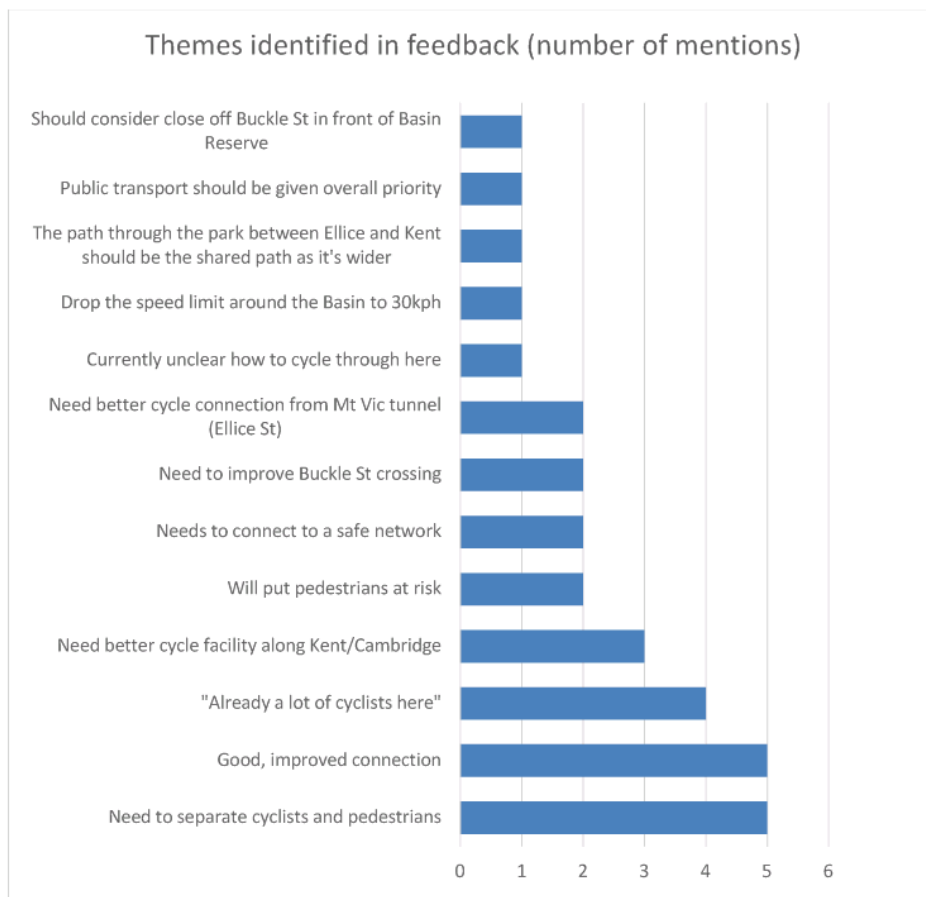
While I think this proposal should be improved upon, it is still an improvement on the status quo (which just doesn't really provide any facilities for people on bikes)

Submitter: Jonathan
Address: Mount Victoria
Agree: No

PROPOSED TRAFFIC RESOLUTION

Officer Response to the above 5 submissions

Some submitters provided detailed comments and some common themes emerged from the feedback. These themes can be summarised as follows:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Please note that not all negative feedbacks were received from submitters who answered "No" to the proposal. Some of them were from submitters who supported the overall proposal but had specific suggestions. For example, a couple of submitters supported this proposal but asked for better connection from and to Mt Victoria Tunnel.

Below are our responses to the concerns raised by you and some other submitters.

- Shared path will put pedestrians at risk. Need to separate cyclists and pedestrians

Response: Pedestrians and cyclists currently share the 45m long section of substandard path (approximately 2.5m wide) between the pedestrian crossing on Kent Terrace and Basin Reserve. Site observations have confirmed that most people on bikes use this path with care and travel at a very low speed.

The proposed changes will add 2.0m to the path, making it a 4.5m wide path which is suitable for sharing between pedestrians and cyclists under the current condition.

- Need better cycle connection from Mt Vic tunnel (Ellice St)

Response: We are currently investigating options to improve the cycle connection at Ellice Street/ Hania Street intersection. This will help people on bike travel from Mt Victoria Tunnel towards Pukeahu National War Memorial and further west. We expect the improvements will be implemented in early 2018.

- Currently unclear how to cycle through this location

Response: Additional signage will be installed to ensure people on bikes and on foot are aware of this improved connection.

I hope the information provided in this email addresses your concerns. Please do not hesitate to get in touch with me if you would like further clarification.

Feedback received:

Re: Walking and biking improvements in the central city – (This submission relates to all 3 central city TR's)

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We make the following points regarding the proposals for Featherston Street, Kent/Cambridge Terrace, Post Office Square

PROPOSED TRAFFIC RESOLUTION

Produce a comprehensive and coherent plan

1. The structure of this consultation using a "consultation-by-street" model, creates the impression that the council's approach to cycling infrastructure is *ad hoc*, and undermines any ability to have confidence in the council regarding actually improving things for cyclists.

2. We believe that there needs to be city-wide design conventions and strategies developed, which also better accommodate pedestrian and mass public transport, rather than this seemingly piecemeal approach which is singularly focussed on cyclists in disconnected parts of the city and which removes pedestrian space (e.g. in Featherston Street "On the Whitmore Street corner ... we would cut back 1.5m of kerb to widen the street to make room for the bike lane"; e.g. converting an existing footpath (that cyclists already use) to a "shared path" on Ellice St). Sacrificing pedestrian space because of a more vocal cycling lobby is not a sustainable strategy in any sense of the word.

3. The "consultation-by-street" reduces the focus on redesigning intersections which are probably the most critical aspect of inner-city cycling.

4. Many of the proposals formalise existing cycle use on footpaths. Making a Footpath green does not in practice significantly improve cycling Infrastructure.

Think Bolder

5. The patchwork editing of streets does not provide cycling infrastructure with Integrity (e.g. adding a cycle crossing on Kent/Cambridge Tces simply to make cycle use of a pedestrian crossing legal doesn't improve anything).

6. As we have highlighted in our submission of 17 September 2017 for "Option to improve cycling connections in the eastern suburbs ...," the Architectural Centre sees a need for a fundamental re-design of roads to reflect the priorities of the twenty-first century - not the early twentieth-century. We believe that the WCC (and LGWM) could play a leadership role in achieving this.

7. Even Mexico City is adopting a car-free Sundays for 35 miles of their roads, cutting speed limits (30km/hr on side streets), a protected network of bike

PROPOSED TRAFFIC RESOLUTION

lanes, and **putting the needs of pedestrians first**, followed by cyclists, then public transport, cargo and finally private cars and motorbikes.¹

Materially reduce the number of cars in the city

8. The proposal does nothing to reduce the number of cars on the road, nor effectively reduce road space for cars. The Featherston Street proposal, for example, is careful to state "[t]he number of traffic lanes would stay the same."

9. Similarly the apologetic hesitancy about removing car-parks is not an attitude which will effect the transport hierarchy that the council pushes as evidence of its sustainability. These proposals do not prioritise cycling over traffic, but are timid excuses for action.

Intersection Design

10. Introduce either Netherlandish bike-friendly intersections or the NZTA cyclefriendly-roundabouts at all inner-city intersections.

11. Including bike boxes at intersections is not good enough. Viable routes to get to bike boxes are also necessary.

12. Introduce free left turns for cyclists. This would require at least a painted cycle lane around every street-corner, but would also benefit from a redesigned corner footpath/street, or the introduction of Netherlandish intersection design (see our Miramar Ave submission 27 September)

Make the city safer

13. Reduce conflict points (e.g. redesign intersections, reduce the number of lanes to prevent cyclists getting hit while having to move across lanes, increase the number of shared spaces throughout the city).

14. Identify existing accident points and address these.

15. Include traffic calming and signage to support cyclists with the introduction of any sharrow road markings

Address east-west impermeability

16. Address the east-west impermeability of the inner-city (a couple of initial ways of beginning to address this would include reversing the direction of

Jessie St, continuing Garrett St to Victoria St under Kaiapo House, creating

PROPOSED TRAFFIC RESOLUTION

a connection through to Tory St through the garage at the end of Barker Street in the building the City Archives

Cherish informal routes

17. Create easements to protect existing (probably illegal) routes, before they get built out (e.g. Holland to Taranaki St; numerous driveways between Jessie St and Vivian St; access ways between Vivian and Frederick St et)

18. Incentivise development which retains and/or creates new/pedestrian cycle paths (e.g. the Comfort Hotel between Wigan St and Dunlop Tce)

Other possibilities

19. A cycle and pedestrian way connecting Tasman and Tory Streets down to Te Papa would provide access to the CBD from the south by passing the Basin.

Submitter: Christine McCarthy and Daryl Cockburn, Co-presidents, Architectural Centre

Address: PO Box 24178 Wellington

Agree: No

Officer response:

Points 1-7

- As a result of the Lets Get Wellington Moving Project (LGWM), the level of improvements for cycling are significantly reduced until we have a better understanding of the outcomes and actions going forward. We have therefore focused on small interventions to improve accessibility and permeability within the CBD for those on bikes. The Featherston St project is an extension of previously approved work (approved at the city strategy committee in Mid-June 2017) which improves the north and south bound cycling route along Featherston St between the intersection of Mulgrave St and Bunny St and within Bunny St. This route is heavily used by commuting cyclists and sees several hundred cyclists riding here during the morning peak

The Post Office Square project is aimed at reducing the conflict within the square between cyclists and pedestrians. By allocating and formalising a separate lane to one side, the risk to pedestrians will be significantly reduced as they pass through

PROPOSED TRAFFIC RESOLUTION

the Square. This also currently serves as a key connection through to the waterfront and will continue to do albeit more safely.

The Kent and Cambridge signalised crossings and the subsequent shared paths will vastly improve the route for those on bikes wanting to travel west from the Mt Victoria Tunnel. By widening the existing path at the signals on Kent Terrace the provision for pedestrians will also be improved. I also note that it is the outside path along Kent Terrace/Ellice St that will be formalised as shared whilst the existing limestone path will remain exclusively for pedestrians. The actual crossing points will be separate from each other so both cyclists and pedestrians have their own space when crossing here, although still parallel to one another.

Points 10-12

- Most signalised intersections within the city now have advanced stop boxes installed. Where possible feeder lanes of circa 1m in width are provided in the left lane to give space for cyclists to get up to the stop box. Some intersections within the city also have dedicated cycle lanes which feed directly into the advanced stop box. In some locations the road width simply doesn't allow feeder lanes to be installed. In situations where cyclists are required to make a filtered right turn across many trafficked lanes at signals we will be introducing a hook turn facility.

Points 13-15

- The proposed projects being put forward for approval, whilst aimed at improving connectivity and accessibility also address safety issues currently seen in these locations. For example the Post Office Square project will help to separate out the cyclists from pedestrians and avoid further incidents from occurring. The Featherston St and Kent and Cambridge Tce projects will formalise space for people on bikes where in particular at Kent and Cambridge Tce there is risk that cyclists will be forced to carry out dangerous manoeuvres in the current setting. This risk can be reduced if not eliminated subject the changes being approved.

Point 16

- At commencement of this program, a working group comprising Ward Councillors, NZTA, inner city residents and other key stakeholders were brought together and several meetings held to come up with a long list of potential improvements throughout the CBD. This long list was worked through and a short list of achievable projects was progressed. Your points made about improving east-west permeability along with your suggestions on how to achieve this are outside the scope of this project., however where possible in the future other minor improvements to improve accessibility may be progressed.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

RESOURCE MANAGEMENT ACT FEES AND CHARGES

Purpose

1. To seek City Strategy Committee's approval to:
 - introduce fees as a result of changes to the Resource Management Act 1991 created through the Resource Legislation Amendment Act 2017; and
 - carry out a special consultative procedure in relation to those fees.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree to propose introducing fees for processing Deemed Permitted Boundary Activities and Deemed Permitted Marginal or Temporary Activities (being two new consenting pathways for low complexity development applications) as set out in this paper; and
 - (i) to clarify that Existing Use Certificates will be charged at the same deposit rate of Certificates of Compliance (\$1,040**);
 - (ii) to approve the special consultative procedure attached as Appendix 1 to the report for consulting on the proposed fees;
 - (iii) to hear submissions and make decisions on the proposed fees; and
 - (iv) to rename the existing fast-track consenting pathway *premium consent* so as to distinguish it from the 'fast-track-consenting' pathway introduced through the Resource Legislation Amendment Act 2017.

1.

2. **All figures in this report are GST inclusive

Background

2. The Resource Legislation Amendment Act 2017 (RLAA) obtained Royal Assent on 18 April 2017 and included amendments to the Resource Management Act 1991 (RMA). One of the aims of RLAA was to provide new consenting pathways and powers that aim to process less complex applications more efficiently. Specifically, the RLAA introduced two new types of processes – 1) deemed permitted boundary activities, and 2) deemed permitted marginal or temporary activities, as explained below.
3. **Deemed Permitted Boundary Activity (Section 87BA)** - Council *must* exempt 'boundary activities' from needing a resource consent if the relevant neighbours approval is provided and other defined tests within the RMA are met. The Council has 10 working days to process deemed permitted boundary activities.
4. **Deemed Permitted Marginal or Temporary Activity (Section 87BB)** - where the Council decides that the effects of an activity or structure that would normally require a resource consent are no different in character, intensity, or scale than if there was no rule breach, and also that the adverse effects on any person are less than minor, Council *may* exempt such activities from needing resource consent. This is a discretionary power for Council to exercise only and members of the public cannot formally apply for marginal or temporary activity. There are no statutory timeframes associated with this new power.

5. These new application processes come into effect on 18 October 2017. As with other applications made to Council under the RMA, Council has the ability to set fees to recover the costs of processing applications. Normally resource management fees are consulted on as part of the Annual Plan or Long Term Plan Process. In this instance however, this would result in a lengthy delay before the Council is able to recoup actual and reasonable costs of administering these new processes, which are already now in effect.
6. It was not possible to incorporate consulting on the new fees with existing consultation processes due to the timing of the amendments receiving Royal Assent after the consultation on the 2017/2018 Annual Plan had been carried out. It is therefore proposed that the new fees are set by using the special consultative procedure set out in section 83 of the Local Government Act 2002.

Discussion

7. Council is required to process the new application types created by the RLAA changes. The processing of these applications is a private benefit for the person making the application. It is therefore appropriate that the fees cover the reasonable costs of processing the new applications.
8. The current application deposit fee for a non-notified land use consent for residential additions and alterations is \$1650.00. This is based on an hourly rate of \$155 and includes approximately 11 hours of processing time. Any additional processing time, if required by planning officers, is charged to the applicant at \$155 per hour.
9. The new application processes have specially been introduced to capture developments which currently require resource consent but which typically have a low level of complexity. It is therefore considered that the new fees should also reflect the amount of time required by officers to process them.
10. Based on the anticipated work required to process the new applications (which involves checking the applications for accuracy and completeness; making sure the proposal meets the new application tests; a site visit may be required in some but not all cases; and preparing the decision notice), the following fees are considered appropriate:
 - Boundary deemed permitted activities – a deposit fee of \$465.00 which covers three hours of planning officer time.
 - Marginal or temporary activity exemptions – a fixed fee of \$310.00 which covers two hours of planning officer time.
11. For boundary activities it is proposed that the existing hourly rate of \$155.00 is applied if additional planning officer fees are to be charged.
12. As is the current practice for resource consent applications, where the full deposit fee is not required due the consent being processed in less than the anticipated time, then the applicant will be refunded the amount of fee that has not been used.
13. Given the marginal and temporary activity cannot be applied for by members of the public and is for the most minor of rule infringements a fixed fee of \$310 is considered an appropriate amount to apply to the use of this power. Given this pathway cannot be applied for a deposit is not appropriate.

How Other Councils Are Charging for the New Processes

14. Hutt City Council has undertaken a special consultative procedure to set its new fees and will be charging a deposit of \$465 for both the boundary activity and marginal or temporary activity.

15. Horowhenua District Council has undertaken a special consultative procedure to set its new fees and will be charging on actual time basis for processing the new processes based on their hourly rate of \$150.
16. Kapiti District Council is currently undertaking a special consultative procedure to set the following fees:
 - Boundary activities – fixed fee of \$300.00.
 - Marginal or temporary activities – deposit of \$150.00 with additional fees charged at the existing hourly rates.
17. The proposed fees to be set for Wellington City Council are considered to be generally in line with the other Council’s referred to above, and also reflect the intention of RLAA to provide more proportional processing costs for those developments which have a lower level of complexity.

Miscellaneous

18. The RLAA has also introduced a new subset of the existing resource consent pathway called “fast-track consenting”. Given the Council’s current fee structure includes an existing pathway named fast-track this will be renamed as a “premium consent” to avoid any confusion. Wording of the revised premium consent will be as follows:
 - 10 day premium consenting - non-notified consents only - issued within 10 days (conditions apply, applications will be accepted on a case-by-case basis) - 2 x normal deposit fee.
 - 5 day premium consent - non-notified consents only - issued within 5 days (conditions apply, applications will be accepted on a case-by-case basis) - 3 x normal deposit fee.
19. The special consultative procedure is also an opportunity to make clear that Existing Use Certificates issued under Section 139A of the RMA will be charged at the same deposit rate as Certificates of Compliance under Section 139 of the RMA (\$1,040). The current fee structure is silent as to the processing costs of these applications.

Timing Options

20. The other option to the special consultative procedure is to wait until the conclusion of next year’s long term plan consultation to set the new fees. This would result in a period of several months where Council is required to process the new types of applications, but it would be unable to impose charges to recover the costs of doing so. This would mean a reduction in revenue and increased subsidy from the general ratepayer to the operating costs of the Resource Consents team. The special consultative procedure is therefore considered the appropriate option for Council to follow.

Next Actions

21. The proposed consultation period, if agreed, would begin on 27 November 2017.

Attachments

Nil

Author	Campbell Robinson, Heritage and Practice Manager
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The process for the special consultative procedure will follow the requirements set out in Section 83 of the Local Government Act. In summary, this requires Council to prepare and adopt a statement of proposal (attached as Appendix 1 to the report); allow for a minimum of one month for submissions on the statement of proposal; and to hold a hearing if any submitter wishes to be heard. If a hearing is required then this will require the appointment of a subcommittee with delegated authority to hear submissions and make recommendations to Council. The consultation period will begin on Monday the 27th of November and end on 8th January 2018 to allow for any disruption caused by the Christmas/New Year period.

Treaty of Waitangi considerations

There are no considerations under the Treaty of Waitangi

Financial implications

- 3.
4. This is a proposal to set new fees so no new funding is required. The public consultation process will be carried out by existing staff and will be part of current operating costs.
- 5.
6. The new fees will enable the Resource Consents team to cost recover the actual time spent on these applications and thus reduce the rates contribution component for the team's operating costs.
- 7.
8. The fees will be reviewed within a year, once there is sufficient data on actual time spent, to confirm if these fees are set at appropriate amounts.

Policy and legislative implications

In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of local government in that it meets the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. It does this in a way that is cost-effective because it appropriately presents and anticipates future circumstances in order to provide good-quality customer service and performance that are efficient and effective.

Risks / legal

9. Consent authorities can fix administrative fees for the new types of deemed permitted activities under section 36(1)(ae) of the RMA.
- 10.
11. Section 36(3) of the RMA states that charges may be fixed for Councils carrying out functions in relation to those activities only—
 12. (a) in a manner set out in section 150 of the Local Government Act 2002; and
 13. (b) after using the special consultative procedure set out in section 83 of the Local Government Act 2002; and
 14. (c) in accordance with section 36AAA.

15.

16. Section 36AAA of the RMA sets out criteria that a local authority must have regard to when fixing charges under section 36. The proposed fees are considered to be in accordance with the requirements of the RMA as the *“sole purpose is to recover the reasonable costs incurred by the local authority in respect of the activity to which the charge relates.”*

This proposal to set new fees is provided for under section 36 of the RMA, and it will follow the correct special consultative procedure set out in section 83 of the Local Government Act 2002.

Climate Change impact and considerations

There are no climate change implication or considerations

Communications Plan

A news paper advertisement will be placed in the Dominion Post and a dedicated webpage placed on Councils website.

Health and Safety Impact considered

There are no health and safety considerations.

Appendix 1: Copy of Advertisement to Appear in Dominion Post and Councils Website

Special Consultation Procedure Pursuant to Section 83 Local Government Act 2002: New fees and charges under the Resource Management Act 1991.

Start date: 27 November 2017

Closing date: 4.30p.m, 8th January 2017

Recent amendments to the Resource Management Act 1991 (RMA) have created additional activities and processes which require associated charges to be either set or clarified.

These include:

- Boundary ‘deemed permitted’ activities – Council must exempt ‘boundary activities’ from needing a resource consent if the relevant neighbour’s approval is provided and other tests within the RMA are met.
- Marginal/temporary breaches – Council may exempt ‘marginal or temporary’ activities from needing resource consent.

These activities came into effect on 18 October 2017. The fees proposed are needed to cover the reasonable costs of processing the applications. The proposed fees are made in accordance with Section 36 of the Resource Management Act 1991 and are as follows:

- Boundary activities – a deposit fee of \$465.00; and

-
- Marginal or temporary activities – a fixed fee of \$310.00.

Consequential amendments to Councils existing schedule of fees and charges and include:

- The existing fast-track consenting pathway will be renamed as “premium consent”.
- Existing Use Certificates issued under Section 139A of the RMA will charged at deposit fee of \$1,040.

For deposit fees the existing hourly rate specified in the schedule of fees and charges are to be used if additional fees are to be charged (\$155 per hour). All fees exclude GST.

Making a submission

Feedback is sought on the proposed fees. Written submissions may be made until 4:30pm 8th January 2017. Those who make a written submission may also make an oral submission. If required, hearings will be scheduled following the closing of the submission period. Please indicate on your submission form if you wish to speak to your submission.

A submission form is available **{insert link to online submission form + include the ability to send a file as well}**

You can also request a submission form be emailed or posted to you by contacting:

consent.submissions@wcc.govt.nz.

SHED 3 LEASE EXTENSION

Purpose

1. This report requests Council to agree to a ten year lease extension for the Wellington Waterfront Ltd owned building Shed 3 (commonly referred to as Dockside)

Summary

2. The lessee of Shed 3 are planning some improvements to the Shed 3 building and have requested an extension to their lease to justify the investment.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to enter into a variation of the lease of the Shed 3 building which provides for an extension of the term (currently expiring on 31 December 2023) by ten years to 31 December 2033, once acceptable building specifications have been agreed to by Council officers and the construction of the premises has been completed.

Background

3. Dockside 2009 Ltd are the lessees of Wellington Waterfront Ltd owned building Shed 3. They have proposed a range of improvements to the building and are requesting an extension of the lease term to justify the investment required.
4. Dockside 2009 Ltd have been the lessee since 2009 and have been an excellent tenant over this term of the lease. The upgrade of the northern façade by replacing the canvas type enclosure with glass walls and retractable roof was previously undertaken successfully with this lessee and the same architect.

Discussion

5. Shed 3 is owned by Wellington Waterfront Ltd. Wellington Waterfront Ltd holds assets on the Wellington Waterfront as bare trustee for Wellington City Council (Waterfront Project Assets).
6. Wellington City Council manages the Waterfront Project Assets, including assets affected by this agreement and enters into this agreement as agent for Wellington Waterfront Ltd.
7. The Waterfront Manual prescribes that a decision to grant a lease of more than ten years must be made by the Council.
8. Details of the improvement are as follows:
 - On the south façade, the proposal is to remove all additive elements – escape stairs, plant and the lean-to from the south façade, and restore heritage features of this historic building. Specifically the improvements will
 - Reinststate a high-level horizontal band of windows at the level of the top of the ground floor.

- Reinststate a large sliding door which has two components – an external solid timber sliding door which would relate to original sliding doors, and an internal, fully glazed sliding door. This would allow the dining room to open directly out onto the wharf area, with the glass sliding door allowing visual connection to be maintained in times of inclement weather.
 - The external escape stairs will be replaced by a reworking of some existing internal stairs.
9. On the east façade, as a result of the Kaikoura earthquake, various parts of the plant and structures in this area fell into the harbour. These will be replaced with a rationalised servicing area which integrates various servicing and plant elements into a single small pavilion structure on area of the previous wharf infill. The aesthetic intention is to create a structure that is robust Core 10 steel, ‘wharf-like’ but elegant and contemporary as a minor foil to the existing heritage building..
 10. An artist’s impression of these changes is shown in the appendix.
 11. The lessee and their architect have taken care to ensure the heritage qualities of the buiding are not only retained, but enhanced and the proposals have the support of the Council’s Heritage team. The proposals have also been considered by the Wellington Waterfront Teachnical Advisory Group, and has their enthusiastic support.
 12. The current lease and lease extension includes three yearly market reviews.
 13. It is proposed to start the project in January 2018 which is the quiet period for the hospitality trade on the waterfront.
 14. Officers recommend support for this lease extension.

Options

15. If the lease extension is not granted the development will not proceed.

Next Actions

16. Council officers will process the lease variation

Attachments

Attachment 1. Dockside building improvements

Page 222

Author	Allan Brown, Waterfront Operations Manager
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The planned improvements to the building have the support of Council's Heritage Team and the Waterfront Technical Advisory Group.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations

Financial implications

All costs of the development will be covered by the tenant. The lease extension will guarantee income to Council till 2033. The lease has three yearly market reviews to ensure that the income is kept in line with market conditions.

Policy and legislative implications

Nil

Risks / legal

Nil

Climate Change impact and considerations

Nil

Communications Plan

Not required

Health and Safety Impact considered

The building development will be undertaken by the lessee's contractor. The Hazard Management Plan of that contractor will be subjected to scrutiny by Council officers.

Dockside Building Improvements



Current



Planned

**UNBUDGETED EXPENDITURE - CIRCA GROUND LEASE
ASBESTOS REMEDIATION**

The report was not available at the time the agenda went to print, and will be circulated separately

MIRAMAR AVE CYCLEWAY TRAFFIC IMPROVEMENTS (PHASE 1)

The report was not available at the time the agenda went to print, and will be circulated separately.

