

012

DRAFT NORTH KUMUTOTO DESIGN BRIEF SUBMISSION FORM



To have your say:

- Please fill out this submission form and post it back to us by **5PM, MONDAY 5 NOVEMBER** (no stamp required) or
- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.

ENTER YOUR NAME AND CONTACT DETAILS

Mr / Mrs / Ms / Miss / Dr (Please circle which applies)

First name* **BERNARD** Last name* **O'SHAUGHNESSY**

Street address* **139a Daniell St**

Suburb **NEWTON** City **WELLINGTON**

Phone/mobile **021.1888-289** Email **Bernardboss@yahoo.co.uk**

Mandatory fields note ↑ UK

I am making a submission As an individual On behalf of an organisation

Name of organisation

I would like to make an oral submission to the committee considering the proposal in November. Yes No

If yes, provide a phone number above so that a submission time can be arranged.

Please tick if you would like to be added to our mailing list, so you can receive information on developments in north Kumutoto

Please post information to me at the above address I would prefer to receive information by email.

Privacy statement: All feedback (including name and contact details) may be published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

GIVE US YOUR VIEWS ON THE DRAFT DESIGN BRIEF

CREASED AMOUNT OF PUBLIC SPACE IN NORTH KUMUTOTO

Site 8 is to be developed as public open space rather than being built on.

What are your views on this? What activities would you like to see here?

Just a simple grass area where bands / Music / Art can be held.

REDUCED SIZE OF POTENTIAL BUILDINGS IN THE AREA

New buildings on sites 9 and 10 will be of a scale that reduces their impact on the surrounding area. The building development envelopes are now:

- Site 10 (between the Whitmore Street gates and Shed 21) – 4 storeys (22m) with the building form reading as more than one building, and with a setback of at least 9m on the seaward side to allow for pedestrian movement and servicing
- Site 9 (south of the Whitmore Street gates alongside Customhouse Quay) – 4 storeys (19m) stepping down to 3 storeys (16m) on the south side.

What are your views on this aspect of the design brief?

**Have no buildings at all.
When are Council OFFICERS AND COUNCILLORS**

Do you think the reduced scale of the building envelopes is more in keeping with the surrounding area?

GONNA GET IT INTO YOUR HEADS THAT WE THE PUBLIC JUST WANT NO BUILDINGS ON THE waterfront.

BALANCING NEEDS

We see the need for a balance between public open space and new building development in north Kumutoto. At the moment the area is exposed to the elements and has little shelter available. The brief recognises that buildings can help to provide more sheltered, comfortable, higher-quality public spaces that attract people to the area.

To what extent do you think the principles outlined in the brief for open spaces and buildings (see sections 3 and 4 of the brief) reflect the desired balance?

NO - No buildings

YOU DESTROYED MANNERS MALL - NOW YOU WANT TO STUFF UP THE WATERFRONT

FUNDING FOR PUBLIC SPACES AND OTHER IMPROVEMENTS

The Council has budgeted on the basis that the development and enhancement of public open space in this area (and other improvements such as wharf strengthening) will be funded from the commercial proceeds of new building development. This approach helps ensure affordability and reduces the impact on Wellington City ratepayers.

What are your views on this approach?

No New Buildings

This is a rouse or route.

1st fold here - fasten here once folded

OTHER COMMENTS

Do you have any other comments or suggestions on the draft design brief?

You wasted \$11M on digging up Manners Mall yet kill pedestrians - you ~~wast~~ waste \$50 million on the Kilburne Underused sports area that was built in great haste for the expensive boring Rugby world cup. All decisions over the waterfront say you have got it wrong yet

Feel free to attach additional information.

you still want buildings there -

PLEASE RETURN YOUR FEEDBACK FORM AND ANY ADDITIONAL INFORMATION YOU WISH TO SUBMIT BY 5PM, MONDAY 5 NOVEMBER 2012. after MADNESS!

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Free Post Authority Number 2199

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**

PO Box 2199, Wellington, New Zealand



Freepost WCC
North Kumutoto Draft Design Brief (COCM02)
Wellington City Council
PO Box 2199
Wellington 6140

CON ANASTASIOU

Barristers & Solicitors

5 November, 2012

Kumutoto Design
Wellington City Council
101 Wakefield Street
WELLINGTON 6140

Attention: Sherilyn Hinton

By Courier

And by email: waterfrontbrief@wcc.govt.nz

Re: North Kumutoto Design Brief

I act for Land Lease Limited.

On behalf of Land Lease Limited I attach hereto a submission in respect of the draft North Kumutoto Design Brief.

Please note that Land Lease Limited wishes to make an oral submission to the committee considering the proposal in November.

Could you acknowledge receipt at your earliest convenience.

Yours faithfully



Con Anastasiou



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ENTER YOUR NAME AND CONTACT DETAILS	
<input checked="" type="radio"/> Mr / <input type="radio"/> Mrs / <input type="radio"/> Ms / <input type="radio"/> Miss / <input type="radio"/> Dr (Please circle which applies)	
First name*	Con
Last name*	Anastasiou
Street address*	Level 2, City Chambers, 142 Featherston Street, PO Box 10779, Wellington 6143
Suburb	Wellington
City	Wellington
Phone/mobile	(04) 499 4655
Email	C_Anastasiou@extra.co.nz

*Mandatory fields

<input checked="" type="checkbox"/> I am making a submission		<input type="checkbox"/> As an individual	<input checked="" type="checkbox"/> On behalf of an organisation
Name of organisation	Land Lease Limited		
I would like to make an oral submission to the committee considering the proposal in November.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
If yes, provide a phone number above so that a submission time can be arranged.			
<input checked="" type="checkbox"/> Please tick if you would like to be added to our mailing list, so you can receive information on developments in north Kumutoto			
<input type="checkbox"/> Please post information to me at the above address	<input type="checkbox"/> I would prefer to receive information by email.		

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What are your views on this? What activities would you like to see here? See attached.

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What are your views on this aspect of the design brief? See attached.
Do you think the reduced scale of the building envelopes is more in keeping with the surrounding area? SEE ATTACHED

BALANCING NEEDS

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What are your views on this approach?

See attached.

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OTHER COMMENTS

Do you have any other comments or suggestions on the draft design brief?

See attached.

Feel free to attach additional information.

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Absolutely
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WELLINGTON CITY COUNCIL **Wellington**
PO Box 2199, Wellington, New Zealand



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North Kumutoto Draft Design Brief (COCM02)
Wellington City Council
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Wellington 6140

Site 8

Land Lease Limited agrees that Site 8 is best left open space.

Whilst the commitment to develop Site 8 as public open space is a positive move, it appears that this is the only specific provision for dedicated open space in the North Kumutoto precinct whether passive or active.

The evidence of Dr Steven on behalf of Waterfront Watch and Land Lease before the Environment Court hearing the Variation 11 appeals was critical of the absence of any assessment of future space needs on the waterfront within this part of the central area.

The expert witness caucusing statement tabled with the Environment Court in the course of the appeal hearing also recorded the agreement of all urban design experts that the correct balance of open space to build form should be informed by a comprehensive space needs assessment for the city central area.

A time horizon of 50 years would be appropriate for such a study.

There is no recognition of planning for future open space needs in the design brief.

The areas of open space identified in the tables in Section 3 of the design brief reinforce the prospect that site 8 maybe the only area of public open space to be developed in the North Kumutoto area for either active use or passive use.

Although it is designated "Activity space" it is essentially a "destination" space as opposed to a "transit" space.

This distinction is emphasised by the description of "The promenade" as "Linear movement space" and the Whitmore Street extension as "City connector space".

Whilst these latter spaces provide for physical activity, they also provide the potential for additional "destination spaces" whether active or passive as opposed to "passing through" spaces. Accordingly the use of part of these spaces as "destination" spaces needs to be factored into any planning process.

Site 10

In its decision on Variation 11 at paragraph [112] the Environment Court said that the footprint of any building on site 10 should be adjusted so that the form reads as more than one building.

In fact no such adjustment has been made to the footprint of Site 10 as set out on map 2 in the design brief.

Nor has the southern end of Site 10 been adjusted.

The footprint for Site 10 appears to remain unchanged from the footprint for the same site in Variation 11 and does not reflect either the spirit or the intent of the Environment Court's decision.

The massive size of the unbroken and un-modulated footprint are exacerbated by the proposed site coverage of 100%.

The evidence of the open-space and urban design experts called by Waterfront Watch and Land Lease at the Variation 11 appeal hearing was that a finer grain of development was preferable by breaking the mass up into smaller units. This would provide for a more interesting range of open spaces and help break down the linearity of the promenade around site 10.

The prospect of 100% site coverage for site 10, even within a height constraint of 22 metres will form an unacceptable visual and physical barrier between the CBD and the waterfront and will not relieve the canyon effect between site 10 and the Post Office Building.

There is no justification for assuming that the footprints of former industrial buildings which once occupied the site at a different time in history are relevant in terms of current needs and considerations.

In Land Lease's view, if there is to be a building on site 10 at all, it is critical for the preservation of important viewshafts and vistas from the city to the sea that the southern end of site 10 be adjusted to align with an axis no further south than a line along the south west face of the NZ Post Building.

However the first question that has to be asked is whether there should be a building on site 10 at all. This question is best addressed by the comprehensive space needs assessment referred to above and not by a presumption that there will be a building on site 10 which underpins the design brief.

Site 9

The commitment to retain site 8 for public open space alleviates some of the adverse effects of the combination of buildings on site 8 and site 9 as previously proposed by Variation 11.

In particular the commitment to develop site 8 as public open space removes the continuation and exacerbation of the "back alley" which currently exists between the Meridian Building and Shed 13 and the Steamship Wharf Building and Shed 11.

The reduced height of 19 metres at the northern end (as compared to 25 metres in Variation 11) is a positive step but it remains important that any building on site 9 continues to provide relativity to Shed 13.

Balancing Needs

The proposition that "buildings can help to provide more sheltered, comfortable, higher quality public spaces that attract people to the area" overlooks the fact that

shelter, comfort and high quality public spaces can be designed in the absence of buildings.

There is still too much emphasis in the design brief on built form and active building edges as the defining factors in the design of open spaces.

There is no reason why open space design should not come first with built form responding to the design of open spaces.

Ideally though, both built form and open space should emerge as a consequence of an integrated design process.

There remains a strong suggestion in the design brief that the architecture of buildings will come first and open space will be designed within the area left over. This was a significant defect in Variation 11 and remains unremedied in the design brief.

Funding for Public Spaces and Other Improvements

The funding of the development and enhancement of public open space and wharf maintenance from the sale or long term alienation of public capital assets is a poor business model.

While such a business model may alleviate the rating burden, it is a short term solution because the assets which can be disposed of in this way are finite.

Once gone, they cannot be recreated.

Accordingly, a funding model which is more sustainable in the long term, needs to be devised.

Other Comments

9 Metre Setback of Site 10 from Wharf Edge

The footprint of site 10 remains monolithic and unrelenting.

In the absence of any modulation or disaggregation to achieve a finer grain of development, the 9 metre set-back from the wharf edge is totally inadequate.

There is no urban design reason why this set-back should not be greater than 9 metres. Nor is there any urban design reason to justify the monolithic configuration and dimensions of site 10.

Heritage

In its decision on the Variation 11 appeals at paragraph [8] the Environment Court said:

“[8] *Shed 13 (and its partner Shed 11) and Shed 21 are listed as Category I items by the Historic Places Trust and are scheduled buildings in the District Plan.*

The former Eastbourne Ferry Building (Ferry Building) along with the Harbour Board Iron Gates and Railings (along with the Quays frontage) are listed as Category II. The Ferry Building and the Wharves and Wharf edges from the Tug Wharf to the Overseas Passenger Terminal and the reclamation edge Lagoon to Tug Wharf vicinity are identified in in the Regional Coastal Plan and the List of Buildings and features of historic merit”.

At page [45] of its decision, the Environment Court found that the physical resources described in paragraph [8] of its decision and again listed at paragraph [45] of its decision were influential in considering the consistency of Variation 11 with the New Zealand Coastal Policy Statement.

The Environment Court’s conclusion on this issue and related open space issues is set out at paragraph [49] of its decision which reads as follows:

“[49] While, overall, Variation 11 may not be contrary to the NZ CPS it nevertheless does not meet all that document’s expectations of identifying and protecting historic heritage from inappropriate development. Nor does it address the opportunity to develop public open space, enhance public pedestrian access to and through the area. Vehicle access to the area is also an aspect requiring more specific attention”.

Master Plan

The evidence of the open space expert called by Waterfront Watch and Land Lease Limited before the Environment Court in the Variation 11 appeal was that the best outcome for North Kumutoto would be achieved through a master planning process that addresses the design of buildings and open space as an integrated exercise. The design brief does not provide for that.

As a consequence we are likely to get separate proposals for buildings on sites 9 and 10 and open space design for site 8.

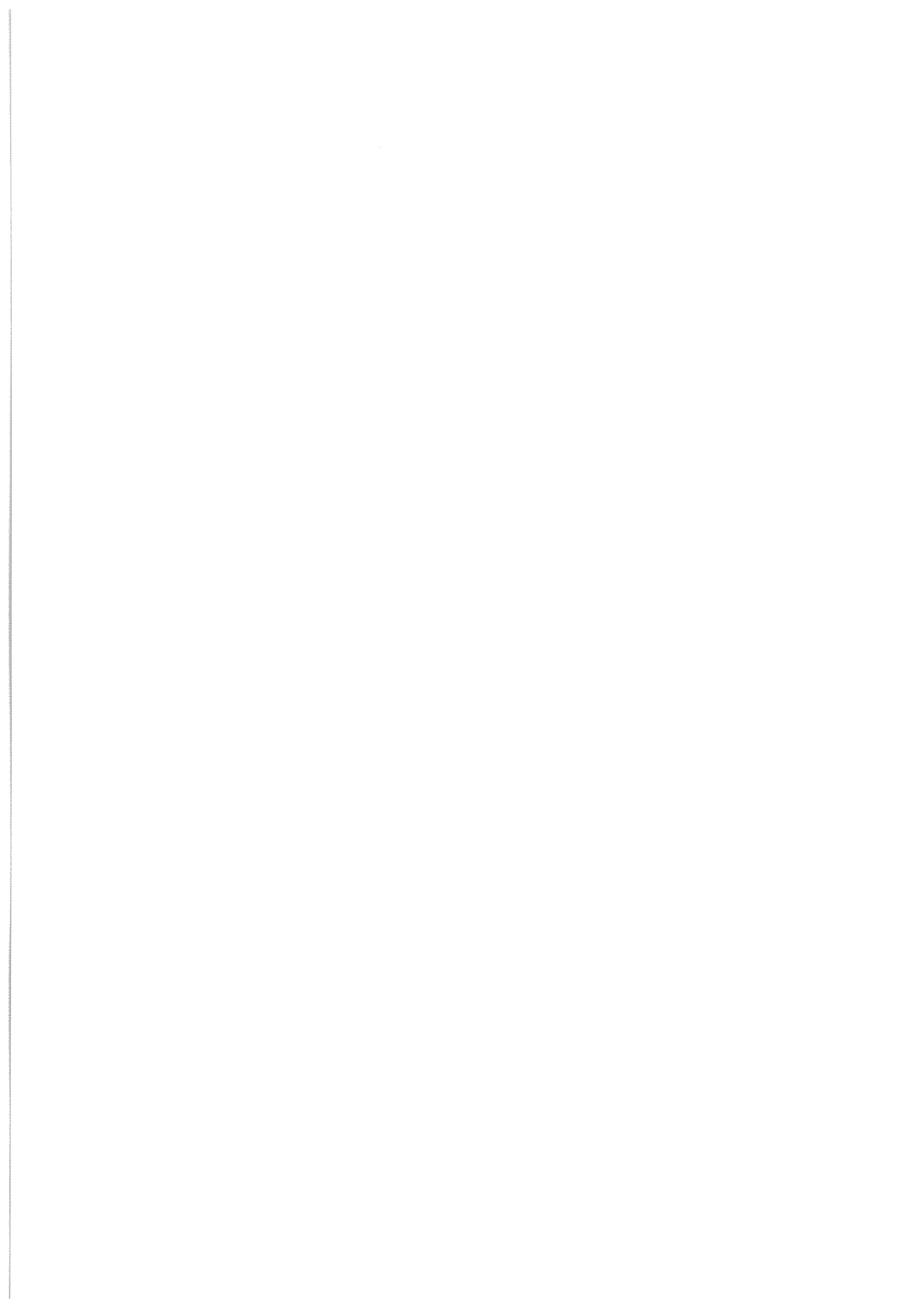
By comparison what is needed is an integrated concept for the entire area that addresses buildings and open space in a coherent, unified manner, rather than the piecemeal approach that may eventuate from the brief.

Public Notification of Resource Consent Applications

The most positive and most important element in the design brief is the commitment to public notification of resource consent applications and public participation.

This has been a cornerstone of the consenting process on the waterfront until Variation 11 which sought to remove this process from the development of the North Kumutoto precinct.

The commitment to a notified process is consistent with the Environment Court’s clear conclusion on this issue recorded at paragraphs [133] and [134] of its decision in the Variation 11 appeal.



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New Zealand Historic Places Trust Pouhere Taonga

NZHPT File No.
33002-252 & 33002-177

5 November 2012

Sherilyn Hinton
Senior Strategic Advisor
Research, Strategy, Urban Design and Heritage
Wellington City Council
PO Box 2199
Wellington 6140
New Zealand

By email; waterfrontbrief@wcc.govt.nz

**Submission of New Zealand Historic Places Trust Pouhere Taonga to the
Wellington City Council proposed North Kumutoto Draft Design Brief.**

1. New Zealand Historic Places Trust Pouhere Taonga (NZHPT) is an autonomous Crown Entity with responsibilities under the Historic Places Act 1993 to promote the identification, protection, preservation and conservation of the historical and cultural heritage of New Zealand.
2. Thank you for the opportunity for NZ Historic Places Trust Pouhere Taonga (NZHPT) to make a submission on the Wellington City Council Draft North Kumutoto Design Brief. The NZHPT's submission relates to historic heritage matters of the Design Brief.
3. While NZHPT is generally supportive of a design brief for North Kumutoto to guide the creation of high quality buildings and spaces in North Kumutoto, **NZHPT does not support** the brief in its current form. The design brief does not adequately address the heritage values and significance of the area and does not fully reflect the Environment

Court decision on District Plan Variation 11 (Wellington Waterfront).

4. The NZHPT is disappointed that the Design Brief does not reflect the outcomes of over two years of negotiations, including mediation on the appeal to Variation 11 (See mediation agreement Appendix 1), between Wellington City Council and NZHPT on the development of this area, and discussions with Wellington Waterfront Ltd earlier this year on a proposed new building on site 10 (10 Waterloo Quay) (Appendix 2).

Heritage values of Wellington Waterfront

Comments informed by NZHPT Registration Report for a Historic Area – Wellington Harbour Board, 23 August 2012.

5. The area traversed by the Kumutoto Design Brief encompasses a significant part of the Wellington Harbour Board Historic Area.
6. The Wellington Harbour Board Historic Area comprises part of the inner reaches of Wellington Harbour, extending from Pipitea Wharf (now absorbed by the Thorndon Container Terminal) in the north, to Clyde Quay Wharf in the south. This area formed the core of the Wellington Harbour Board's (WHB) activities. The construction dates for the places included in the Historic Area span the century-long reign over the area by the WHB which was inaugurated in 1880.
7. The first deepwater wharf was constructed by the newly established Wellington Provincial Council in the 1860s. Subsequently the port was extensively developed by the WHB and played a central role in the growth of the local and national economies. By the mid 1980s change was evident on Wellington's waterfront, with the operations of the port having been largely moved north to the new Thorndon Container Terminal. This shift in focus is reflected in the WHB and Wellington City Council creating Frank Kitts Park, which is included in the Historic Area. In 1989 the implementation of the Port Companies Act 1988 saw the disestablishment of the WHB.
8. Within the Wellington Harbour Board Historic Area there are 26 historic features identified, including: ten wharves, which still provide berthing facilities for a variety of vessels; two early wooden wharf sheds that date from the 1880s; five brick wharf sheds that date from the early 1900s; the grand Wellington Harbour Wharf Office Building (Shed 7) and the more restrained Wellington Harbour Board Head Office and Bond Store which flank the WHB gate and fence at the entrance to Queens Wharf; and a very simple yet quirky modernist building in the Customs Post. The main function of the majority of these structures and features was to service the operational requirements of the WHB's working port. The following historic places are also included in the Wellington Harbour Board Historic Area: Pipitea Wharf, Shed 35, Kings Wharf Office (Former), Kings Wharf, Glasgow Wharf, Railway Wharf, Shed 21 (Former), Wellington Harbour Board Wharf Gates, Posts, and Railings, Wool Jetty, Ferry Wharf, Eastbourne Ferry and Borough

Council Offices (Former), Ferry Wharf No. 2 (Former), Shed 13, Shed 11, Queens Wharf, Wellington Harbour Board Wharf Office Building (Shed 7), Paddy the Wanderer Memorial Drinking Fountain, Wellington Harbour Board Head Office and Bond Store, Shed 5, Shed 3 (Former), Frank Kitts Park, Taranaki Street Wharf, Customs Post (Former), Shed 22 (Former), and Clyde Quay Wharf. The extent includes the fittings and fixtures of these historic places.

9. The elements included in the Wellington Harbour Board Historic Area are important historic remnants of the working port and the changing face of Wellington's waterfront. The Historic Area has significant aesthetic, archaeological, architectural, historic, social and technological significance. This is evident in its picturesque setting, its collection of eclectic architectural buildings designed by prominent New Zealand architects, the role the port has played in the social and economic development of Wellington city and the nation, and the range of materials and technological developments employed in reclamations and the construction of the buildings and wharves.
10. The Wellington Harbour Board Historic Areas significance or values include aesthetic significance, and of specific note is "the promenade along the waterfront from Kumutoto to Clyde Quay Wharf, as well as Frank Kitts Park which provides excellent views of the harbour as well as more intimate views of the historic buildings and wharves." The Wellington Harbour Board Historic Area is also an important archaeological landscape plotting the development of Wellington's port dating from the mid to late nineteenth century. The area also has architectural significance as an eclectic mix of architectural styles which were designed to serve a particular wharf related function. They are architecturally important as a group because they form a collection of buildings that demonstrate representative styles for their various functions from the late nineteenth to late twentieth centuries.
11. The area's historical significance date back to at least 1862 when Queens Wharf was constructed out from newly reclaimed land. This and subsequent reclamations, and the construction of wharves and buildings, alienated local Maori from the foreshore which, until European arrival, had been a major source of food. This has recently been recognised by the Waitangi Tribunal. In 1880 the Wellington Harbour Board took control of the port and it played a significant role in the development of the port. The Wellington Harbour Board was dissolved in 1989 and its holdings and responsibilities split between Wellington City Council and Greater Wellington Regional Council and Horizons Regional Council and their associated companies. The last 30 years has seen significant changes to port operations as well as to former WHB buildings and land with all the historic buildings that have survived having a totally new function as well as some of their fabric being altered, particularly the interiors, and the development of a large part of the former port for leisure and other activities. These changes reflect global changes in the transporting of goods as well as people over the last 30 years and the increasing emphasis on enhancing commercial and leisure activities and providing the facilities for these.

12. The Wellington Harbour Board Historic Area has significant social value in the role it has played in the social and economic development of Wellington city. The wharves provided a vital trade and passenger link both within New Zealand and overseas and also had an important civic element. The wharves also provided employment for a large number of people and have witnessed political unrest with two major strikes in 1913 and 1951, the latter of which was to have far reaching consequences for industrial relations on the waterfront.
13. The buildings, wharves and reclamations within the Wellington Harbour Board Historic Area have technological significance as they represent the changes in materials and technological developments employed in their construction and are associated with important New Zealand engineers, William Ferguson and James Marchbanks. The reclamations were significant undertakings and enabled not just the construction of the port area but essentially the whole of the commercial heart of Wellington city. The remaining historic cranes are representative examples of the advances in technology to cope with the demands of an increasing work load at the port. This has seen the transformation of handling goods from being very labour intensive to being managed mechanically and more latterly electronically.
14. All of the historic places in the Wellington Harbour Board Historic Area are directly connected to the activities of the Wellington Harbour Board between 1880 and 1989. The places were all built, occupied, or their construction sanctioned, by the Wellington Harbour Board. All these historic places, except Frank Kitts Park, have an association with the development and operations of the port from the construction of the earliest structure, Queens Wharf, in 1862. Frank Kitts Park is symbolic of the late twentieth century expansion and consolidation of port activities in the north and the redevelopment of the southern area of the existing port for recreation, cultural and other non-port related commercial activities.
15. A key element of this historic area is its position in the inner harbour. Surrounded by hills and the open expanse of Te Aro flat the wharf area sits within a natural amphitheatre. There are extensive views both in to, and from the area of the harbour, the hills, the Hutt Valley and the eastern beaches on the other side of the harbour. It is immediately adjacent to the city which has always been an important factor in the development of the port. Key elements in the Historic Area are the reclamation, the seawalls and breastworks which physically contain the harbour, the wharves, the buildings that date from the nineteenth and twentieth centuries and the associated cranes, wharf furniture, gates and other components that were associated with the area when it was operating as a port. More recent elements include Frank Kitts Park, sculptures, commemorative plaques and other components.

Historic Heritage and Statutory Assessment

16. Within the Kumototo Precinct, Shed 11, 13 and 21 are listed Category I items by NZHPT. The former Eastbourne Ferry Building (Ferry Building) along with the Harbour Board Iron Gates and Railings are listed as Category II. The register numbers are as follows:

Eastbourne Ferry Terminal Building (Former) Category 2, Register Number 7807
Wellington Harbour Board Shed 21, Category 1, Register Number 237
Wellington Harbour Board Shed 11, Category 1, Register Number 235
Wellington Harbour Board Shed 13, Category 1, Register Number 236
Wellington Harbour Board Historic Area, Register Number 7036
Wellington Harbour Board Iron Gates and Railings, Category 2, Register Number 1447

17. Shed 11, 13, 21 and the Eastbourne Ferry Terminal buildings are also listed Heritage Buildings in the Wellington City District Plan.

18. The New Zealand Coastal Policy Statement (NZCPS) includes objectives and Policies which address historic heritage and the maintenance of character. To be consistent with the NZCPS historic heritage in the coastal environment should be protected from inappropriate subdivision, use and development.

19. The Environment Court decision [para 54] determined that the following physical resources specifically contribute to the understanding and appreciation of New Zealand's history and cultures and were influential in considering Variation 11's consistency with the NZCPS:

- Ferry Building
- Wharves and wharf edges
- Reclamation edge (Rip-rap wall)
- Sheds 13 and 21
- Iron Gates and Railings

The decision concluded that "while overall, Variation 11 may not be contrary to the NZCPS it nevertheless does not meet that documents expectations of identifying and protecting historic heritage from inappropriate development."

20. The Regional Policy Statement (1995) and the proposed Regional Policy Statement also address heritage matters. The Regional Policy Statement (1995) lists Wellington Harbour, Sheds 7, 11-13 and 21 as historical features.

21. The ferry building and the wharves and the wharf edges from the Tug Wharf to the Overseas Passenger Terminal and the reclamation edge Lagoon to Tug wharf vicinity are identified in the Regional Coastal Plan in a list of buildings and features of historic merit and includes specific reference to the Lambton Harbour Area. Objective 4.1.24 provides

for the comprehensive development of the Lambton Harbour Development Area and Policy 4.2.45 includes specific reference to recognising the heritage character, development and associations of the area.

NZHPT Involvement in Variation 11

22. As expressed in our appeal to variation 11, NZHPT's main concern for site 10 was the potential for a large building to be built in close proximity to the Former Eastbourne Ferry Terminal, which would adversely affect its heritage values. During the course of mediation and subsequent meetings it was negotiated that the footprint of site 10 be pulled back in front of the Former Eastbourne Ferry Terminal Building. In addition a transition area was established giving guidance as to the relationship between the Former Eastbourne Ferry Terminal and any new building constructed on site 10.

23. Any building on site 10 must consider the effects on the listed and registered Category 2 Former Eastbourne Ferry Terminal particularly the effects of bulk, dominance, scale and shadowing.

Ways that were discussed as part of discussions for a new building on site 10 with Council (NZHPT submission Appendix 1) to mitigate the effects of bulk, dominance, scale and shadowing on the Former Eastbourne Ferry Terminal included:

- Sensitive landscaping that highlights the Former Eastbourne Ferry Terminal;
- Interpretation of the Former Eastbourne Ferry Terminal's history and those buildings that historically surrounded it with the options to include digital interpretation;
- Lighting to highlight the Former Eastbourne Ferry Terminal at night;
- Painting of the Former Eastbourne Ferry Terminal with a palette chosen to differentiate it from any proposed new building on site 10 and to give emphasis to it;
- Use of the historic Wharf gates and fences currently in storage; possible locations for these include the waterfront side of the proposed new building, between Centre Port operations and the walkway, the walking lane between Shed 21 and the new building, and the main street entrance to the Kumutoto area.

Design Brief

24. The heritage values of the area will be a key factor in the design and development of the Kumutoto Precinct. The NZHPT is concerned that this is not sufficiently emphasised throughout the design brief. The following comments relate to specific sections of the Draft Design Brief.

General Design Principles

25. As referred to above, there are a number of listed heritage items within or in close proximity to the North Kumutoto area. The design brief correctly refers to "*Shed 21 at the northern end and Sheds 11 and 13 at the southern end*". However it does not recognise the former Eastbourne Ferry Building or the Harbour Board Iron Gates and Railings. The NZHPT requests that specific reference is made to these buildings and structures in the general design principles.
26. It is noted that the general design principles acknowledge the need "*to facilitate views between the water and Shed 13 and allow for a visual connection between Shed 13 and the Ferry Building*". NZHPT supports the reference to protecting these view shafts. However, it is unclear why this is important without the specific reference to the Ferry Building in this section.

Heritage and Contemporary Culture

27. NZHPT supports the recognition of the Maori and European settlement within this area, previous reclamation and maritime usage and that opportunities to acknowledge this should be considered in future designs.
28. The listed wharf gates and fences are also important heritage items which should be acknowledged and incorporated into any designs. NZHPT supports the statement within the brief that "*these features are irreplaceable indicators of the history of the area, and while some may be damaged, they substantially enrich the experience of the waterfront. Physical evidence of age and occupation are manifestations of the history of the waterfront, and are fundamental in retaining and strengthening the identity of the area.*"
29. Specific reference to the listed wharf gates and fences within the General design principles section will emphasise the importance of these statements.
30. NZHPT is supportive of the inclusion of public art within the area that reflects the waterfront context and the history of the area. This could include interpretation of the historic buildings and those buildings that historically surrounded it. Lighting could also be used to highlight the heritage buildings.
31. There is a particularly good vantage point in this area, within and adjacent to site 8 where all the wharves associated with the Wellington Harbour Board can be seen, including Pipitea Wharf and Kings Wharf which are now both part of the container terminal area, Glasgow Wharf, the Wool Jetty, Railway Wharf, Ferry Wharf 1 & 2, Queens Wharf and Clyde Quay in the distance. There is an opportunity to provide interpretation within this area.

Views

32. This section should reiterate and emphasis the statements made in the general design principles section around the importance of views between the water and Shed 13 and the visual connections between Shed 13 and the Ferry building. It should also refer to and emphasise the importance of the recognised viewshaft VS 4 - Whitmore Street to the harbour included in the District Plan. It is noted that reference to this viewshaft is included in Table 2 of the open space section of the design brief. However, it is considered that it should also be included in the views section of the brief to reflect the importance of the viewshaft. Opportunities also exist to enhance views to Shed 11, 13, 21 and the Ferry building.
33. There is also the ability to provide views through any new building on site 9 and 10 to the Ferry building. NZHPT considers that this should also be referred to in this section.

Open Space

34. Open spaces are an opportunity to include historical reference to the area and incorporate public art that reflects the historical context. This is referred to in the heritage and contemporary culture section of the design brief. However, they are not listed as open space principles or under site 8 considerations. There is an opportunity to bring out the story of the Wellington Harbour board (see paras 5-15) through interpretation and spaces in the Kumutoto area.
35. Open spaces are also an opportunity to enhance the setting of heritage buildings. This should also be recognised within the open space principles and specifically within the site 8 considerations section.

Furniture Guidelines

36. The NZHPT supports the reference to the Waterfront Furniture Design Brief and the industrial/maritime themed furniture. This will assist in enhancing the important historical context of the waterfront.

New Buildings

37. The NZHPT supports the building heights proposed (site 10 - 22 metres and site 9 – 19m and 16 metres at south end) and the statement that the heights relate to the scale of adjacent heritage buildings. These building heights were determined in the Environment Court decision on District Plan Variation 11 (Wellington Waterfront).
38. It is noted that the table refers to "*indicative height*". However, the Environment Court decision intended these heights as maximums. Therefore it is recommended that the table

be amended to refer to "Building Height" or "Indicative Height (max)".

39. The NZHPT does not support the statement that "*the height of buildings on either side of the Whitmore Street entry to the waterfront can be higher to form a 'gateway' to this part of the waterfront*". The building heights considered as part of the Environment Court decision were determined to better relate to the scale of heritage features and the adjoining area. Any increase to these heights is likely to have adverse effects on adjacent heritage buildings, particularly the Ferry building. It is requested that this sentence be deleted from the design brief.
40. The design brief provides for a maximum of 100% site coverage for buildings on both site 9 and 10. This is not supported by NZHPT. A building built to the maximum site coverage and building height is likely to have adverse effects on the Ferry building particularly in terms of dominance, shading and scale. Although it is recognised that the site coverage was not specifically determined in the Environment Court decision the conclusion was clear that building development should be appropriate to the protection of historic heritage, there was the potential for new development to overwhelm existing registered historic buildings and that the area contains a significant quantum of historic features which require protection.
41. The NZHPT therefore seeks that the footprint of site 10 should be determined in terms of responding to the Ferry Building, particularly in terms of dominance and protecting views to and from the Ferry building.
42. The design of any building on site 10 should be sympathetic to the Ferry building and acknowledge the Ferry Building and draw the eye to this heritage building.
43. The design of the buildings on site 9 and 10 should consider using dimensions, mass, void, materials and designs to reduce the impact of the difference in scale of the new development to the scale of the Ferry building. Measures should avoid dominance and reduce shadowing of the heritage building by any new building adjacent.
44. The Environment Court decision para 14 states that "the settlement agreement between the Council and the HPT introduced specific wording to deal with a Transition Area which was added to Block A (now site 10) to address views to the Ferry Building, primarily from the streets to the west". It is not evident in the Design Brief that the settlement agreement between the Council and HPT has been considered when preparing the design brief. By allowing the building height of buildings on either side of the Whitmore street entry, particularly site 10, to the north of Whitmore Street, to be higher to form a gateway to this part of the waterfront would undermine the intent of the settlement between the Council and NZHPT. The intention of the Transition Area was to ensure sensitive treatment of the Ferry terminal in any design of adjacent buildings which would enhance the views and appreciation of the Ferry Building from public spaces.

Setback

45. It is noted that the design brief requires a setback of at least 9 metres on the seaward site for much of the length of site 10 to allow for pedestrian and vehicle movement. Para 114 of the Environment Court decision states that *"We consider that a greater setback is required, given the available depth of building from Waterloo Quay. There could possibly then be a mechanism for intrusion into it as a design issue rather than provision of a minimum, which may well result in compromise. We do not consider an outcome such as the lane between Shed 13 and Meridian is acceptable for a space that will be an extension of the waterfront promenade"*.
46. The NZHPT would like to see a greater setback provided particularly, in relation to the Ferry building. An articulated setback with a greater width provided in proximity to the Ferry building would help to address the adverse effects such as dominance, scale and shading of any new building on site 10 on the Ferry building. The footprint of site 10 on the Waterloo Quay boundary should also be considered and any building setback to maximise the views from Shed 13 to Shed 22 along Waterloo Quay.

New Building Principles

47. The NZHPT considers that a key principle for new buildings on site 9 and 10 is respond to the surrounding heritage buildings, particularly the Ferry building.
48. The brief currently states that *'new buildings will be sympathetic to, and relate to the scale and size of, the heritage buildings, bearing in mind that Shed 21 at the northern end is higher than the heritage buildings at the southern end'*. The heritage buildings at the southern end are Shed 11 and 13. This statement does not recognise that the Ferry building is between Shed 21 and Sheds 11 and 13. Any building must also be sympathetic to and relate to the Ferry building.
49. Other new building principles of particular concern to NZHPT include:
- *Buildings will be designed in a coherent fashion that relates to the waterfront context, and have a good compositional relationship with neighbours so that they relate to and complement each other.*
49. The NZHPT considers that this principle is too vague. Buildings should respect the heritage values of the adjacent buildings, particularly the Ferry building.
- *The buildings, including tops and roofs, need to provide the character and complexity appropriate to their prominent waterfront position, given that there are numerous vantage points overlooking this area. Opportunities for green roofs could also be incorporated where appropriate.*

50. NZHPT considers that buildings should provide the character and complexity appropriate to their setting, particularly the historical context of the waterfront and the important heritage values of this area as well as the prominent water front position. Views of the existing heritage buildings should be maximised.

- *Buildings will be required to display exceptional architectural design including innovation, creativity and imagination, responsiveness to context, environmentally sustainable design and be an expression of contemporary culture.*

51. The NZHPT considers that this principle should be amended to refer to historical context.

Building Relationship to Open Space

52. The following principle relating to buildings relationships to open space is of concern to NZHPT:

- *Buildings should be of a size and shape that relate to the spaces around them, the neighbouring buildings and the waters edge.*

53. The surroundings associated with historic heritage involve an area of land (or land covered with water), surrounding a historic place, site or area of heritage significance which is essential for retaining and interpreting its heritage significance. It can apply to either land which is integral to the heritage significance of items or a precinct which includes buildings, structures, archaeological sites, trees, and places/areas of significance to Maori. The term surroundings is adopted to include curtilage and setting.

54. Assessing the significance and impacts on surroundings will require an understanding of the significance of the original relationship of the heritage item to its site and locality, adequacy of setting, visual catchments and corridors, and the need for buffer areas to screen unsympathetic development.

55. New buildings and additions (to existing non-heritage buildings) should be managed so they do not affect the significance of the character and setting of existing historic buildings and the area. Generally, new buildings and additions should be designed to be sympathetic to the overall existing character of historic buildings. It is important that new buildings do not dominate or adversely affect important visual settings¹.

¹ Sustainable management of historic heritage, information sheet 16: Assessing Impacts on the Surroundings associated with Historic Heritage, NZHP.

Other Matters

56. Appended to the Design Brief are two Maps. Map 1 shows the Kumutoto location Precinct Plan and Map 2 show the North Kumutoto Development Areas. Both of these maps show the locations of the surrounding heritage buildings Shed 11, 13 and 21. However, they omit to show the location of the Ferry building. The NZHPT requests that this important heritage building is referenced on the maps for clarity.

In summary NZHPT seeks:

57. The design brief is revised to adequately address the heritage values and significance of the area and fully reflect the Environment Court decision on District Plan Variation 11 (Wellington Waterfront) including the mediation agreement for site 10 and the Eastbourne Ferry Terminal (former) between Wellington City Council and NZHPT).
58. Reference is made throughout the Design Brief to the heritage values and significance of the area specifically within the following sections:

General Design Principles

59. Reference to the Former Eastbourne Ferry Building and Harbour Board Iron Gates and Railings within the general design principles.

Heritage and Contemporary Culture

60. The inclusion of interpretation of the historic buildings and those buildings that historically surrounded it and lighting to highlight the heritage buildings. As part of any public art within the area to reflect the waterfront context and history of the area and interpretation of the wharves associated with the Wellington Harbour Board.
61. There is a particularly good vantage point in this area, within and adjacent to site 8 where all the wharves associated with the Wellington Harbour Board can be seen, including Pipitea Wharf and Kings Wharf which are now both part of the container terminal area, Glasgow Wharf, the Wool Jetty, Railway Wharf, Ferry Wharf 1 & 2, Queens Wharf and Clyde Quay in the distance.. There is an opportunity to provide interpretation within this area.

Views

62. Section 2.4 (Views) is amended to include reference to viewshaft VS 4 – Whitmore Street in the District Plan and emphasise the importance of this viewshaft. Opportunities to

enhance the views to Shed 11, 13, 21 and the Ferry building should also be included in this section.

63. There is also the ability to provide views through any new building on site 9 and 10 to the Ferry building. This should also be referred to in this section.

Open Space

64. Opportunities are provided for within open space to bring out the story of the Wellington Harbour board through interpretation and spaces in the Kumutoto area.
65. Recognition within the Open Space principles (section 3.1) and Site 8 considerations (section 3.2) that well designed open spaces provide an opportunity to enhance the setting of heritage buildings.

New Buildings

66. The table within section 4 (New Buildings) is amended to refer to “Building Height” or “Indicative Height (max)”.
67. The following statement is deleted from the Design Brief: “The height of buildings on either side of the Whitmore Street entry to the waterfront can be higher to form a ‘gateway’ to this part of the waterfront”.
68. The 100% site coverage maximum is replaced with a statement to the effect of “the footprint of site 10 should be determined in terms of responding to the Ferry building, particularly in terms of dominance and protecting views to and from the Ferry building”.

Setback

69. A setback greater than 9m is provided particularly, in relation to the Ferry building.

New Building Principles

70. A new principle added to section 4.1 (New Building Principles) requiring “Any building on site 10 must consider the effects on the listed and registered Category 2 Former Eastbourne Ferry Terminal particularly the effects of bulk, dominance, scale and shadowing”.
71. The following principle be amended to read “*New buildings will be sympathetic to, and relate to the scale and size of, the heritage buildings, bearing in mind that Shed 21 at the*

northern end is higher than the heritage buildings at the southern end. Any building must also be sympathetic to and relate to the Ferry building."

72. The following principle is amended to provide greater clarity in respect to the heritage values of the adjacent buildings, particularly the Ferry building. *"Buildings will be designed in a coherent fashion that relates to the waterfront context, and have a good compositional relationship with neighbours so that they relate to and complement each other."*

73. The principle: *"The buildings, including tops and roofs, need to provide the character and complexity appropriate to their prominent waterfront position, given that there are numerous vantage points overlooking this area. Opportunities for green roofs could also be incorporated where appropriate"*, is amended to provide the character and complexity appropriate to their setting, particularly the historical context of the waterfront and the important heritage values of this area as well as the prominent water front position. Views of the existing heritage buildings should be maximised. The footprint of site 10 on the Waterloo Quay boundary should also be considered to maximise views from Shed 13 to Shed 22 along Waterloo Quay.

74. The principle: *"Buildings will be required to display exceptional architectural design including innovation, creativity and imagination, responsiveness to context, environmentally sustainable design and be an expression of contemporary culture"*, is amended to also refer to historical context.

Building Relationship to Open Space

75. The following principle is amended to also refer to the character of historic buildings and their surroundings *"Buildings should be of a size and shape that relate to the spaces around them, the neighbouring buildings and the waters edge"*.

Other Matters

76. The Former Eastbourne Ferry Building is clearly shown on the Design Brief maps.

NZHPT would welcome further discussions with the Council to discuss this submission further and to provide input into the preparation of the North Kumutoto Design Brief to respond to the heritage values of the area.

The NZHPT also requests to be consulted on any subsequent resource consent applications for new buildings within North Kumutoto.

Please contact the undersigned if you would like to discuss this submission further.

Yours faithfully,



*Ann Neill
General Manager Central Region
New Zealand Historic Places Trust Pouhere Taonga*

Address for service

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Attachments :

Appendix 1 – NZHPT Appeal Resolution dated October 2011

Appendix 2 – NZHPT Feedback to proposed new building on site 10 dated 10 March 2012

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Wellington Civic Trust

P O Box 10183

Wellington

www.wellingtoncivictrust.org



To: Wellington City Council – Kumutoto Design COCMO2

waterfrontbrief@wcc.govt.nz

Date: 5 November 2012

DRAFT NORTH KUMUTOTO DESIGN BRIEF

This is the submission of the **Wellington Civic Trust**

Address for service: Alan Smith, Chairman, secretary@wellingtoncivictrust.org

Telephone contact: Toni Izzard (mobile) 027 5480 989 (work) 901 6658

The Trust would like to be heard in support of this submission.

1. The Wellington Civic Trust ('the Trust') would like to congratulate the Council on this public consultation exercise on the draft Design Brief that will be used to guide the future development of the Kumutoto area of Wellington's waterfront. As could be seen by the packed Committee room on Thursday evening 1st November, there is a high level of interest in this area of the waterfront. We are pleased to note that the draft Design Brief aims to fulfil the general objectives outlined in the *Waterfront Framework 2001*, which the Trust has consistently supported as part of its policy. The Design Brief's commitment that all future developments in this area will be subject to public notification is strongly supported. This should always have been the case.
2. We applaud the Environment Court decision which ensures that Site 8 will be open space in perpetuity. We do not agree that the Environment Court decision

compels the Council to allow maximum height and 100% building coverage development on Sites 9 & 10.

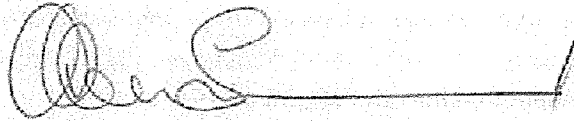
3. We are aware that commercial development remains the strategy of the Council and its subsidiary, Wellington Waterfront Ltd, in order to fund wharf maintenance, open space development, and pile replacement. We are not convinced that maximising commercial development in this area is the only way to ensure funding. This issue could be addressed by more creative user-pays solutions, and less ambitious expenditure on public spaces. The campervan park is an example of the former, and low cost seating and tree planting is an acceptable alternative to grand design (for example, the enhancement of Oruaiti Pa site is an excellent example of low scale quality development).
4. That the Council has committed to completing the development of North Kumutoto need not require that the whole of Sites 9 & 10 be covered by buildings. In particular, we are of the opinion that to accord with 1.1 General Design Principles "*this area has a strong connection to the CBD*", the building envelop on Site 10 should be set back to align with the NZ Post building, both mitigating the tunnel effect of the view shaft from Whitmore Street, and maintaining the view of the historic Eastbourne Ferry building from the Quays. Similarly, any building on Site 9 should include the Design Brief requirement to align with Sheds 11& 13, both architecturally and in bulk.
5. Similarly, we are not persuaded that both Sites 9 and 10 should be able to build to their northern and southern boundaries respectively. Rather than "providing a gateway" to the waterfront when viewed from Whitmore Street, they would serve only to narrow the present viewshaft and further separate the waterfront from the CBD in a manner contrary to the general goal of connecting the two.
6. The Draft Design Brief is silent on the matter of the wind-funnel effect of two large bulky buildings in this location. It is well known that the Whitmore Street vicinity is one of the windiest locations in Wellington, with pedestrians often fighting to stay upright while waiting for crossing lights. Before any thought is given to maximum height and site coverage of these buildings, independent research should be commissioned to ensure the wind-tunnel effect will not be exacerbated. The Trust also suggests that independent wind tunnel analysis be a fixed prerequisite for all new structures on the waterfront.
7. Although there is much mention of shelter, there is little attention apparently paid to shadowing effects. Two large buildings in this vicinity will cast long shadows

in the afternoon which will detract from the waterfront experience which present users enjoy. Again, independently produced shade diagrams should be commissioned as a prerequisite.

8. Graham McIndoe (Waterfront Technical Advisory Group) at the 1 November 2012 consultation public meeting stated that there is no intention of improving pedestrian access from the CBD to North Kumutoto to align with more intensive development in this area. There is at present only one pedestrian crossing from Whitmore Street to the area. This is at odds with 2.2 of the Draft Design Brief which notes that *“improving pedestrian access across the heavily trafficked quays is critical to the success of the waterfront development”*. The Design Brief needs to include clearer guidance on how developments will improve the CBD-waterfront access in this area, including all-weather access to the north of Site 10 and to the Railway Station. To concerns raised at the meeting about the existing covered pedestrian access through Shed 21 (unsafe, uninviting, unfinished), Mr McIndoe speculated that these were perhaps now irreversible, with ownership and control having passed to private interests. This situation needs to be avoided with any new building developments in this area, and warrants explicit inclusion in the Design Brief.
9. The Trust believes that adopting the Environment Court decision doggedly i.e. open space Site 8, buildings Sites 9 & 10, does not give proper consideration to the overall environmental effects in this area, and nor does it permit consideration of viable options. The Design Brief need not preclude fresh approaches devised for the area which could include:
 - alternative uses for Sites 9 & 10;
 - exploration of the viability of tourist and visitor-based activities, including retaining/expanding the present campervan site, a tourist information office, cafés with generous outdoor seating areas, water-based activities, covered recreational areas with visual access for passing pedestrians, and market stalls;
 - low-level buildings on Sites 9 & 10 which are sympathetic to surrounding architecture;
 - an overall plan for all three sites which should incorporate common architectural elements (like Sheds 11 & 13), linking landscape elements, all-weather pedestrian links, and improved access to the CBD.
10. The Trust notes that there should be no undue haste in redeveloping the North Kumutoto area. There are present uses, albeit low key, which ensure the area is attractive to travellers, tourists, pedestrians, office workers and cyclists. There

appears little imminent danger of the wharf areas becoming hazardous in the near future, as present uses do not exert excessive loading.

Thank you for this opportunity to submit to the Draft Design Brief. We look forward to presenting our submissions, and trust that the Council has an open mind beyond the "permissions" of the Environment Court decision for this gateway waterfront area.

A handwritten signature in black ink, appearing to read 'Alan Smith', followed by a horizontal line extending to the right.

Alan Smith

Chairman

The Wellington Civic Trust Incorporated

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DRAFT NORTH KUMUTOTO DESIGN BRIEF SUBMISSION FORM



To have your say:

- Please fill out this submission form and post it back to us by **5PM, MONDAY 5 NOVEMBER** (no stamp required) or
- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.

ENTER YOUR NAME AND CONTACT DETAILS

Mr / Mrs / Ms / Miss / Dr (Please circle which applies)	
First name* CRAIG	Last name* PALMER
Street address* 29 MOIR STREET	
Suburb MOUNT VICTORIA	City WELLINGTON 6011
Phone/mobile 385-0366	Email

* Mandatory fields

<input type="radio"/> Making a submission	<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation
Name of organisation		
I would like to make an oral submission to the committee considering the proposal in November.		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide a phone number above so that a submission time can be arranged.		
<input checked="" type="checkbox"/> Please tick if you would like to be added to our mailing list, so you can receive information on developments in north Kumutoto		
<input checked="" type="checkbox"/> Please post information to me at the above address		<input type="checkbox"/> I would prefer to receive information by email.

Privacy statement: All feedback (including name and contact details) may be published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

GIVE US YOUR VIEWS ON THE DRAFT DESIGN BRIEF

INCREASED AMOUNT OF PUBLIC SPACE IN NORTH KUMUTOTO

Site 8 is to be developed as public open space rather than being built on.

What are your views on this? What activities would you like to see here?

Glazed shelters with seats facing the sea.
Small trees and flowering shrubs near site 9.
Small area of grass in centre. Maximum sun throughout the day.

REDUCED SIZE OF POTENTIAL BUILDINGS IN THE AREA

New buildings on sites 9 and 10 will be of a scale that reduces their impact on the surrounding area. The building development envelopes are now:

- Site 10 (between the Whitmore Street gates and Shed 21) – 4 storeys (22m) with the building form reading as more than one building, and with a setback of at least 9m on the seaward side to allow for pedestrian movement and servicing
- Site 9 (south of the Whitmore Street gates alongside Customhouse Quay) – 4 storeys (19m) stepping down to 3 storeys (16m) on the south side.

What are your views on this aspect of the design brief?

Neither site is appropriate for full site coverage
Site 10 needs to be retracted at southern end.
Both need to be set back from Waterloo Quay

Do you think the reduced scale of the building envelopes is more in keeping with the surrounding area?

No. There is a risk of creating a windswept, sunless canyon along Waterloo Quay.

BALANCING NEEDS

We see the need for a balance between public open space and new building development in north Kumutoto. At the moment the area is exposed to the elements and has little shelter available. The brief recognises that buildings can help to provide more sheltered, comfortable, higher-quality public spaces that attract people to the area.

To what extent do you think the principles outlined in the brief for open spaces and buildings (see sections 3 and 4 of the brief) reflect the desired balance?

The design brief for buildings needs to require public non-commercial spaces on the ground floors with harbour views.

FUNDING FOR PUBLIC SPACES AND OTHER IMPROVEMENTS

The Council has budgeted on the basis that the development and enhancement of public open space in this area (and other improvements such as wharf strengthening) will be funded from the commercial proceeds of new building development. This approach helps ensure affordability and reduces the impact on Wellington City ratepayers.

What are your views on this approach?

The balance needs to now shift to more ratepayer funding and for some large projects, long term borrowing. Contractors could be asked to contribute to the cost of a bridge from the Railway Station to north of Shed 21.

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OTHER COMMENTS

Do you have any other comments or suggestions on the draft design brief?

Provision should be made for a bridge across Waterloo Quay, to cater for commuting cyclists, lunch time access from the central Business District as well as for visitors arriving on cruise ships. Ground floor non-commercial space could encourage both active and passive recreation. Harbourside facades would be fully glazed to permit passersby having a view of indoor sports.

Feel free to attach additional information.

PLEASE RETURN YOUR FEEDBACK FORM AND ANY ADDITIONAL INFORMATION YOU WISH TO SUBMIT BY 5PM, MONDAY 5 NOVEMBER 2012.

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Free Post Authority Number 2199

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**

PO Box 2199, Wellington, New Zealand



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