



AGENDA

Council Meeting

I hereby give notice that a Meeting of the Kapiti Coast District Council will be held on:

Date: Thursday, 18 March 2021

Time: 1.30pm

**Location: Council Chamber
Ground Floor, 175 Rimu Road
Paraparaumu**

**Wayne Maxwell
Chief Executive**

Kapiti Coast District Council

Notice is hereby given that a meeting of the Kapiti Coast District Council will be held in the Council Chamber, Ground Floor, 175 Rimu Road, Paraparaumu, on Thursday 18 March 2021, 1.30pm.

Council Members

Mayor K Gurunathan	Chair
Deputy Mayor Janet Holborow	Deputy
Cr Angela Buswell	Member
Cr James Cootes	Member
Cr Jackie Elliott	Member
Cr Gwynn Compton	Member
Cr Jocelyn Prvanov	Member
Cr Martin Halliday	Member
Cr Sophie Handford	Member
Cr Robert McCann	Member
Cr Bernie Randall	Member

Order Of Business

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	Nil	
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	Nil	

1 WELCOME**2 COUNCIL BLESSING**

“As we deliberate on the issues before us, we trust that we will reflect positively on the communities we serve. Let us all seek to be effective and just, so that with courage, vision and energy, we provide positive leadership in a spirit of harmony and compassion.”

I a mātou e whiriwhiri ana i ngā take kei mua i ō mātou aroaro, e pono ana mātou ka kaha tonu ki te whakapau mahara huapai mō ngā hapori e mahi nei mātou. Me kaha hoki mātou katoa kia whaihua, kia tōtika tā mātou mahi, ā, mā te māia, te tiro whakamua me te hihiri ka taea te arahi i roto i te kotahitanga me te aroha.

3 APOLOGIES**4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA**

Notification from Elected Members of:

4.1 – any interests that may create a conflict with their role as an elected member relating to the items of business for this meeting, and

4.2 – any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968

5 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA**6 MEMBERS' BUSINESS**

- (a) Public Speaking Time Responses
- (b) Leave of Absence
- (c) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)

7 MAYOR'S REPORT

Nil

8 REPORTS

8.1 MAHARA GALLERY REDEVELOPMENT PROJECT

Author: Michelle Parnell, Infrastructure Programme Delivery Manager

Authoriser: Darryn Grant, Acting Group Manager Place and Space

PURPOSE OF REPORT

- 1 This reports seeks approval for Council to confirm funding in line with previous commitments to provide funding for the Mahara Gallery Redevelopment Project.

DELEGATION

- 2 Council has the authority to make this decision.

BACKGROUND

- 3 Mahara Gallery is the district's Public Gallery, and has been located in the Council-owned building in Mahara Place since 1996. It is operated by the Mahara Gallery Trust, a charitable trust.
- 4 The Mahara Gallery Trust is seeking to provide a permanent home for the "Field Collection" in Waikanae. This collection includes paintings by New Zealand-born artist Frances Hodgkin's, her family and associates. To achieve this, the Mahara Gallery needs additional space for exhibition, storage, workshops and administration. These new spaces need to be at museum standard to house the collection, as well as attract and show significant touring exhibitions and collections from other galleries, such as Te Papa National Museum.
- 5 Separately, the Council has planned for the refurbishment of Mahara Gallery, and in 2009 agreed to support the Gallery Project. Since 2009, the Council, the Mahara Gallery Trust and the Field Collection Trust have been working together to achieve an upgrade of the Gallery. This has been formalised through an "Agreement for the Upgrade of the Mahara Gallery, between Kāpiti Coast District Council and Mahara Gallery Trust Board". The agreement for the Mahara Gallery upgrade sets out the objectives and responsibilities of the three parties involved. The Agreement timeframe has been previously reset in 2014 and 2017 in recognition of the time needed to develop and progress funding opportunities.
- 6 A Steering Group and Project Team was established in 2016/2017 and still operates to facilitate the governance, operational and funding relationships required in the Mahara Gallery Upgrade Agreement. Governance consists of representation from Council, Mahara Gallery Trust and the Field Collection Trustees.
- 7 The project design is substantially progressed with the developed design completed and the resource consent granted. This has allowed the Mahara Gallery Board to secure the majority of the funding requirements through the Ministry for Culture and Heritage and through local fundraising efforts. (Appendix 1 – Developed Design)

ISSUES AND OPTIONS

Issues

The Project Proposal

- 8 The project is well-established and supported by a professional and dedicated project team who have worked collaboratively involving members from the Mahara Gallery Trust, Field Collection Trust, Mahara Gallery Staff, Elected Members and Council Asset Managers to ensure all areas of the project are managed and considered.
- 9 The joint project aims to deliver an open and inviting integrated facility, a distinctive - iconic building, and an improved built environment at Mahara Place.

- 10 Once the redevelopment has been completed, the Gallery will be able to provide a high-quality venue and an experience consistent with its role as the district's Public Gallery. It will also be able to offer a secure home with museum standard care for the Field Collection. This collection of artworks and artefacts associated with Frances Hodgkin's and her family is of major significance to the Kāpiti Coast District. If the Gallery is not able to provide the appropriate environment for this, the Collection may be lost to the District.

Mahara Gallery Upgrade Agreement

- 11 The existing Mahara Gallery Upgrade Agreement states that the Agreement will lapse if the Mahara Gallery Trust cannot confirm that there is committed funds for the two thirds of the estimated project cost. (Appendix 2.)

Project Funding

- 12 Mahara Gallery Trust confirm they have successfully secured funding from the Regional Cultural and Heritage Fund (RCHF) through the Ministry for Culture and Heritage (MCH).
- 13 In making this decision, the Government is recognising the importance of this facility, and the gallery's collection and programmes, to the Kāpiti community. The requirements of the funding are set out in the attached letter and are required to be confirmed by Council no later than 31st March 2021. (Appendix 3)
- 14 Mahara Gallery Trust also confirm they have successfully raised additional funds through various fund raising efforts and are committed to raising further funds for the project.

Mahara Gallery Trust Funding		
Mahara Gallery Contribution	\$	1,518,000.00
MCH Funding Contribution	\$	1,733,000.00
MCH Funding Contingency	\$	432,000.00
Project Total Raised	\$	3,683,000.00
Project total required to match 2/3	\$	4,352,004.66

- 15 Additional funding efforts being undertaken by the Mahara Gallery Trust include; an application to the Lotteries Significant Projects Fund (\$200,000) and the NZ Community Trust (in the order of \$100,000). Further opportunities exist for naming rights of gallery rooms, and the Trust confirm they have a programme of targeted approaches to individuals and a public fund-raising campaign already designed, as well as an art auction that has the potential to raise up to \$80,000.
- 16 Waikanae Community Board pledged \$254k to the Mahara Gallery Trust in 2018/19.
- 17 Total Project Costs are based on Developed Design Estimate, completed by Rider Levett Bucknall, Quantity Surveyors in early March 2021. The total project cost is \$6,528,007.00. The table over the page shows the cost breakdown and how we purpose to allocate funds to allow the project to proceed. Total Project costs includes several contingency sums of:
- \$310k Pre Tender Award to ensure any escalation in price between now and tender award (August) is covered.
 - Contingency Sum of \$631k.
 - Professional Services and Project Management fees in both Design and Construction phases to ensure this joint project is executed using best practice principles.
 - Total Project Costs also include Consent fees and Legal costs.

PROJECT COSTS – ESTIMATED AT 90% DEVELOPED DESIGN				
	RLB Design Estimate August 2019	RLB Design Estimate Feb 2021	Difference	%
Construction Cost	\$3,843,290	\$4,358,650	\$515,360	11.82%
Professional Fees Construction Phase	\$230,000	\$360,000	\$130,000	36.11%
Total Construction Cost	\$4,073,290	\$4,718,650	\$645,360	13.68%
Contingency	\$296,710	\$631,000	\$334,290	52.98%
Professional Fees Design Phase	\$535,000	\$565,000	\$30,000	5.31%
Consent Costs	\$76,500	\$76,500	\$0	0.00%
Fit out & Legal fees	\$226,000	\$226,000	\$0	0.00%
Project Management	Excl	\$310,857		
Estimated Total Cost	\$5,207,500	\$6,528,007	\$1,320,507	20.23%
KCDC Contribution 1/3		\$2,176,002.33		
Mahara Gallery Contribution 2/3		\$4,352,004.66		

PROJECT FUNDING COMPONENTS	
Mahara Gallery Trust Project Funding share (2/3)	
Raised	\$3,251,000.00
Contingency	\$ 432,000.00
Total 2/3 Share Raised	\$3,683,000.00
Project Total Required	\$4,352,004.66
Mahara Gallery Trust Shortfall	\$ 699,004.66
KCDC Project Funding share (1/3)	
KCDC LTP Funded	\$1,858,462.00
Additional KCDC funded	\$ 317,540.33
KCDC Share	\$2,176,002.66
Mahara Gallery Trust Shortfall	\$ 699,004.66
KCDC Total Project Funding	\$2,845,006.99
TOTAL Project Funding	\$6,528,006.99

Option 1

- 18 Proceed with the Mahara Gallery Redevelopment Project accepting the below points.
- 19.1 Share the developed design with the Ministry for Culture and Heritage (the level of documentation has been agreed with the Regional Cultural and Heritage Fund and will include a cost estimate);
 - 19.2 Kāpiti Coast District Council will lead the project through construction and handover;
 - 19.3 Kāpiti Coast District Council will review and work towards agreeing a co-signed Funding Agreement and Payment Schedule with the Ministry for Culture and Heritage;
 - 19.4 Kāpiti Coast District Council will take responsibility of the Project Management and financial risk of the project during construction;
 - 19.5 Kāpiti Coast District Council will underwrite the Mahara Gallery Trust fundraising shortfall, if that were to occur.

Option 2

- 20 Council decline to invest in the Mahara Gallery Redevelopment until all required funding has been raised by the Mahara Gallery Trust.
- 21 It is important to note that if Council decline to progress, there is potential for the project to lose Ministry funding which will delay the project while additional funding is sourced, or will potentially mean the project is unable to continue with the status quo remaining and the Field Collection is lost to the district.

CONSIDERATIONS**Policy considerations**

- 22 Public Arts Policy 2013. The Public Arts Policy is a key component of the Kāpiti Coast District Council's Strategy for Supporting the Arts (2012). It outlines why public art is important to the district and what the Council wishes to achieve for the district through public art. It provides direction for Council, relating to public art on Council and/or in Council facilities.

Legal considerations

- 23 Council's legal Counsel will review and make recommendations to the Funding and Partnership Agreements presented by Ministry of Culture and Heritage.

Financial considerations

- 24 Council has showed continuous support for this project since the 2015-35 LTP and all Annual Plans since 2016/17. We will reallocate funds within the existing capital work programme for FY 22/23 to meet the estimated cost shortfall of \$317,540.33.

Tāngata whenua considerations

- 25 This report aligns with tāngata whenua considerations in the Council's Strategy for Supporting the Arts (2012).

Strategic considerations

- 26 Council's Strategy for Supporting the Arts (2012). This strategy celebrates the arts as part of the living heart and soul of the Kāpiti Coast. It helps guide the Council's direction in supporting the arts and inform the Council's long term asset and activity planning. The Council's roles in supporting the arts are described and include; acting as provider and promoter, partner and supporter, planner and manager and as an advocate. The strategy consists of five focus areas and a set of priorities relating to: access to the arts for all,

fostering indigenous Māori arts and culture, the arts and identity, community leadership in the arts, the arts and economic development.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 27 This matter has a moderate degree of significance under Council's Significance and Engagement Policy.

Consultation already undertaken

- 28 This Project is well known and has been 'live' since 2009, consulted on through the 2015 and 2018 Long Term Plans and each Annual plan since 2016 /17.

Engagement planning

- 29 The project team will work closely with the Mahara Gallery Trust, Field Collection, Iwi partners and the Ministry to ensure joined up and consistent communications.
- 30 A separate engagement and communications plan will be drafted to support the construction phase of this project. Tactics will include social media updates, a webpage and on site signage.
- 31 Project team will work with local businesses to minimise the impact of the construction to Mahara Place.

Publicity

- 32 This is an opportunity to tell a good news story. If Council confirms funding for the project, a joint media statement will be developed and released with all partners. This will include reference to the Waikanae Community Boards Capital improvement fund contribution.

Other Considerations

- 33 The funding grant that Mahara Gallery Trust receives to operate the Gallery, from Council has been readjusted and reforecast to cover the cost of operating the redeveloped building.
- 34 The "replacement" public toilets for Waikanae will be a separate project. Separate funding is held for this project and is currently in planning.
- 35 Project landscaping will be coordinated with the Waikanae Town Centres project (W3C).

RECOMMENDATIONS

- 36 That the Council adopts Option 1 to proceed with Mahara Gallery Redevelopment Project and confirms funding of \$2,845,000, which includes an underwrite of \$669,000 for the remaining Mahara Gallery Trust portion of the project.
- 37
- 38.1 Kāpiti Coast District Council will share the developed design with the Ministry for Culture and Heritage (the level of documentation has been agreed with the Regional Cultural and Heritage Fund and will included a cost estimate).
- 37.2 Kāpiti Coast District Council will lead the project through construction and handover;
- 37.3 Kāpiti Coast District Council will review and work towards agreeing a co-signed Funding Agreement and Payment Schedule with the Ministry for Culture and Heritage;
- 38.4 Kāpiti Coast District Council will take responsibility of the Project Management and financial risk of the project during construction;
- 38.5 Kāpiti Coast District Council will underwrite the Mahara Gallery Trust fundraising shortfall, if that were to occur.

APPENDICES

1. Appendix 1. Developed Design [↓](#)
2. Appendix 2. Agreement for the Mahara Gallery Upgrade [↓](#)
3. Appendix 2 cont. [↓](#)
4. Appendix 3. MCH Letter [↓](#)



Mahara Gallery
at Mahara Place, Waikanae
for Kapiti Coast District Council

90% Developed Design

12.02.21

a t h f i e l d
a r c h i t e c t s
l i m i t e d

Drawing List				
Sheet No.	Sheet Name	Current Revision	Revision Date	Revision Assembled
0 - Site, Legends, Existing & Demolition				
A0.01	Drawing List	B	12/02/21	Issued for 90% Developed Design
A0.02	Symbols & Abbreviations	A	12/02/21	Issued for 90% Developed Design
A0.03	Exterior Schedules	A	12/02/21	Issued for 90% Developed Design
A0.04	Interior Schedules	A	12/02/21	Issued for 90% Developed Design
A0.11	Site - Location Plan	B	12/02/21	Issued for 90% Developed Design
A0.12	Site - Site Plan	B	12/02/21	Issued for 90% Developed Design
A0.13	Site - Landscape Plan	A	12/02/21	Issued for 90% Developed Design
A0.21	Existing GA Plan - Ground Floor Level	B	12/02/21	Issued for 90% Developed Design
A0.22	Existing GA Plan - Mezz & Plant Floor Level	B	12/02/21	Issued for 90% Developed Design
A0.23	Existing GA Plan - Roof Level	B	12/02/21	Issued for 90% Developed Design
A0.31	Existing GA Elevations	B	12/02/21	Issued for 90% Developed Design
A0.41	Existing GA Cross Sections	B	12/02/21	Issued for 90% Developed Design
A0.42	Existing GA Cross Sections	B	12/02/21	Issued for 90% Developed Design
A0.51	Demolition GA Plan - Ground Floor Level	B	12/02/21	Issued for 90% Developed Design
A0.52	Demolition GA Plan - Mezz & Plant Floor Level	B	12/02/21	Issued for 90% Developed Design
A0.53	Demolition GA Plan - Roof Level	B	12/02/21	Issued for 90% Developed Design
1 - Plans				
A1.01	GA Plan - Ground Level	C	12/02/21	Issued for 90% Developed Design
A1.02	GA Plan - Upper Level	C	12/02/21	Issued for 90% Developed Design
A1.03	GA Plan - Upper Mezzanine Level	A	12/02/21	Issued for 90% Developed Design
A1.04	GA Plan - Roof Level	B	12/02/21	Issued for 90% Developed Design
A1.11	GA RCP - Ground Level	A	12/02/21	Issued for 90% Developed Design
A1.12	GA RCP - Upper Level	A	12/02/21	Issued for 90% Developed Design
A1.21	Slab Plan - Ground Level	A	12/02/21	Issued for 90% Developed Design
A1.22	Slab Plan - Upper Level	A	12/02/21	Issued for 90% Developed Design
A1.31	Finishes Plan - Ground Level	A	12/02/21	Issued for 90% Developed Design
A1.32	Finishes Plan - Upper Level	A	12/02/21	Issued for 90% Developed Design
2 - Elevations				
A2.01	GA Elevations	B	12/02/21	Issued for 90% Developed Design
A2.02	GA Elevations	B	12/02/21	Issued for 90% Developed Design
3 - Sections				
A3.01	GA Cross Sections - S1 & S2	B	12/02/21	Issued for 90% Developed Design
A3.02	GA Cross Sections - S3 & S4	B	12/02/21	Issued for 90% Developed Design
A3.03	GA Cross Sections - S5	A	12/02/21	Issued for 90% Developed Design
A3.05	GA Cross Sections - S4 & S8	B	12/02/21	Issued for 90% Developed Design
A3.06	GA Cross Sections - S6 & S8	B	12/02/21	Issued for 90% Developed Design
A3.07	GA Cross Sections - S6 & S7	A	12/02/21	Issued for 90% Developed Design
4 - Detail Plans, Sections & Elevations				
A4.51	Interior Elevations - Entry Lobby	A	12/02/21	Issued for 90% Developed Design
A4.52	Interior Elevations - Reception & Education/Community	A	12/02/21	Issued for 90% Developed Design
A4.53	Interior Elevations - District Gallery	A	12/02/21	Issued for 90% Developed Design
A4.54	Interior Elevations - District Gallery	A	12/02/21	Issued for 90% Developed Design
A4.55	Interior Elevations - Back of House	A	12/02/21	Issued for 90% Developed Design
A4.61	Interior Elevations - Field Store	A	12/02/21	Issued for 90% Developed Design
A4.62	Interior Elevations - Field Gallery	A	12/02/21	Issued for 90% Developed Design
A4.63	Interior Elevations - Local Gallery	A	12/02/21	Issued for 90% Developed Design
A4.64	Interior Elevations - Staff	A	12/02/21	Issued for 90% Developed Design
5 - Schedules				
A9.01	Exterior Windows/Door Schedule	A	12/02/21	Issued for 90% Developed Design
A9.02	Exterior Windows/Door Schedule	A	12/02/21	Issued for 90% Developed Design
A9.10	Interior Partitions & Door Schedule	A	12/02/21	Issued for 90% Developed Design
A9.11	Interior Partitions & Door Schedule	A	12/02/21	Issued for 90% Developed Design

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a t h f i e l d

105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

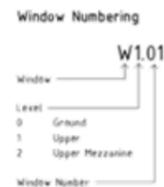
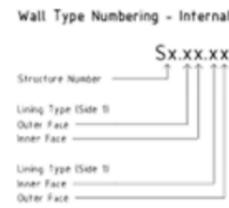
SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 385 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No.	Description	Date
A	Issued for 50% Preliminary	28/06/19
B	Issued for 90% Developed Design	12/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Drawing List

@ A1
Half Scale @ A3 **A0.01-B**



Wall Structure Key

- 1 - 90x45 H12 timber framing
- 2 - 140x45 H12 timber framing
- 5 - 20 series concrete masonry
- 6 - 200mm thick insitu concrete
- 10 - 45mm H12 timber strapping
- 11 - 70mm H12 timber strapping

Wall Lining Key

- A - 12mm standard plasterboard
- B - 12mm moisture resistant plasterboard
- C - 12mm acoustic plasterboard
- D - 12mm sealed plasterboard for Level 5 finish eg. GB Ultraline
- E - 12mm untreated plywood
- F - 12mm HMR MDF
- G - 6mm fibre cement RAB board

Abbreviation(s)	Word(s)
AFFL	above finished floor level
ab or al	Aluminium
AP	access panel
asph	asphalt
ASSL	above structural slab level
b/h	behind
b/w or b/T	between
CCTV	closed circuit television (aerial)
CHS	circular hollow section (steel)
cf	clear finish
chs	check in site
chs	channels
chs or c/sunk	channel sunk
DB	distribution board (electrical)
di	downpipe
DPC	damp proof course
DPM	damp proof membrane
EA	equal angle (steel)
EF	each face
EW	each way
FA or fa	from above
FB or fb	from below
FD	fire damper (services)
FCI	finished ceiling level
FFL	finished floor level
FHR	fire hose reel
FMP	fire memo panel
FP	fibrous plaster (glass reinforced)
FRB	fire resistance rating
FW	fire waste
FWS	fire waste gully
GA	general arrangement (drawing)
galv	galvanised
GRC	glass reinforced concrete
GT	gully trap
HD	hand drier
HT	hot tap
HWC	hot water cylinder
IC	impact insulation class (acoustics)
j or JT	joint
max	maximum
MCP	manual call point
min	minimum
ms or MS	mild steel
msa	mild steel angle
MSB	main switch board (electrical)
mm	nominal (dimension)
OA	over all
o/flow	over flow drain water over flow outlet
ORG	overflow relief gully
pf	powder coat finish
pf	paint finish
PFC	parallel flange channel (steel)
PTZ	pan tilt zoom (CCTV camera)
Rvalue	thermal resistance (K ² /m ² /K) e.g. R18
RCP	reflected ceiling plan (drawing)
REX	request to exit (security)
RL	reduced level
R/O	rough opening
RWM	rain water head
RWD	rain water outlet
shr	shower
S/S	square hollow section (steel)
Sn	sinks (traps)
SSL	structural slab level
STC	stond transmission class
st st	stainless steel
T&G	tenon & groove (timber)
TA or ta	to above
TB or tb	to below
TFB	top flange beam
TOS	top of steel (level)
TV	terminal vent
U	unit
U-value	heat transfer coefficient (W/m ² /K) e.g. U-15
UA	unequal angle (steel)
UB	universal beam (steel)
UC	universal column (steel)
u/s or u/side	underside
u/s	unless noted otherwise
WC	water closet (toilet pan)
W/B	wash hand basin
WTF	whiskey 'tough' fastener



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 a r c h i t e c t s
 l i m i t e d
 a t h f i e l d

105 AMHURST STREET
 WELLINGTON 6033
 PO BOX 5544
 WELLINGTON 6140
 NEW ZEALAND
 TEL 64 4 499 1727
 FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
 WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
 NAME Durving Thornton Consultants
 PH 04 385 6019
 ADDRESS 20 Cuthbert House Quay, Wellington
 EMAIL dt@wth@durvingthornton.co.nz

SERVICES ENGINEER
 NAME eCubed Ltd
 PH 04 385 6583
 ADDRESS 35 Ghuznee Street, Wellington
 EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for W/S Developer Design	12/01/21

Mahara Gallery 18-23
 Mahara Place, Waikanae

Symbols & Abbreviations

1 : 1 @ A1
 Half Scale @ A3
A0.02-A

Wall Schedule - Exterior	
Type	Description
EW01	20 series concrete block
EW02	Aluminium panel cladding on 45x20 H31 vertical cavity battens on self adhesive building wrap on 6mm fibre cement RAB board
EW03	Selected clay tile on 45x45 H31 cavity battens on self adhesive building wrap on 6mm fibre cement RAB board
EW04	9mm fibre cement sheet on 20mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW05a	Plaster render on 9mm fibre cement sheet on 45mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW05b	Plaster render on 9mm fibre cement sheet on 20mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW06	GRC panel on steel frame on brackets to trussed walls behind
EW07	Bituminous roofing membrane on 90mm PIR insulation on vapour barrier on 17mm H32 plywood substrate on H12 timber framing

Existing Wall Schedule	
Type	Description
XEW01	Existing 20 series blockwork - exterior
XW5	Existing 20 series blockwork - interior

Existing Roof Schedule	
Type	Description
XR01	Concrete masonry tiles on tile battens on 125x25mm sarking on ex200x50 rafters @ 500 c/s with ex100x25 rbg ceiling lining
XR02	Candy Nuralite membrane on 19mm plywood on 50mm furring on 200mm timber battens
XR03	Nuralite membrane on 19mm plywood sheathing on ex100x50mm timber battens on ex 250x50mm timber joists

Soffit Schedule	
Type	Description
S01	9mm fibre cement soffit on vapour barrier over metal ceiling battens @ 600 c/s on 90mm timber framing @ 900 c/s with 90mm R2.0 polystyrene insulation between
S02	19mm sglap cedar cladding on vapour barrier on metal ceiling battens @ 600 c/s direct fixed to underside of roof structure

Roof Schedule	
Type	Description
R01	Bituminous roofing membrane on 90mm PIR insulation on vapour barrier on 17mm H32 plywood substrate on H12 furring to falls over H12 timber framing Refer to Structural Engineer's dwgs
R02	Bituminous roofing membrane on 17mm H32 plywood substrate on H12 furring to falls over H12 timber framing Refer to Structural Engineer's dwgs
R03	Bituminous membrane on screed laid to fall
R04	Selected terracotta tile on 45x45 H32 battens on roofing underlay over existing sarking
R05	Selected terracotta tile on 45x45 H32 battens on roofing underlay over 17mm H32 plywood sarking on H12 rafters @ 600 c/s Refer to Structural Engineer's dwgs
R06	Safety glass candy on ex400x60 beams cut to taper @ 1550mm max. c/s
R07	Solid steel plate candy on ex400x60 beams cut to taper @ 1400mm c/s

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1762

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cushman House Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 385 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Exterior Schedules

@ A1
Half Scale @ A3 A0.03-A

Wall Schedule - Interior				
Type	Description	Fire Rating	STC Rating	GB Spec
S1	90x45 LVL studs @ 400 c/s with R2.5 insulation and vapour barrier to inside face			
S1A	90x45 timber framed wall with 13mm standard plasterboard one side only, R2.5 insulation			
S1A.A	90x45 timber framed wall with one layer of 13mm standard plasterboard both sides			
S1A.B	90x45 timber framed wall with 13mm standard plasterboard one side & 13mm moisture resistant plasterboard other side, 75mm GreenStuf ASB 6 insulation			
S1B	90x45 timber framed wall with 13mm moisture resistant plasterboard one side only, R2.5 insulation			
S1B.CC	90x45 timber framed wall with 13mm moisture resistant plasterboard one side, 2 layers of 13mm acoustic plasterboard other side, 75mm GreenStuf ASB 6 insulation			
S1B.E	90x45 timber framed wall with 13mm moisture resistant plasterboard one side, 13mm untreated plywood other side			
S1B.CB	90x45 timber framed wall with one layer of 13mm moisture resistant plasterboard over one layer of 13mm acoustic plasterboard to both sides, 75mm GreenStuf ASB 6 insulation			
S1DE	90x45 LVL studs @ 400 c/s with 13mm coated plasterboard over 13mm untreated plywood one side, R2.0 insulation			
S1E	90x45 timber framed wall with 13mm untreated plywood one side only, R2.5 thermal insulation			
S1F	90x45 timber framed wall with 12mm HMR MDF lining			
S2	90x45 timber framed wall with R2.5 insulation and vapour barrier to inside face			
S2.A	90x45 timber framed wall with 13mm standard plasterboard to one side only, R4.0 thermal insulation			
S2.A.A	90x45 timber framed wall with one layer of 13mm standard plasterboard each side			
S2.B	90x45 timber framed wall with 13mm moisture resistant plasterboard to one side only, thermal insulation?			
S2.CC	90x45 timber framed wall with 2 layers of acoustic plasterboard one side, 75mm GreenStuf ASB 6 insulation			
S2.CE	90x45 timber framed wall with 2 layers of acoustic plasterboard one side, 13mm untreated plywood other side, 75mm GreenStuf ASB 6 insulation			
S2.CED	90x45 timber framed wall with 2 layers of acoustic plasterboard one side, 13mm coated plasterboard over 13mm untreated plywood other side, 75mm GreenStuf ASB 6 insulation			
S2.D	90x45 timber framed wall with 13mm coated plasterboard to one side only, thermal insulation?			
S2.DE	90x45 timber framed wall with 13mm coated plasterboard over 13mm untreated plywood one side only, R4.0 insulation			
S2.DEE	90x45 timber framed wall with 13mm coated plasterboard over 13mm untreated plywood one side, 13mm untreated plywood other side			
S2.DCED	90x45 timber framed wall with 13mm coated plasterboard over 13mm untreated plywood to both sides			
S2.F	90x45 timber framed wall with 13mm untreated plywood one side, 75mm GreenStuf ASB 6 insulation			
S2.G	90x45 timber framed wall with selfadhesive building wrap on 6mm fibre cement RAB board to the exterior face and R2.5 insulation and vapour barrier to inside face			
S5	20 series concrete block			
S6	200mm thick insitu concrete			
S10.B	45mm timber strapping with 13mm coated plasterboard over 13mm untreated plywood, R1.5 XPS insulation			
S10.DE	45mm timber strapping with 13mm coated plasterboard over 13mm untreated plywood, R1.5 XPS insulation			
S11.B	75mm timber strapping with 13mm moisture resistant plasterboard, R2.6 XPS insulation			

Joinery Schedule							
Joinery No	Location	Description	Width	Height	Finish	Carcass Material	Bechting Material
J02-1	Reception	Reception Desk	2000	750		Solid Timber	Solid Timber
J02-2	Reception	Display plinth with shelves over	3250	600			
J02-3	Reception	Window seat / display plinth with shelves over	2450	600			
J03-1	Education & Community	Window seat/plinth	2450	750			
J03-2	Education & Community	Window seat/plinth	2450	750			
J03-3	Education & Community	Wet bench with shelves over	1700	900			
J08-1	Workshop	Workbench	2850	900			
J12-1	Field Gallery	Viewing drawers	2000	900			
J15-1	Staff	Kitchenette with shelving over	2850	900			

Floor Schedule	
Type	Description
F.01	200mm insitu reinforced concrete slab
F.02	125mm insitu reinforced concrete slab
F.03	100mm insitu reinforced concrete overlay slab on 50mm high density xps insulation over dpm on existing slab
F.04	100mm Coarfil 80 composite floor
F.05	17mm plywood flooring on 90x45 LVL joists @ 400 c/s
F.07	13mm 18g plywood on 90x45 H12 joists @ 400 c/s on packing to level
F.08	17mm birch plywood on 90x45 H12 framing
F.10	Metal grating platform

Floor Finishes Schedule	
Type	Description
FF 01	Polished concrete floor
FF 02	Painted concrete floor
FF 03	Selected rubber flooring
FF 04	Selected entrance matting

Wall Finishes Schedule	
Type	Description
WF 01	Paint finished plasterboard colour tbc
WF 02	Smooth plaster finish to existing & new brickwork walls
WF 03	Paint finished stockwork & concrete (colour tbc)
WF 04	Clear finished plywood
WF 05	Paint finished MDF (colour tbc)
WF 06	Ceramic wall tiles
WF 07	Clear finished timber battens
WF 08	Stain finished plywood & battens

Ceiling Schedule	
Type	Description
C.01	Selected suspended sheet system
C.02	90x30 timber fins @ 750mm c/s on direct fix system with 50mm insulation to underside of Coarfil
C.03	90x50 T&G ceiling
C.04	13mm moisture resistant plasterboard on metal ceiling battens @ 400 c/s on 90x45 H12 SGB ceiling joists @ 900 c/s
C.05	13mm standard plasterboard on metal ceiling battens @ 400 c/s on 90x45 H12 SGB ceiling joists @ 400 c/s
C.06	13mm coated plasterboard on metal ceiling battens @ 400 c/s

Existing Floor Schedule	
Type	Description
XF 01	Existing 125 concrete slab

Existing Ceiling Schedule	
Type	Description
XC 01	Existing ex 90x25 18g ceiling lining
XC 02	NI finish to underside of existing concrete floor

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105 AMHURST STREET
WELLINGTON 6003
PO BOX 5564
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1721
FAX 64 4 499 1762

HKL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Wall Lining Key

- A - 13mm standard plasterboard
- B - 13mm moisture resistant plasterboard
- C - 13mm acoustic plasterboard
- D - 13mm coated plasterboard for Level 5 finish eg. GB Ultraline
- E - 13mm untreated plywood
- F - 12mm HMR MDF
- G - 6mm fibre cement RAB board

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No Description Date
A Issued for 10% Developer Design 12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Schedules

1 : 1 @ A1
Half Scale @ A3 A0.04-A

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105 AMRITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



Site - Location Plan
1:500

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtw@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for SKI Preliminary	28/06/19
B	Issued for 10% Developed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Site - Location Plan

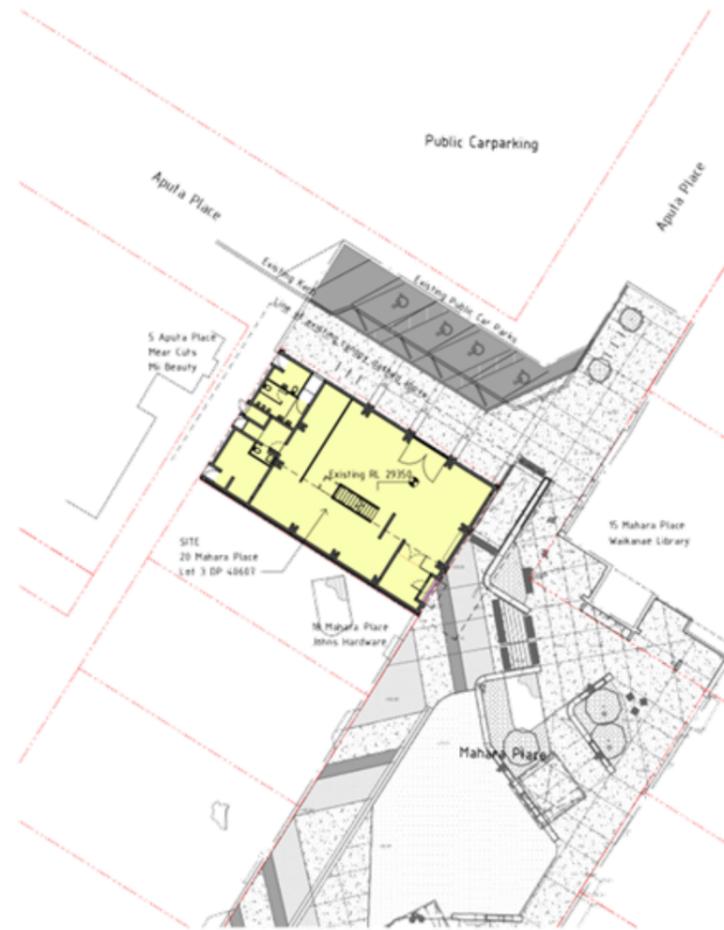
1:500 @ A1
Half Scale @ A3
A0.11-B

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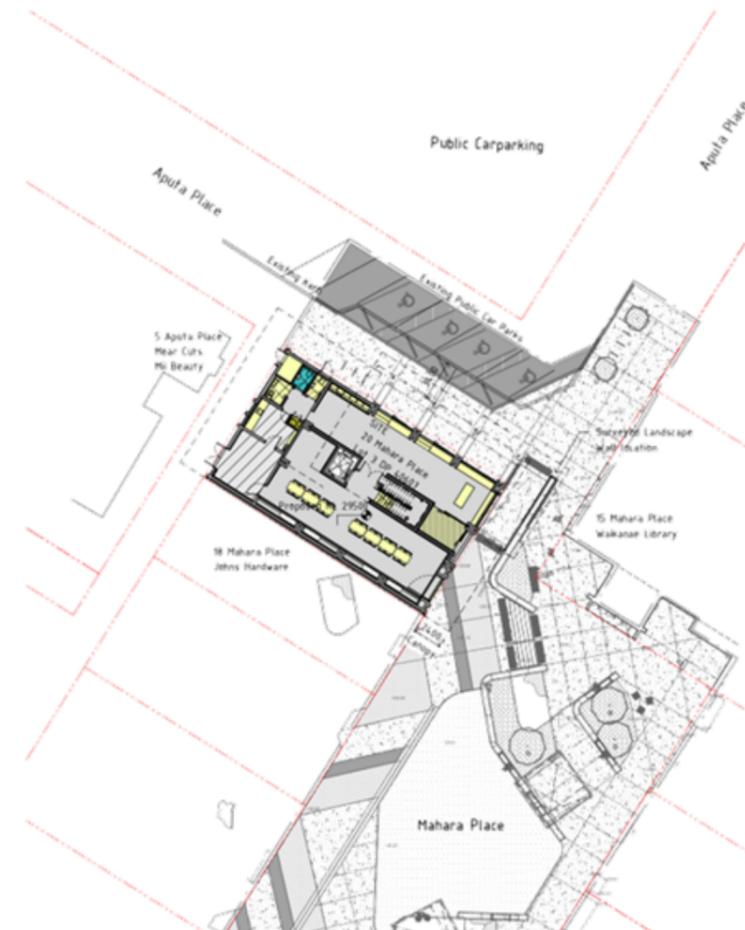
105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



Site - Existing Site Plan
1:250



Site - Proposed Site Plan
1:250

KEY

STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 5019
ADDRESS: 20 Cuthbert House Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

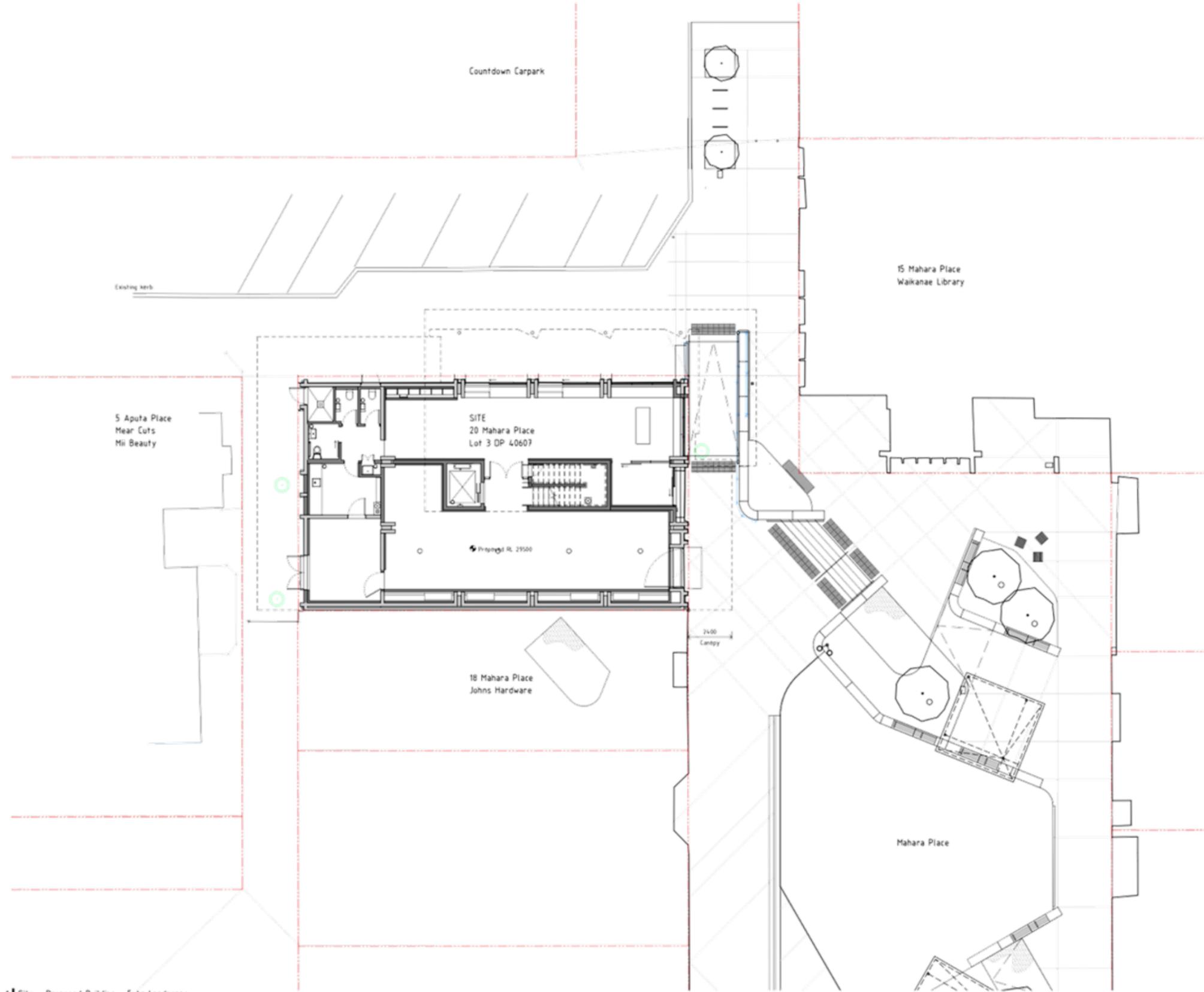
SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for SEN Preliminary	28/06/19
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Mahara Gallery 18-23
Mahara Place, Wakanui

Site - Site Plan

1:250 @ A3
Half Scale @ A3 A0.12-B



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105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY



STRUCTURAL ENGINEER
NAME During Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtl@dtc.duringthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Site - Landscape Plan

1:100 @ A1
Half Scale @ A3 **A0.13-A**

1 | Site - Proposed Building + Extg Landscape
47.01 | 1:100

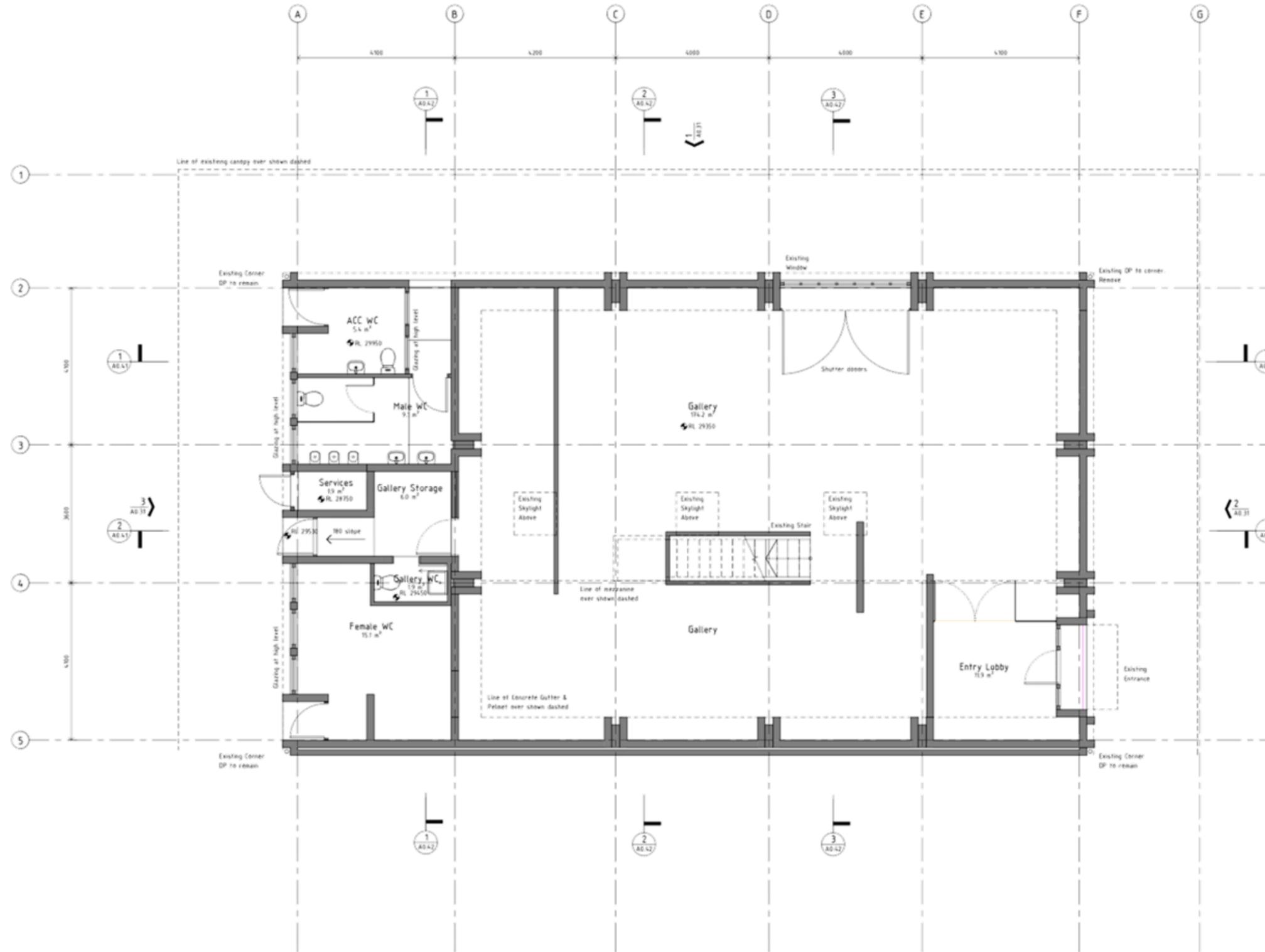
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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Existing Room Schedule (Ground...)	
Existing Rooms	Area
ACC WC	5.4 m ²
Entry Lobby	11.9 m ²
Female WC	15.1 m ²
Gallery	174.2 m ²
Gallery Storage	6.0 m ²
Gallery WC	1.9 m ²
Male WC	9.1 m ²
Services	13.0 m ²
TOTAL	225.6 m²



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@duingthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 384 6583
ADDRESS: 35 Grange Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for 50% Preliminary	28/06/19
B	Issued for 10% Developed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Existing GA Plan - Ground Floor Level

1:50 @ A1
Half Scale @ A3
A0.21-B

1 Existing GA - Ground Floor Level
A0.21

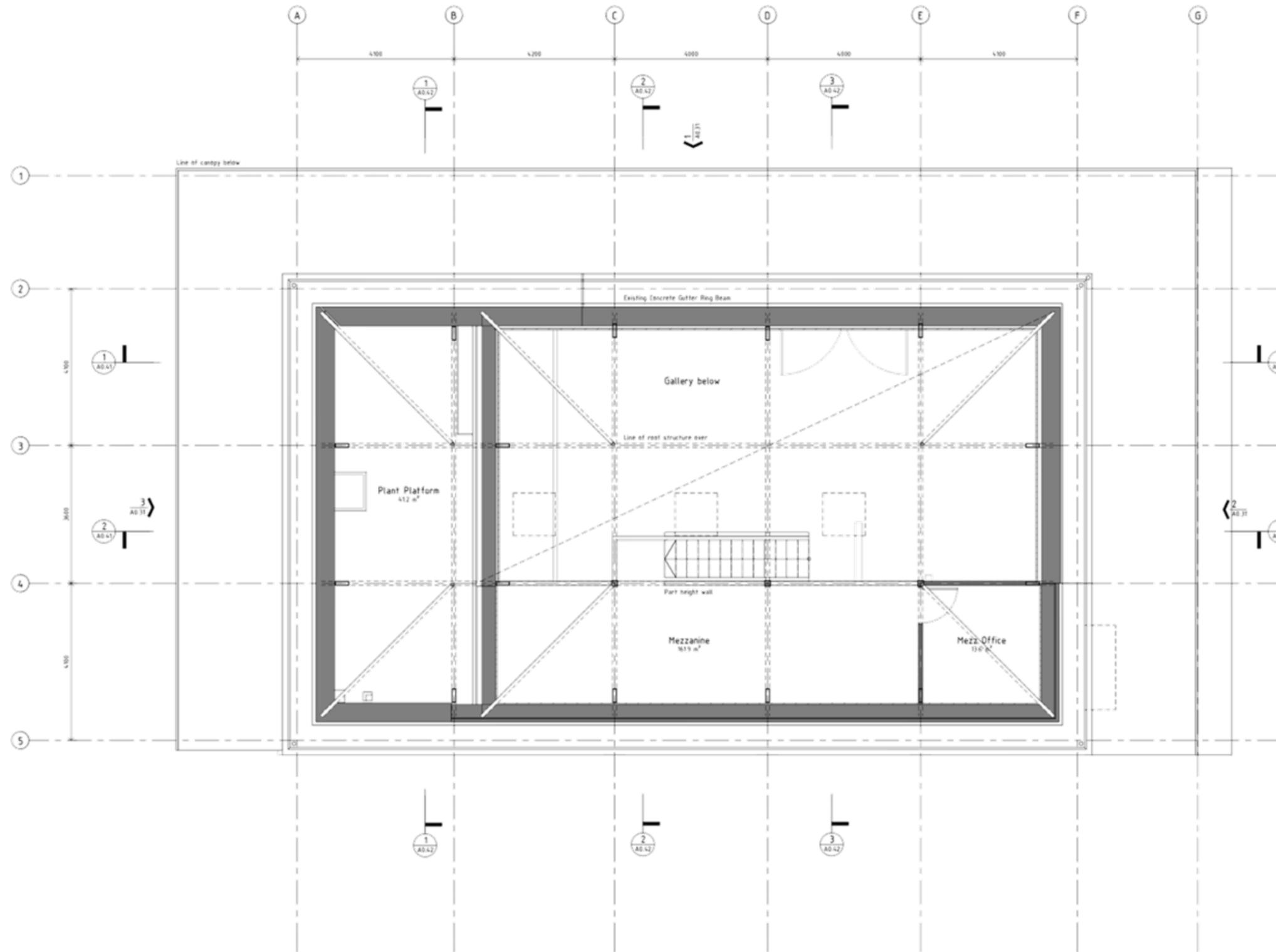
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105 AMHISAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Existing Room Schedule (Mezz Level)	
Existing Rooms	Area
Mezz Office	136 m ²
Mezzanine	1619 m ²
Plant Platform	412 m ²
	2164 m ²



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

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Mahara Gallery 18-23
Mahara Place, Waikanae

Existing GA Plan - Mezz & Plant
Floor Level

1:50 @ A1
Half Scale @ A3 **A0.22-B**

1 Existing GA - Mezzanine Floor Level
A0.21 1:50

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Existing Roof Schedule		
Type	Description	Area
XR01	Concrete masonry ties on r4e battens on 175x25mm sarking on ex.20x50 rafters @ 500 c/c with ex.10x25 r4g ceiling lining	198.6 m ²
XR02	Lanogly Nuralite membrane on 75mm plywood on 50mm sarking on 200mm timber battens	157.5 m ²
XR03	Nuralite membrane on 75mm plywood sheathing on ex.100x50mm timber battens on ex. 250x50mm timber joists	45.3 m ²
		402.4 m ²

KEY



STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuffinhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

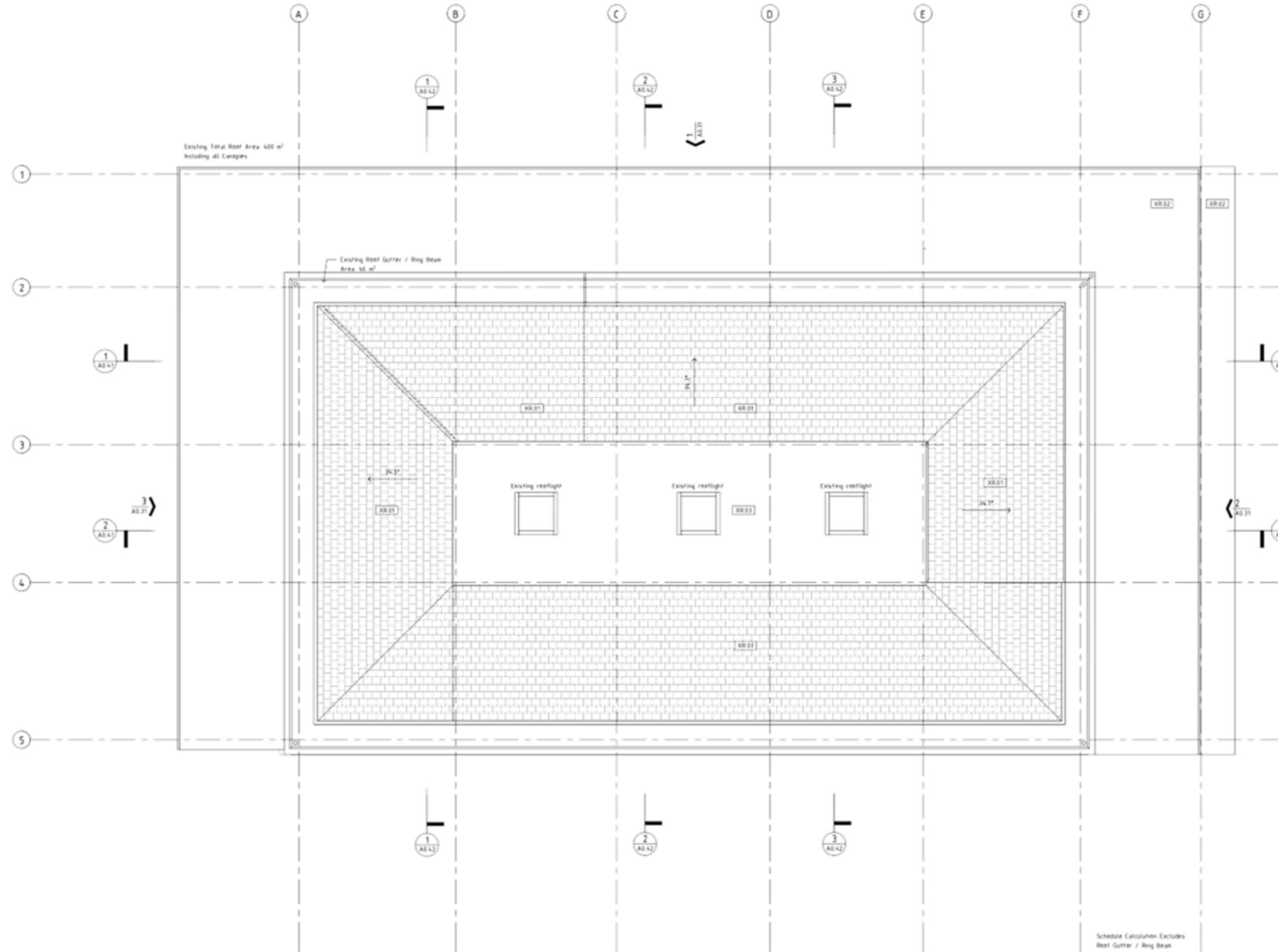
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
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Mahara Gallery 18-23
Mahara Place, Waikanae

Existing GA Plan - Roof Level

1:50 @ A1
Half Scale @ A3 A0.23-B



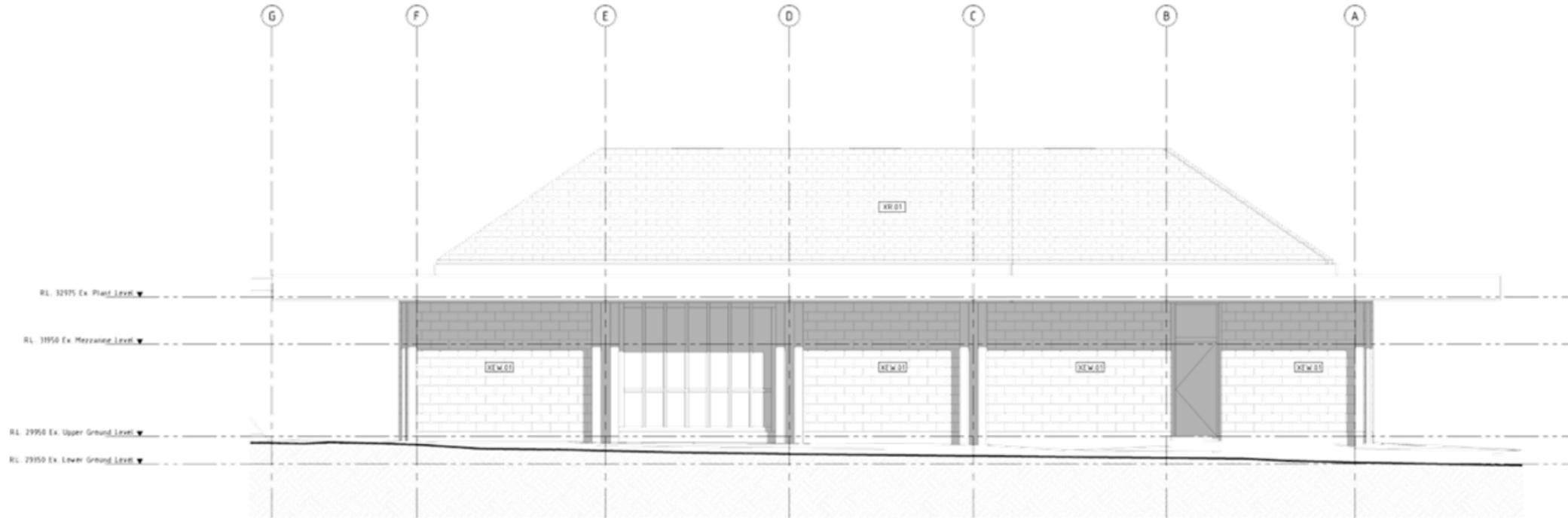
1 Existing GA - Roof Level
1:50

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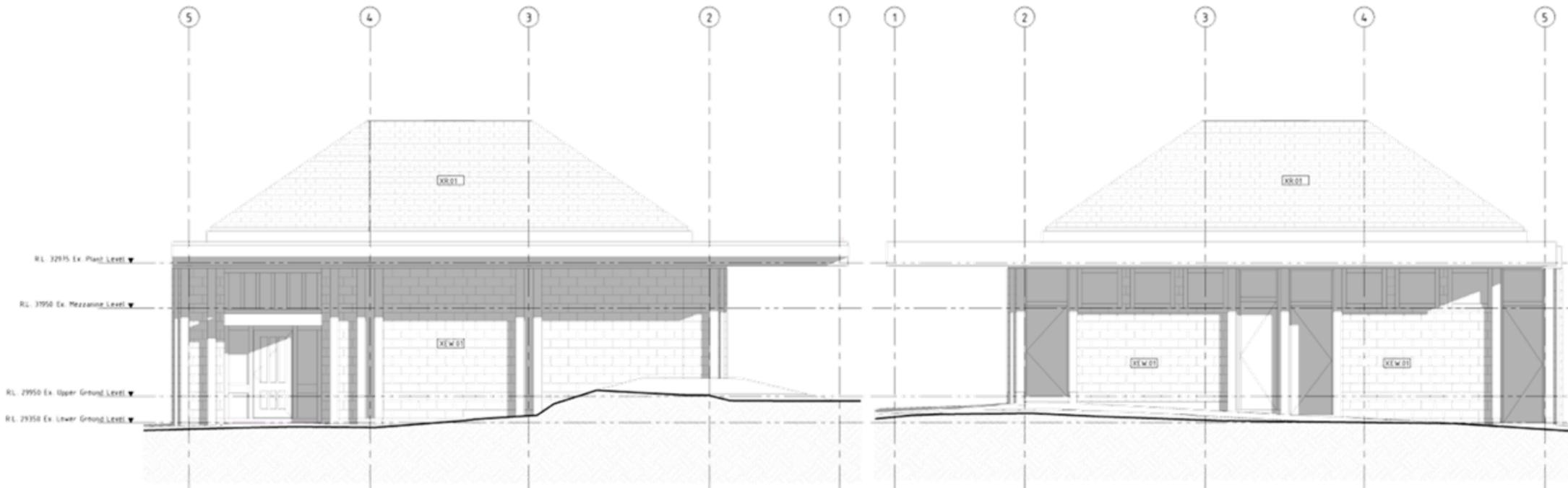
105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



1 GA - Existing North Elevation
A0.31 1:50



2 GA - Existing East Elevation
A0.31 1:50

3 GA - Existing West Elevation
A0.31 1:50

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cushmanhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No.	Description	Date
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B	Issued for 10% Developed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Existing GA Elevations

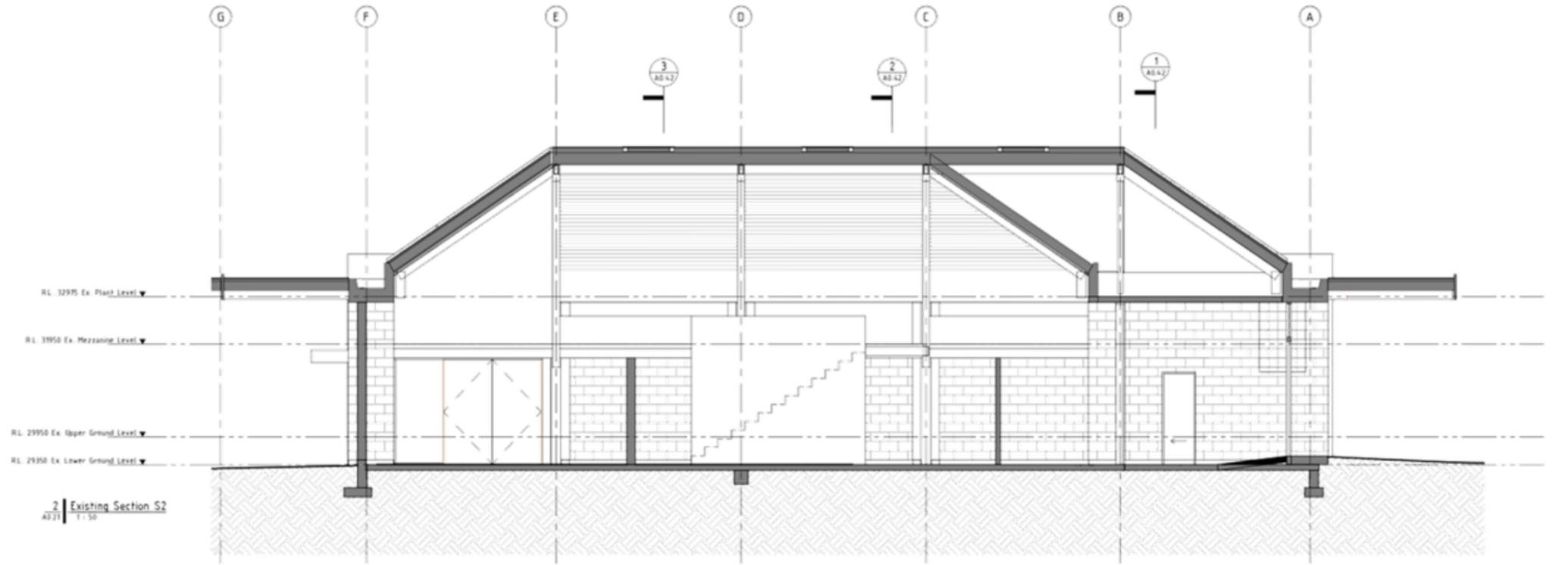
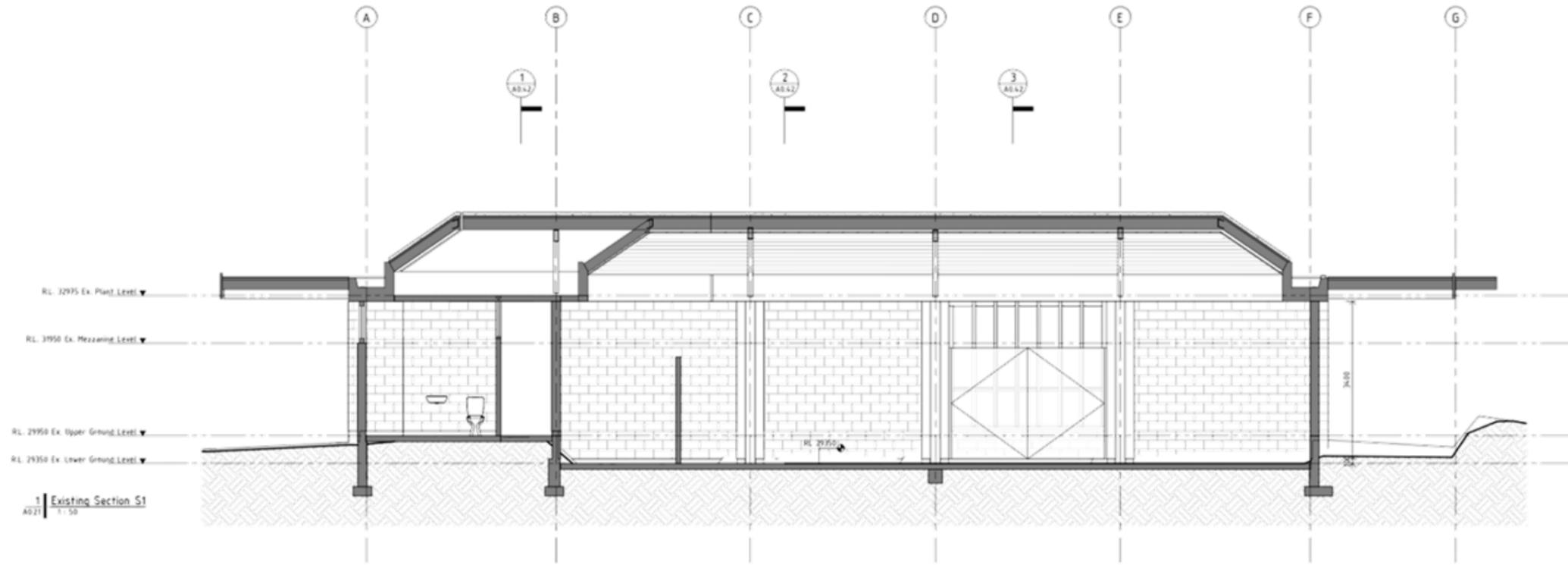
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Half Scale @ A3
A0.31-B

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105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5564
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuckoohouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for S&B Preliminary	28/06/19
B	Issued for 10% Developed Design	10/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Existing GA Cross Sections

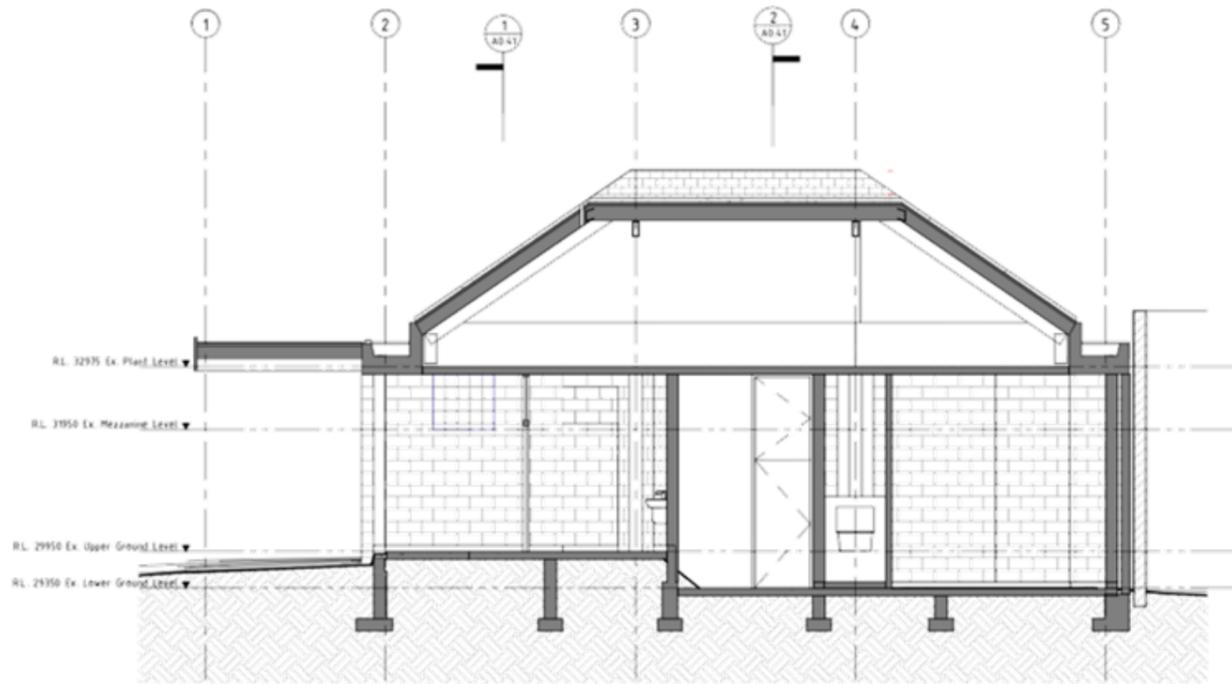
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Half Scale @ A3

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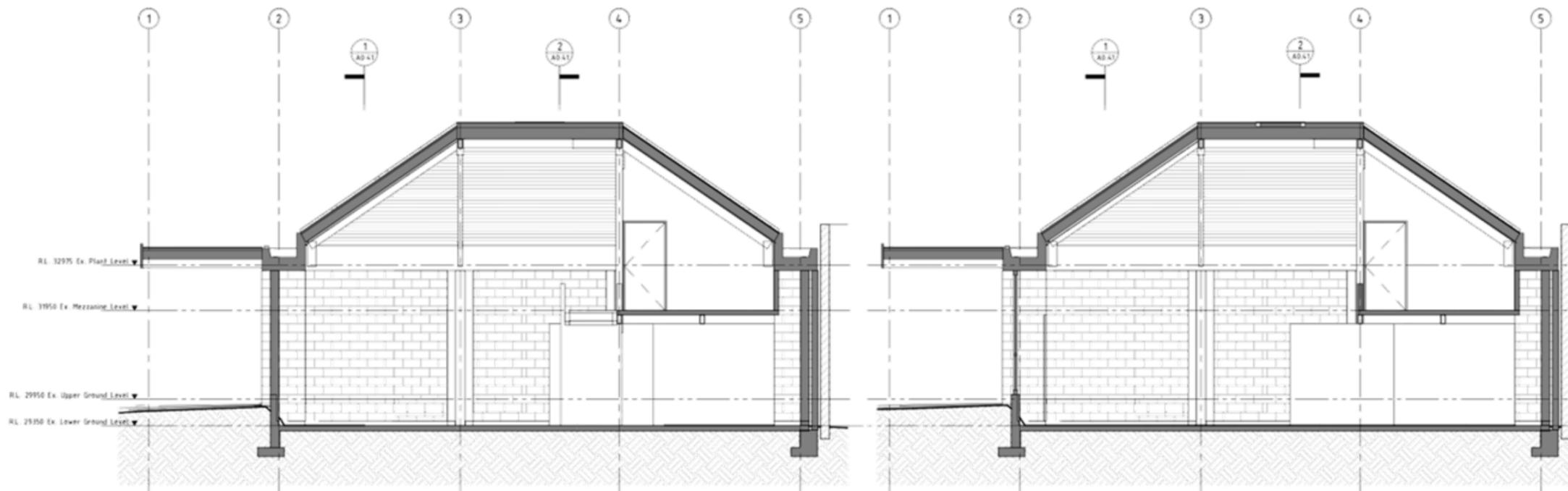
105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



1 Existing Section SA
A0.21 1:50



2 Existing Section SB
A0.21 1:50

3 Existing Section SC
A0.21 1:50

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuckoohouse Quay, Wellington
EMAIL dt@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
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B	Issued for MS Developed Design	10/02/21

Mahara Gallery 18-23
Mahara Place, Waikeanae

Existing GA Cross Sections

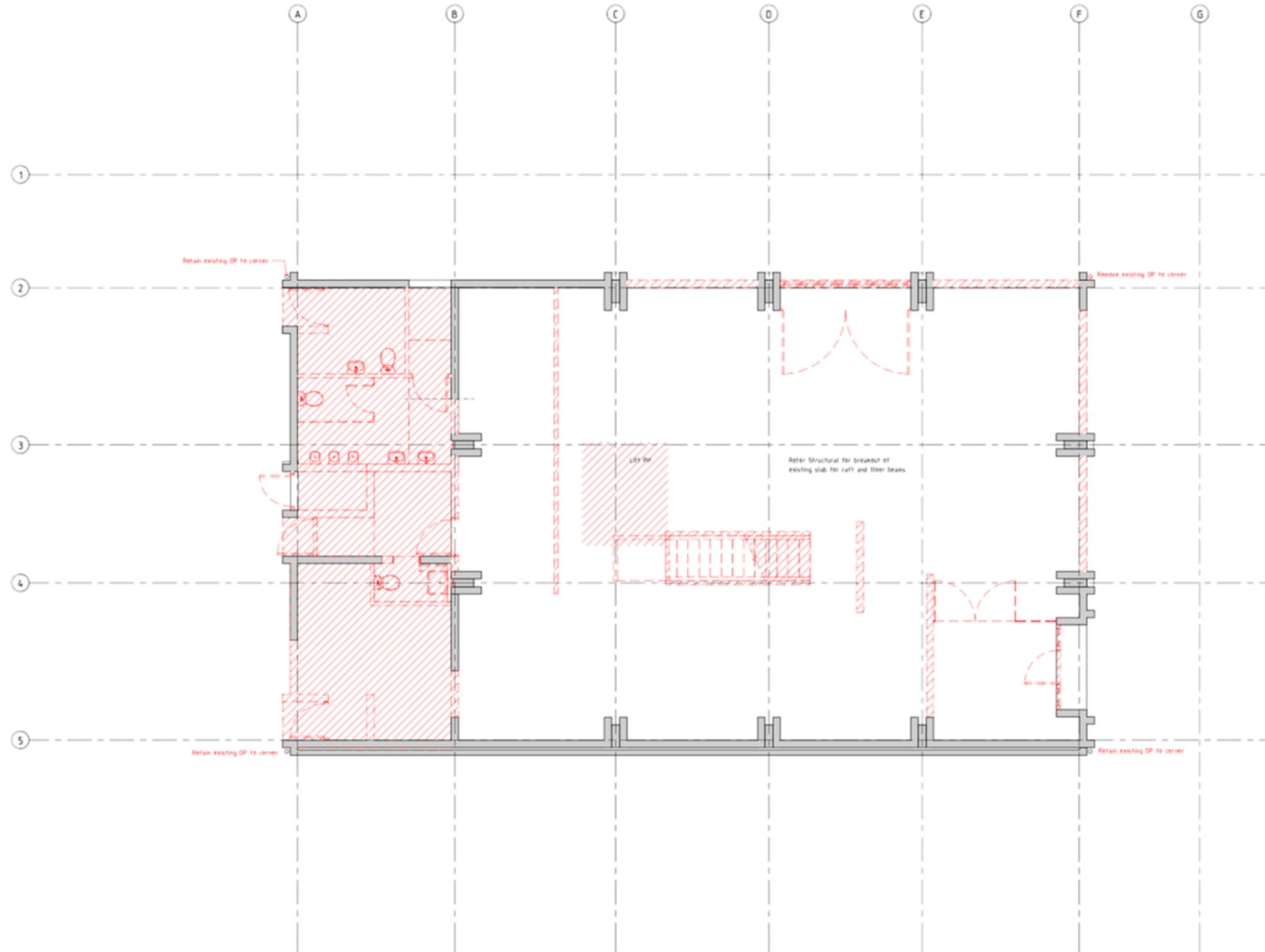
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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtw@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

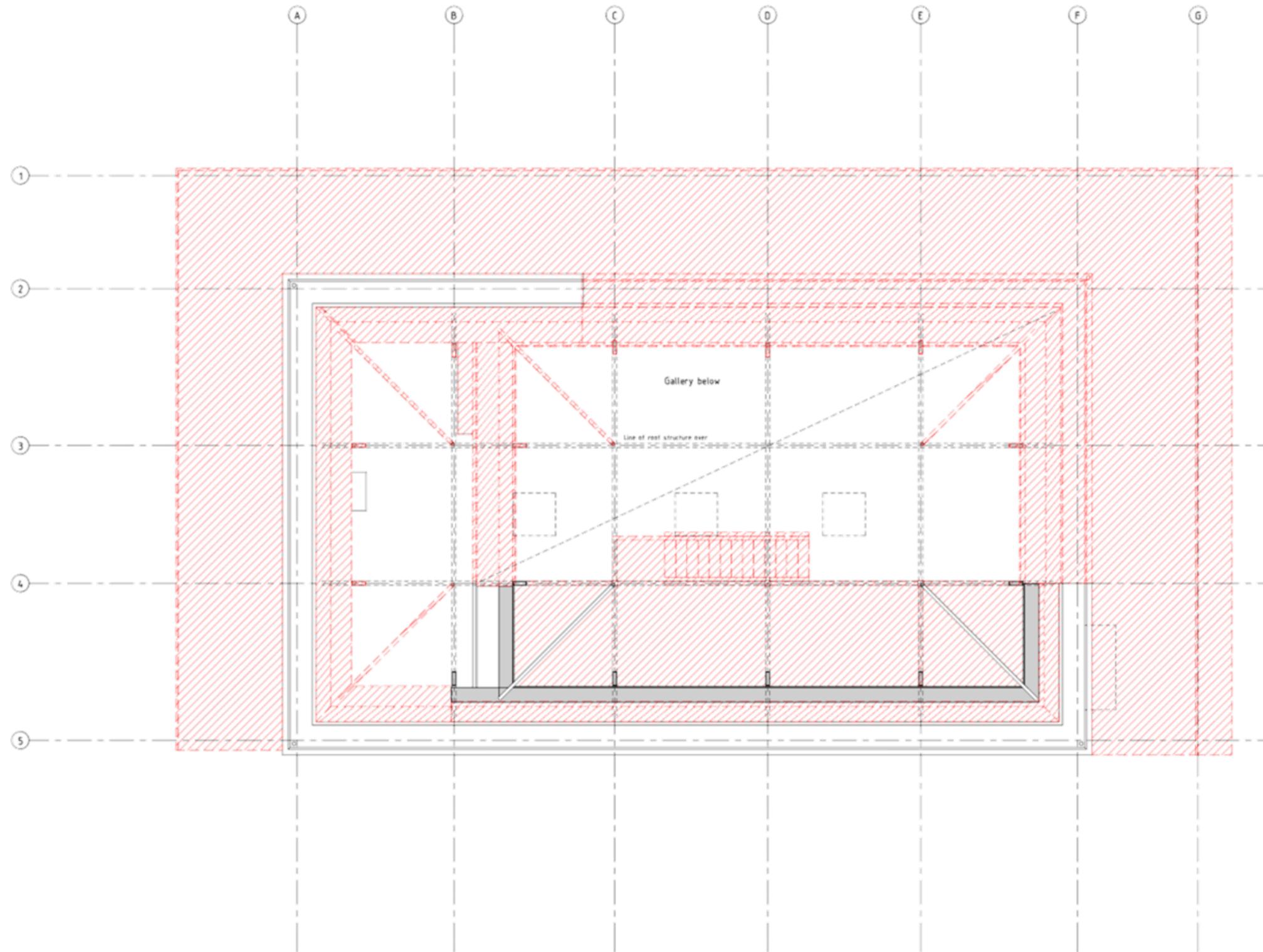
No	Description	Date
A	Issued for SKI Preliminary	28/06/19
B	Issued for SKI Detailed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Demolition GA Plan - Ground Floor Level

1:50 @ A1
Half Scale @ A3 A0.51-B

1 | Demo GA - Ground Floor Level
A0.51 1:50



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105 AMHURST STREET
WELLINGTON 6031
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1762

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtw@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

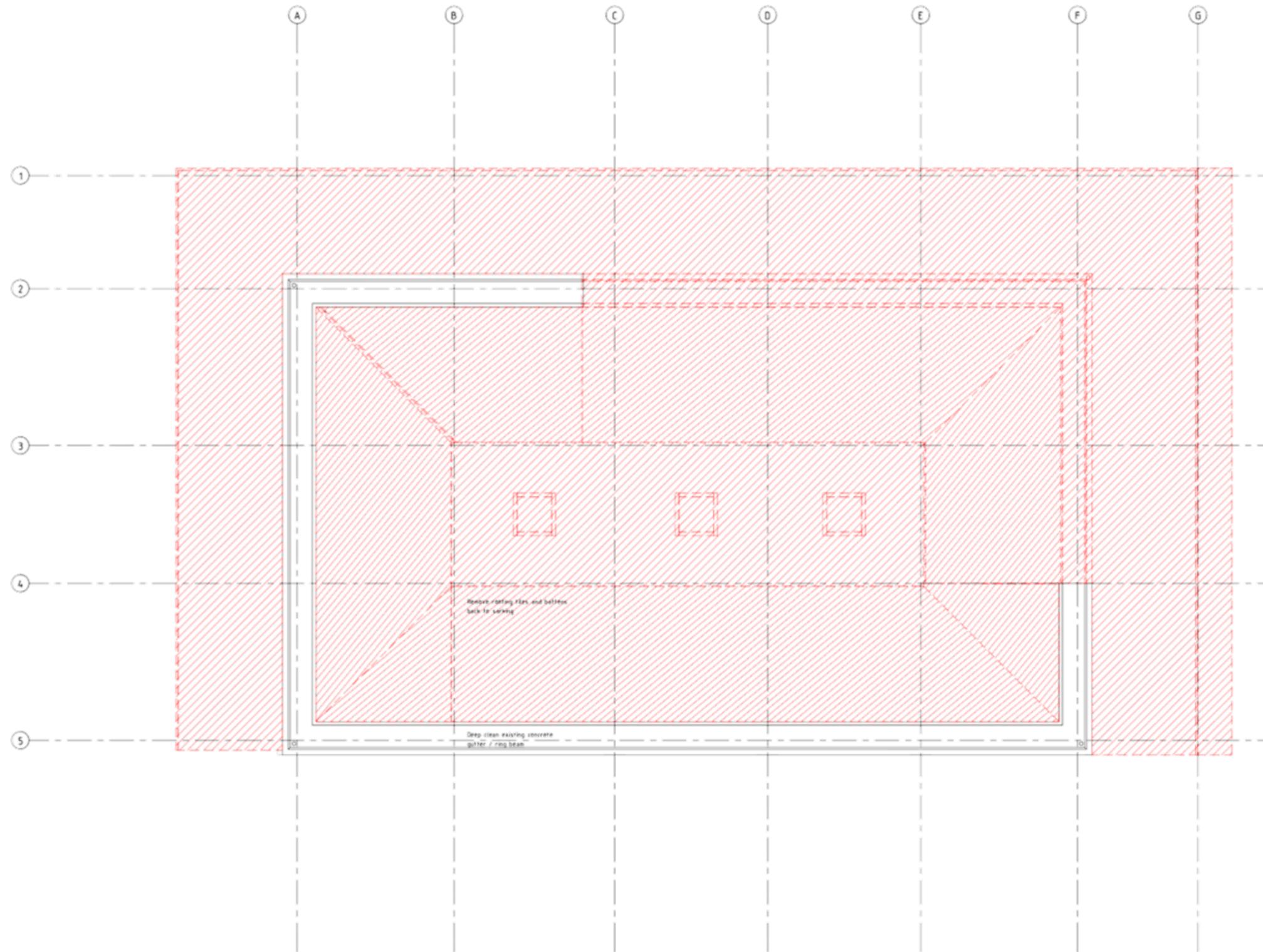
No	Description	Date
A	Issued for SK Preliminary	28/06/19
B	Issued for 10% Developed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Demolition GA Plan - Mezz & Plant
Floor Level

1:50 @ A3
Half Scale @ A3 A0.52-B

1 Demo GA - Mezzanine Floor Level
A0.52 1:50



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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 0019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtw@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for SKI Preliminary	28/06/19
B	Issued for SKI Detailed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Demolition GA Plan - Roof Level

1:50 @ A3
Half Scale @ A3

A0.53-B

1 | Demo GA - Roof Level
1:50

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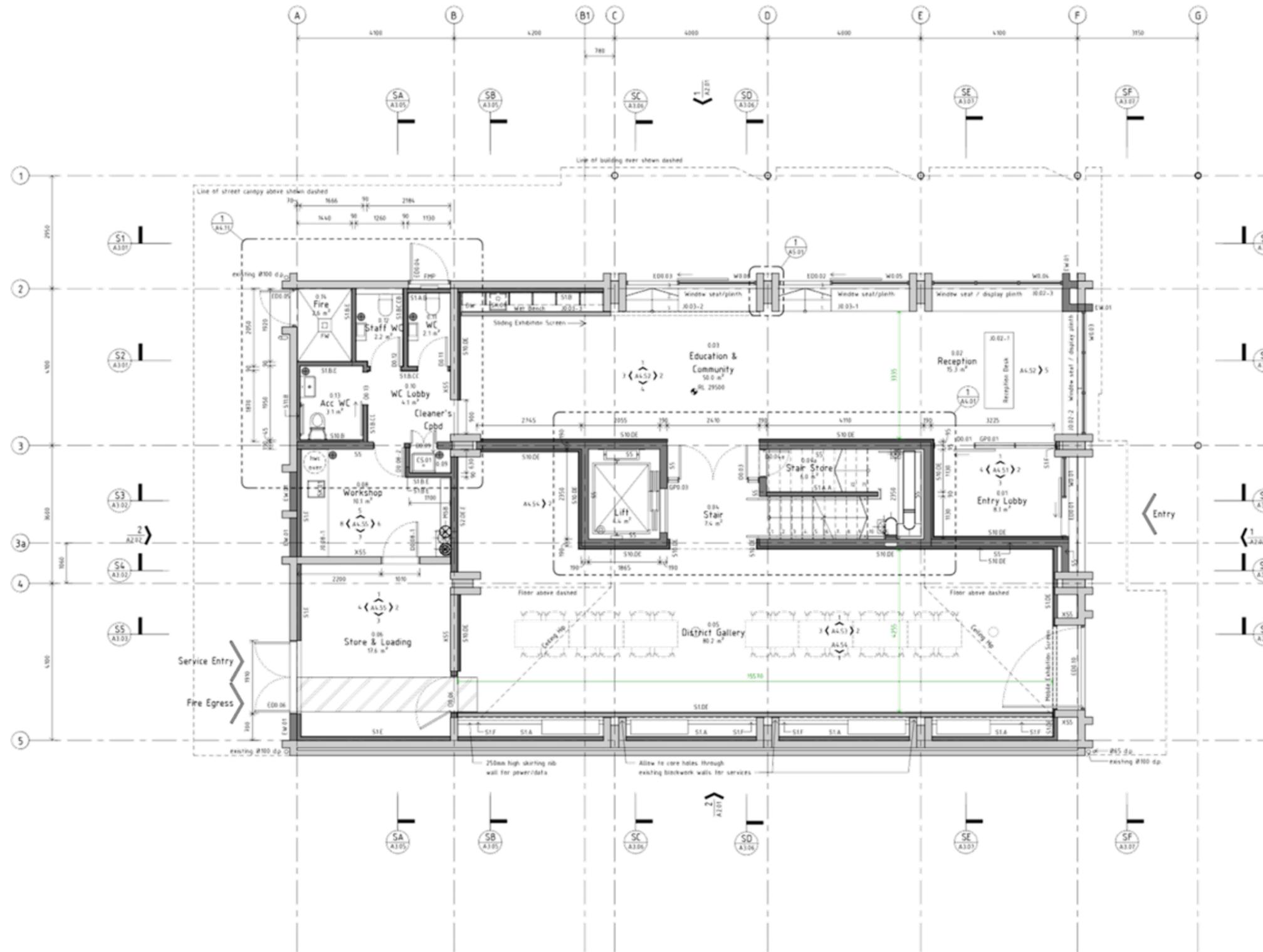
105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Proposed Room Schedule (Ground Level)

Number	Proposed Rooms	Area
001	Entry Lobby	8.1 m ²
002	Reception	15.3 m ²
003	Education & Community	50.0 m ²
004	Star	7.4 m ²
004a	Star Store	6.0 m ²
005	District Gallery	80.2 m ²
006	Store & Loading	17.6 m ²
007	Elec	Not Placed
008	Workshop	10.1 m ²
009	Cleaner's Cpod	0.7 m ²
010	WC Lobby	4.1 m ²
011	WC	2.1 m ²
012	Staff WC	2.2 m ²
013	Acc WC	11 m ²
014	Fire	2.6 m ²
	Total	209.6 m²



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Cushmanhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Grouse Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for S&K Preliminary	28/06/19
B	Planning Updates to WC/Workshop	01/01/21
C	Issued for 10% Developer Design	01/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Plan - Ground Level

1:50 @ A1
Half Scale @ A3
A1.01-C

GA - Ground Level
1:50

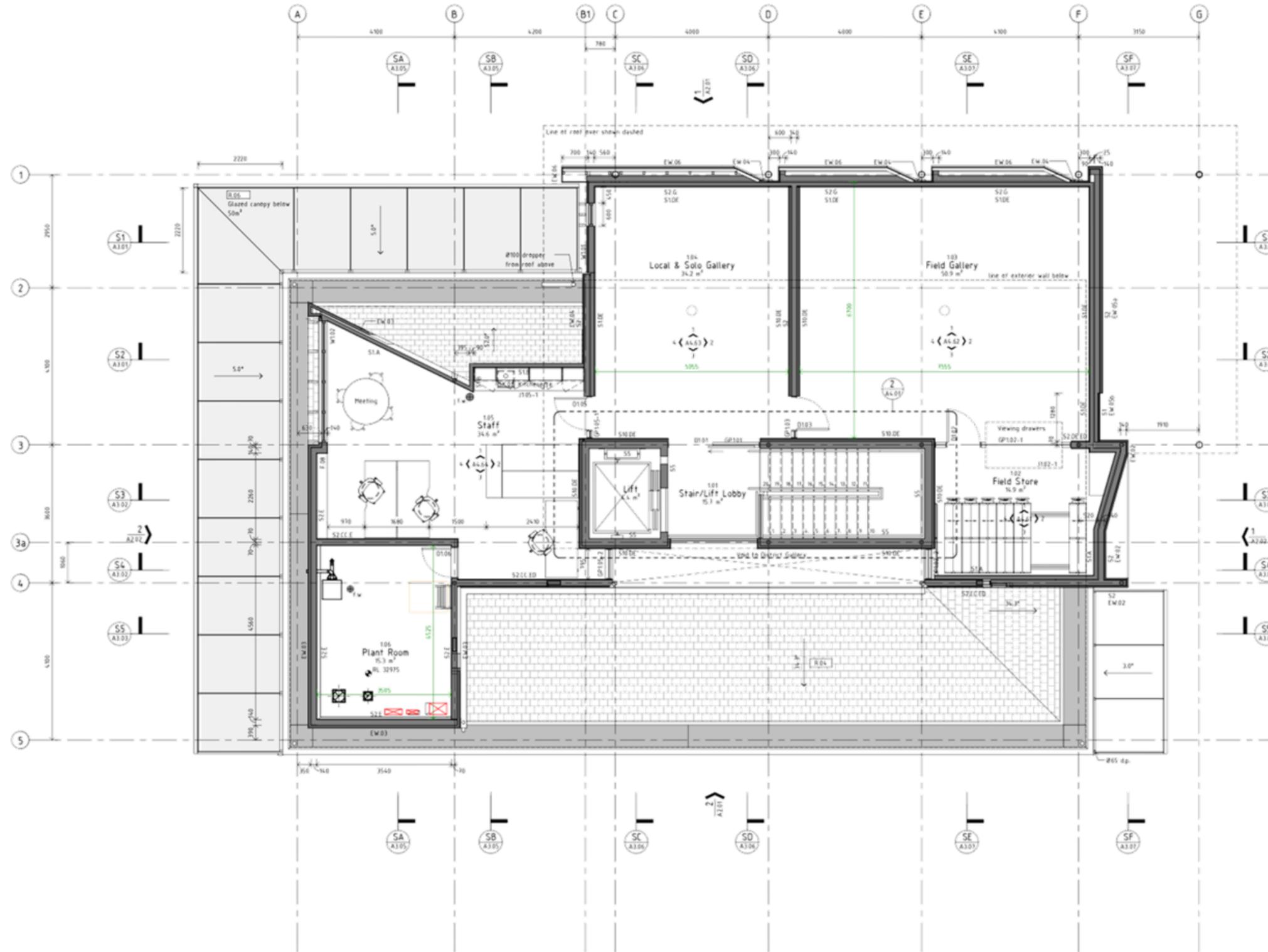
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105 ARHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Proposed Room Schedule (Mezz...)	
Proposed Rooms	Area
Field Gallery	50.9 m ²
Field Store	14.9 m ²
Local & Solo Gallery	34.2 m ²
Plant Room	15.3 m ²
Staff	34.6 m ²
Stair/Lift Lobby	15.7 m ²
Upper Field Store	14.4 m ²
	180.0 m ²



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Cuckoohouse Quay, Wellington
EMAIL: dt@wth@dunningthorntons.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for SKI Preliminary	28/06/19
B	Final Changes	20/08/19
C	Issued for NIS Developer Design	02/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Plan - Upper Level

1:50 @ A1
Half Scale @ A3
A1.02-C

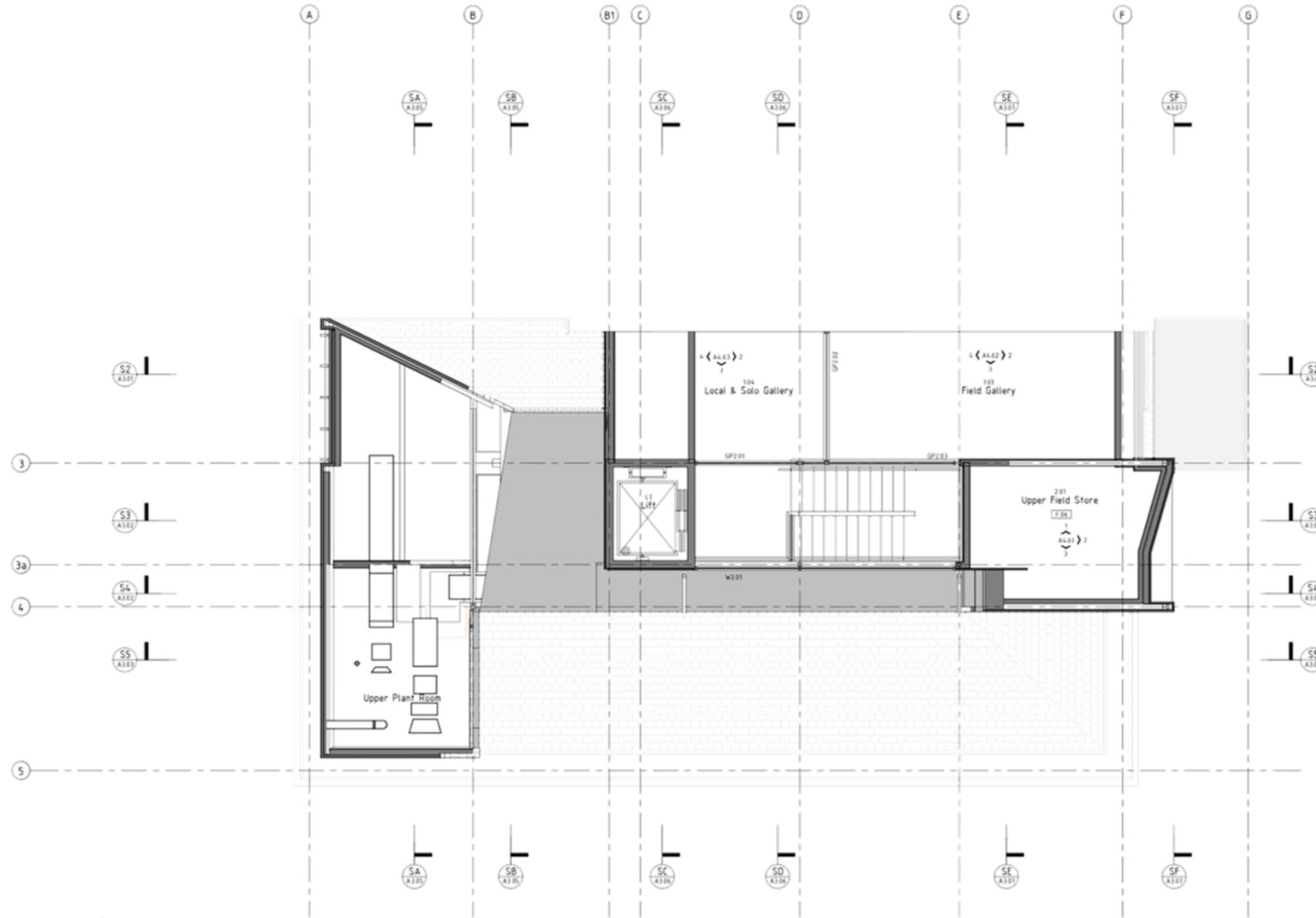
GA - Upper Level
1-58

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105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



1 GA - Upper Mezzanine Level
A2.01 1:50



STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Glouster Street, Wellington
EMAIL enquiries@ecubed.co.nz

No.	Description	Date
A	Issued for W/S Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Plan - Upper Mezzanine Level

1:50 @ A1
Half Scale @ A3 A1.03-A

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105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Ceiling Schedule	
Type	Description
C.01	Selected suspended sheet system
C.02	90x30 hanger fins @ 50mm crs on direct fix system with 50mm insulation to underside of Coofiler
C.03	50x50 TAG ceiling
C.04	5mm moisture resistant plasterboard on metal ceiling battens @ 600 crs on 100x45 H12 SGR ceiling joists @ 900 crs
C.05	5mm standard plasterboard on metal ceiling battens @ 600 crs on 100x45 H12 SGR ceiling joists @ 600 crs
C.06	5mm coated plasterboard on metal ceiling battens @ 600 crs

Existing Ceiling Schedule	
Type	Description
XL.01	Existing ex.100x25 18g ceiling lining
XL.02	Nil finish to underside of existing concrete floor

KEY



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6059
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@duingthornton.co.nz

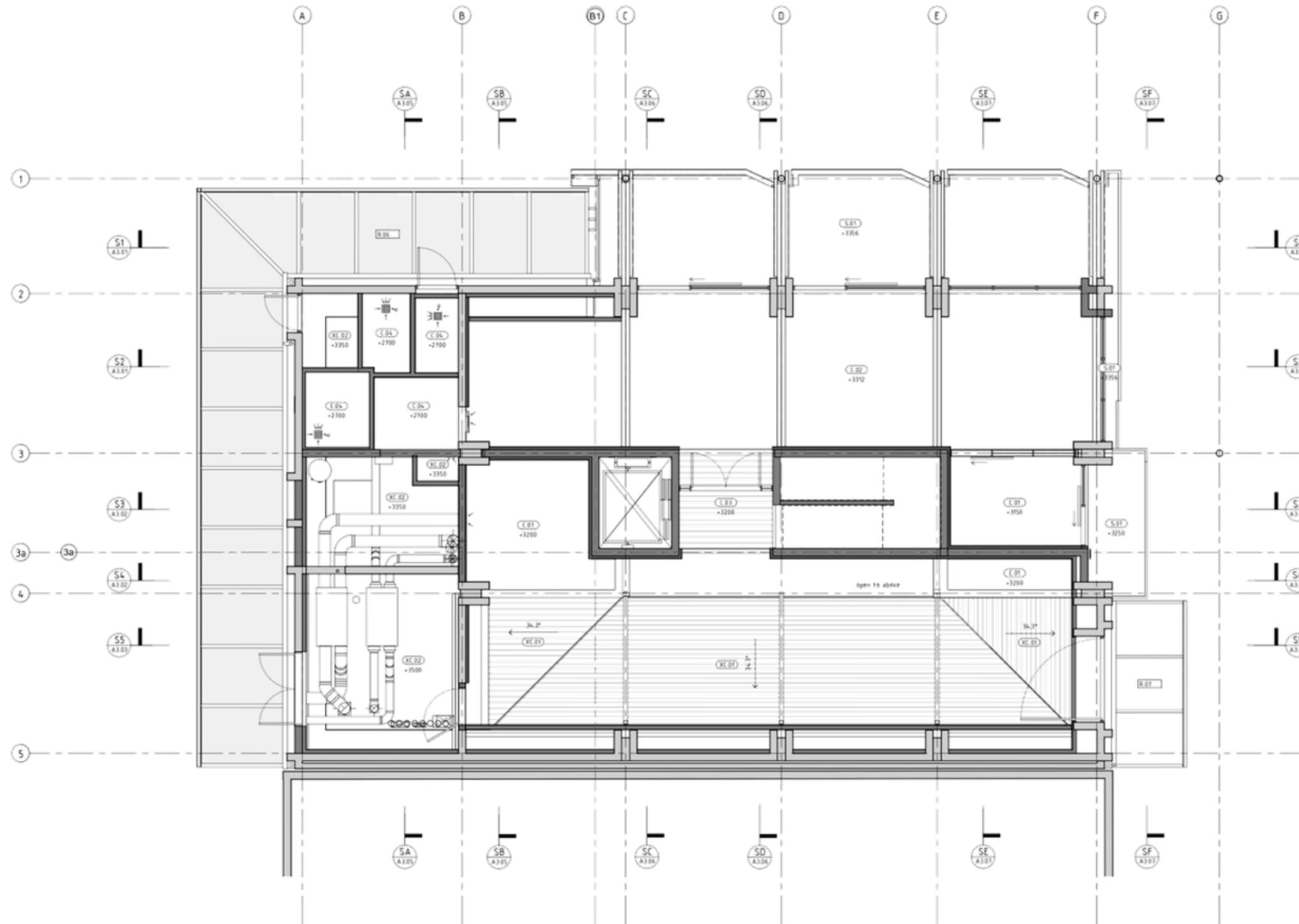
SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Grouse Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for W/S Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA RCP - Ground Level

1:50 @ A1
Half Scale @ A3
A1.11-A



GA RCP - Ground Level
1:50

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Ceiling Schedule	
Type	Description
C.01	Selected suspended sheet system
C.02	90x30 Haber Foss @ 150mm crs on direct fix system with 50mm insulation to underside of Cooler
C.03	150x50 T&G ceiling
C.04	15mm moisture resistant plasterboard on metal ceiling battens @ 600 crs on 150x45 H12 SGB ceiling joists @ 900 crs
C.05	15mm standard plasterboard on metal ceiling battens @ 600 crs on 150x45 H12 SGB ceiling joists @ 600 crs
C.06	15mm coated plasterboard on metal ceiling battens @ 600 crs

Existing Ceiling Schedule	
Type	Description
XC.01	Existing ex 100x25 18g ceiling lining
XC.02	Nil finish to underside of existing concrete floor

KEY



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

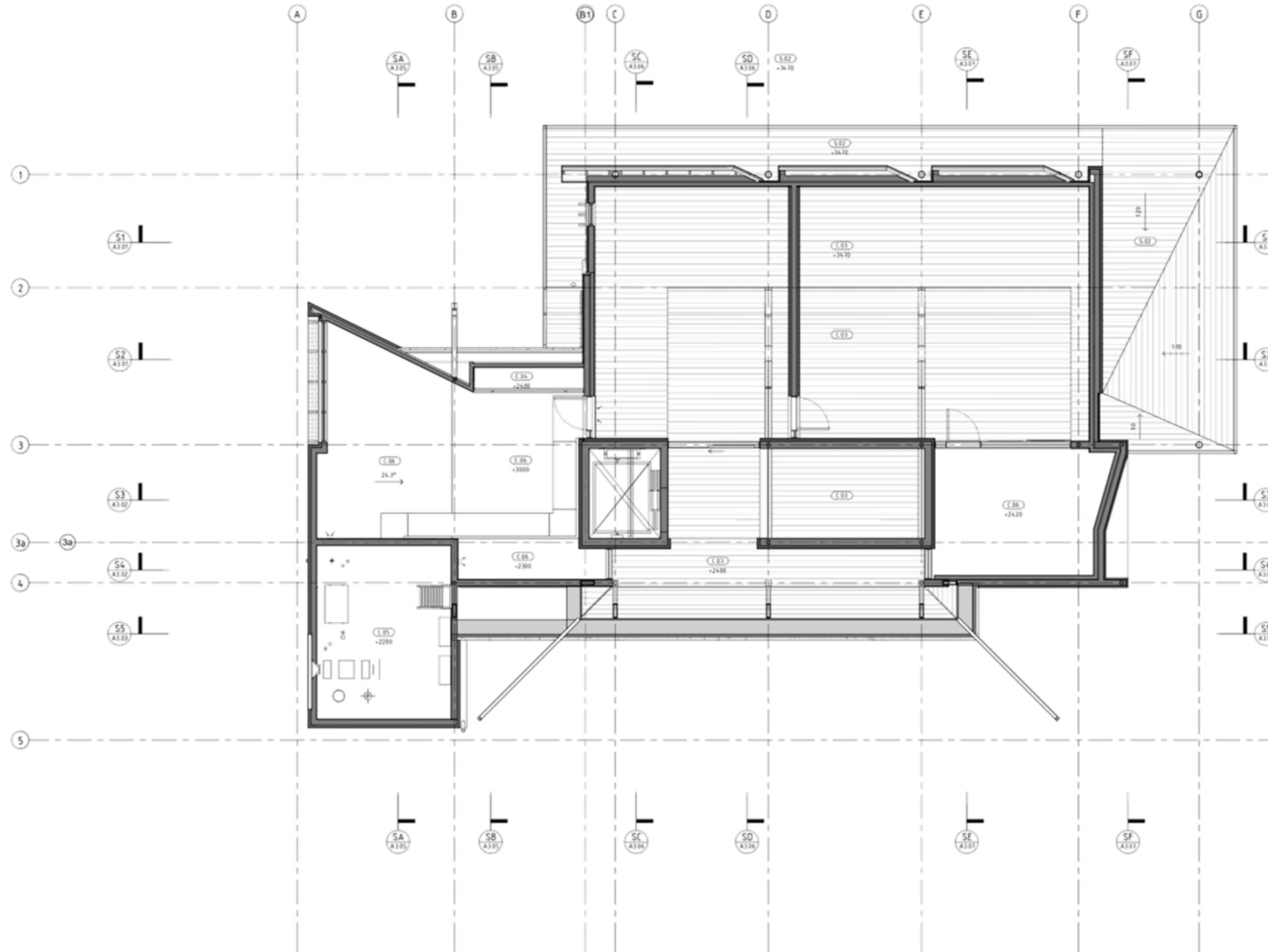
SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 384 6583
ADDRESS: 35 Grouse Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for W/S Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA RCP - Upper Level

1:50 @ A1
Half Scale @ A3 **A1.12-A**



GA RCP - Upper Level
1:50

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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1762

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

SLAB PLAN KEY:

- Existing Wall / Column
- New Concrete Blockwork
- New Concrete No.
- Cast-in Services Penetration
- Floor Rebar
- Floor Box Rebar

Slab Penetration Schedule	
Type	Description
P.02	Cast-in penetration for #85mm pipes
P.03	Cast-in penetration for #100mm pipes



STRUCTURAL ENGINEER:
NAME: Dunning Thornton Consultants
PH: 04 385 6059
ADDRESS: 20 Cuckoohouse Quay, Wellington
EMAIL: dtw@dh@duingthornton.co.nz

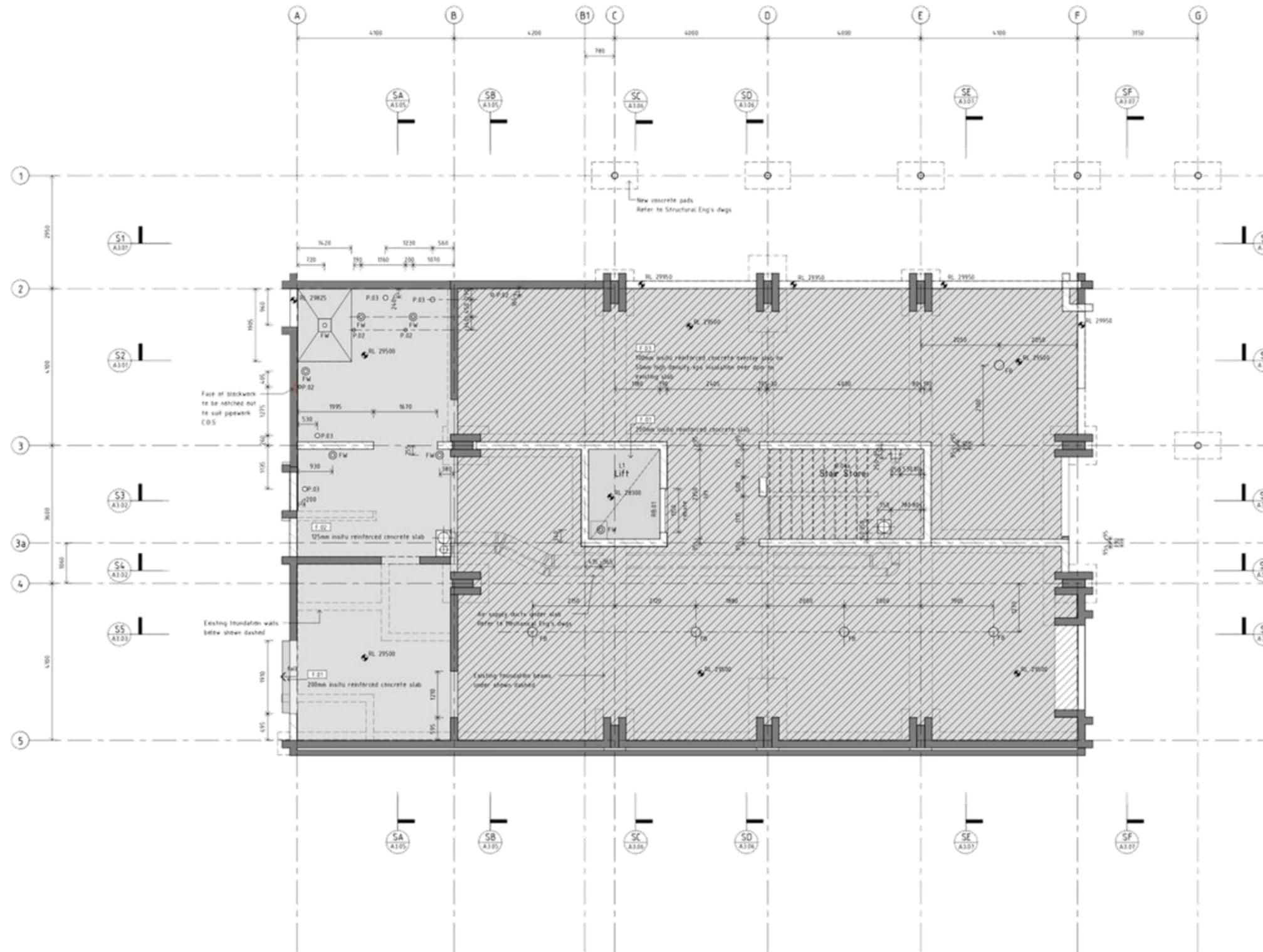
SERVICES ENGINEER:
NAME: aCubed Ltd
PH: 04 385 6583
ADDRESS: 35 Graysen Street, Wellington
EMAIL: enquiries@acubed.co.nz

No.	Description	Date
A	Issue for WIS Developer Design	12/10/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Slab Plan - Ground Level

1:50 @ A1
Half Scale @ A3
A1.21-A



Slab Plan - Ground Level
1:50

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

SLAB PLAN KEY:

- Existing Wall / Column
- New Concrete Blockwork
- New Concrete Slab
- P.XX Cast-in Services Penetration
- RB.XX Floor Rebar
- FB Floor Box Rebar

Slab Penetration Schedule	
Type	Description
P.02	Cast-in penetration for Ø65mm pipes
P.03	Cast-in penetration for Ø100mm pipes



STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtw@durongthornton.co.nz

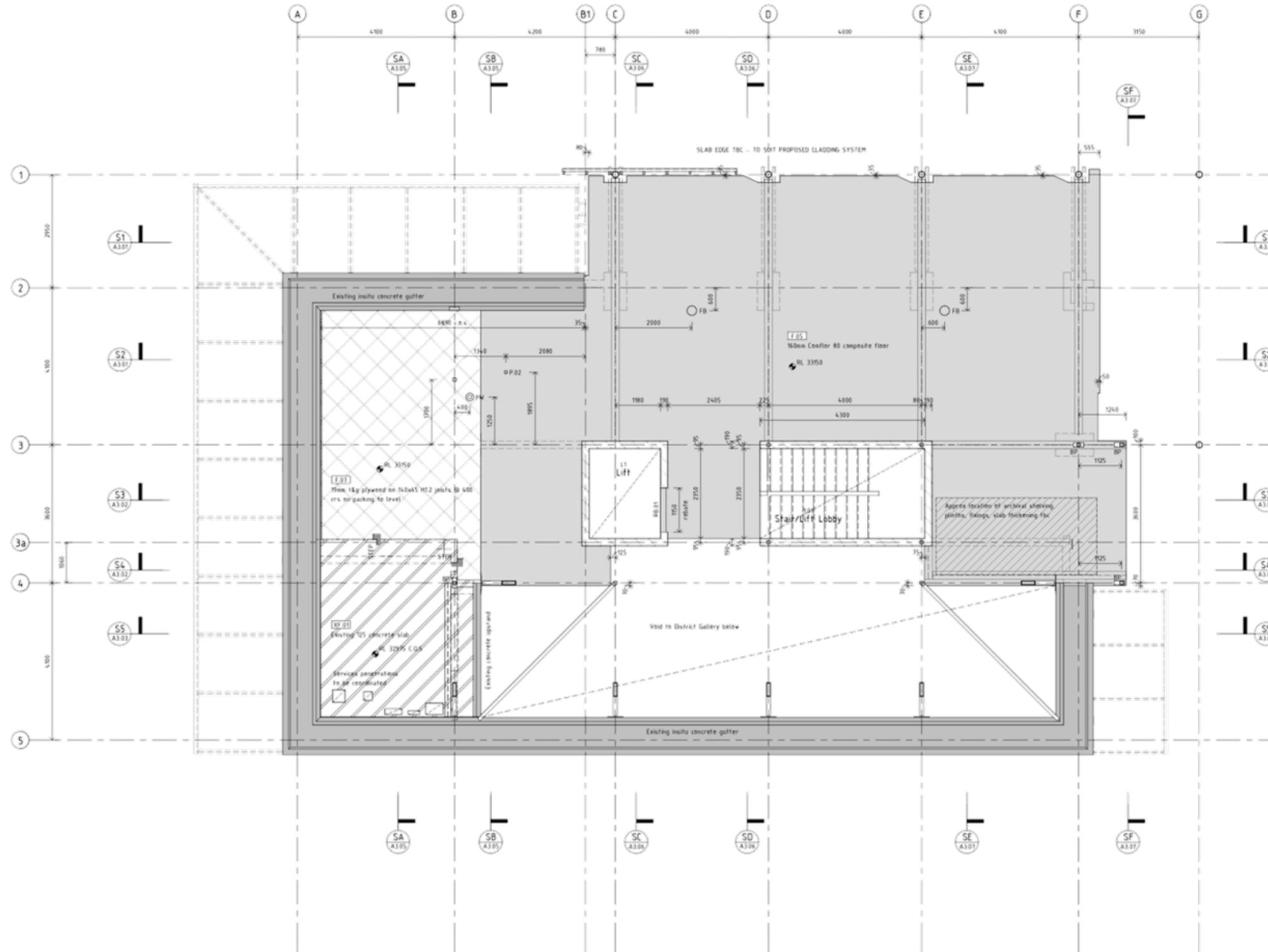
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 385 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Slab Plan - Upper Level

1:50 @ A1
Half Scale @ A3 **A1.22-A**



1 Slab - Upper Level
A2.01 1:50

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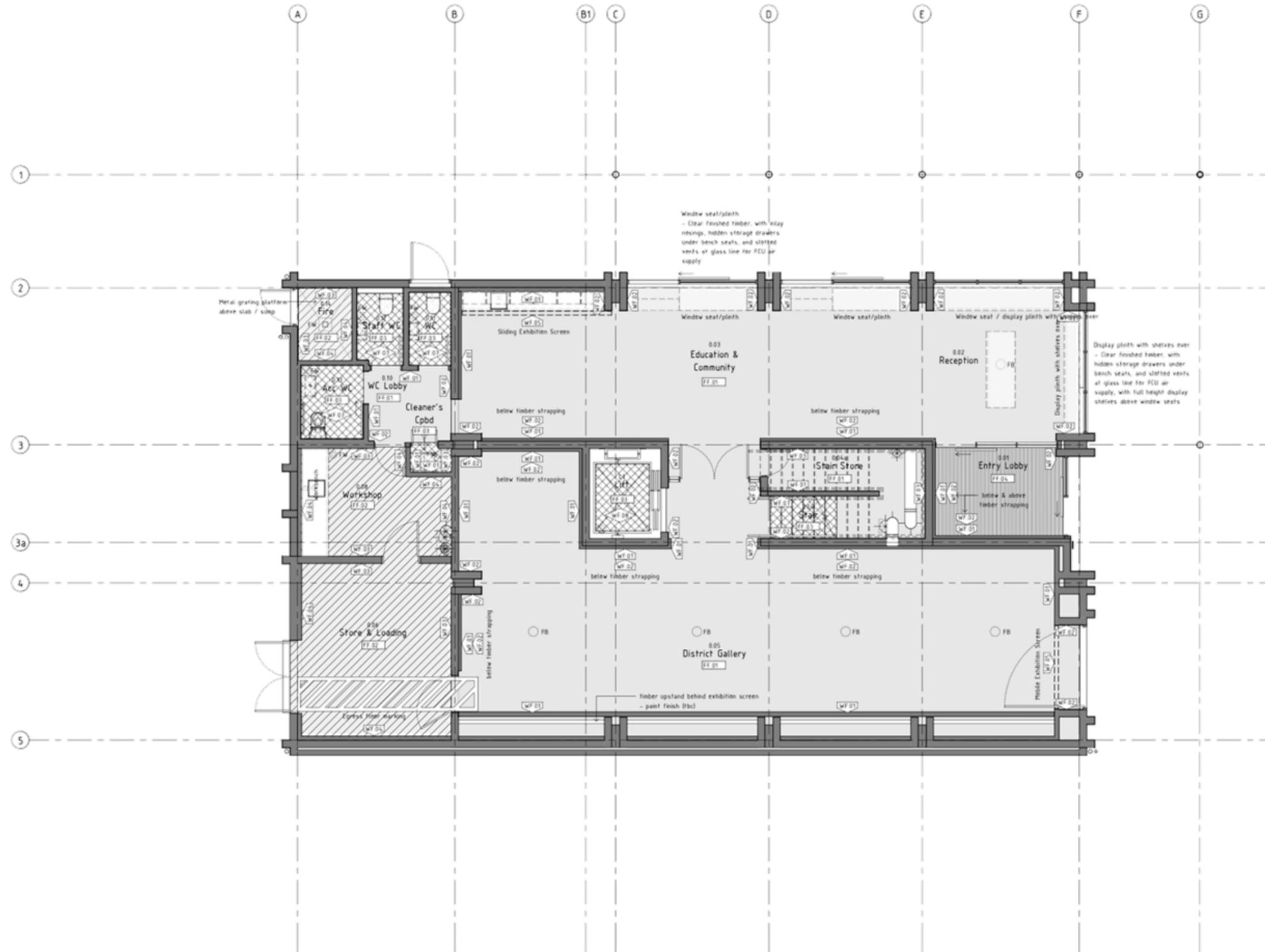
105 AMHURST STREET
WELLINGTON 6003
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Floor Finishes Schedule	
Type	Description
FF 01	Polished concrete floor
FF 02	Painted concrete floor
FF 03	Selected rubber flooring
FF 04	Selected entrance matting

Wall Finishes Schedule	
Type	Description
WF 01	Paint finished plasterboard (colour tbc)
WF 02	Smooth plaster finish to existing & new blockwork walls
WF 03	Paint finished blockwork & concrete (colour tbc)
WF 04	Clear finished plywood
WF 05	Paint finished MDF (colour tbc)
WF 06	Ceramic wall tiles
WF 07	Clear finished timber battens
WF 08	Stain finished plywood & battens



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dtw@dtc.dunningthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Finishes Plan - Ground Level

1:50 @ A1
Half Scale @ A3 **A1.31-A**

Finishes Plan - Ground Level
1-56

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105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Floor Finishes Schedule	
Type	Description
FF 01	Polished concrete floor
FF 02	Painted concrete floor
FF 03	Selected rubber flooring
FF 04	Selected entrance matting

Wall Finishes Schedule	
Type	Description
WF 01	Paint finished plasterboard (colour tbc)
WF 02	Smooth plaster finish to existing & new blockwork walls
WF 03	Paint finished blockwork & concrete (colour tbc)
WF 04	Clear finished plywood
WF 05	Paint finished MDF (colour tbc)
WF 06	Ceramic wall tiles
WF 07	Clear finished timber battens
WF 08	Stain finished plywood & battens



STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Finishes Plan - Upper Level

1:50 @ A1
Half Scale @ A3
A1.32-A

Finishes Plan - Upper Level
1:50

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Wall Schedule - Exterior	
Type	Description
EW01	20 series concrete block
EW02	Aluminum panel cladding on 45x20 H31 vertical cavity battens on self adhesive building wrap on 6mm fibre cement RAB board
EW03	Selected clay tile on 45x45 H31 cavity battens on self adhesive building wrap on 6mm fibre cement RAB board
EW04	9mm fibre cement sheet on 20mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW05a	Plaster render on 9mm fibre cement sheet on 45mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW05b	Plaster render on 9mm fibre cement sheet on 20mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW06	GRC panel on steel frame on brackets to framed walls behind
EW07	Shimono roofing membrane on 80mm PIR insulation on vapour barrier on 18mm H32 plywood substrate on H32 timber framing

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuthbert House Quay, Wellington
EMAIL dtw@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for 50% Preliminary	28/06/19
B	Issued for 10% Developer Design	10/02/21

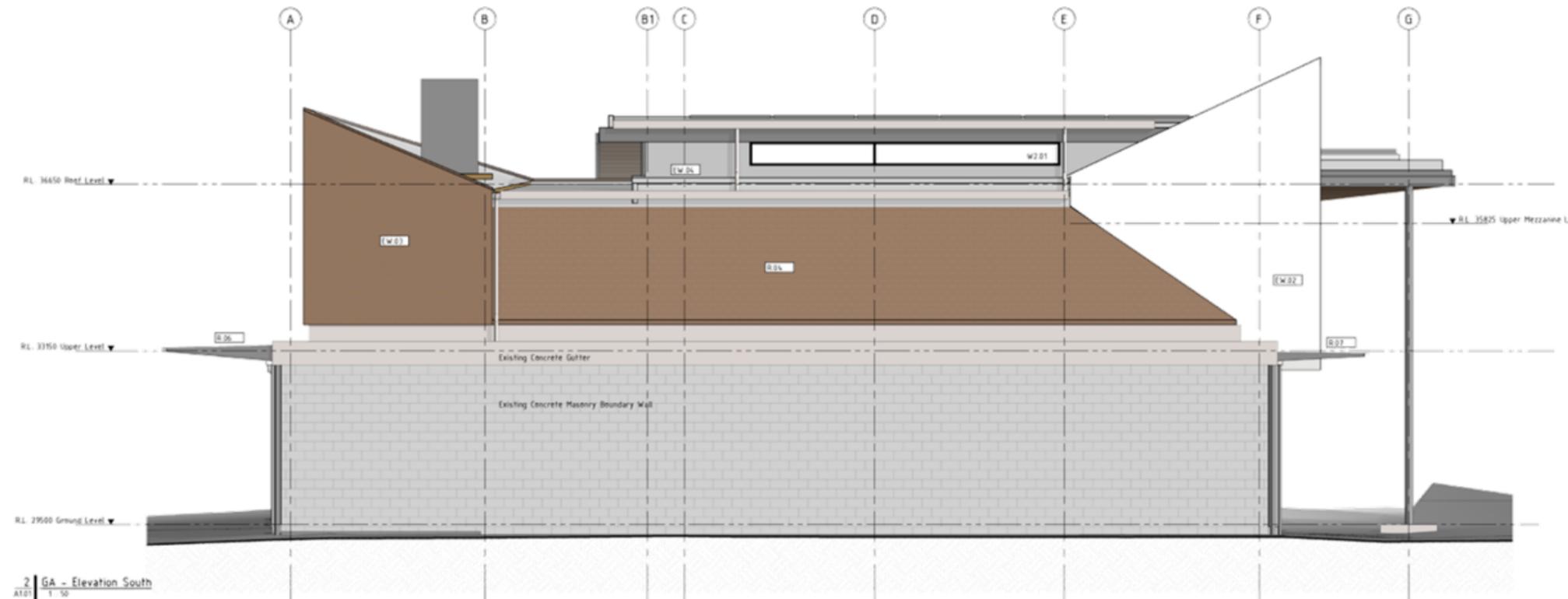
Mahara Gallery 18-23
Mahara Place, Waikanae

GA Elevations

1:50 @ A1
Half Scale @ A3
A2.01-B



1 GA - Elevation North
A101 1:50



2 GA - Elevation South
A101 1:50

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105 AMHISAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

Wall Schedule - Exterior

Type	Description
EW01	20 series concrete block
EW02	Aluminium panel cladding on 45x20 H31 vertical cavity battens on self adhesive building wrap on 6mm fibre cement RAB board
EW03	Selected clay tile on 45x45 H31 cavity battens on self adhesive building wrap on 6mm fibre cement RAB board
EW04	5mm fibre cement sheet on 20mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW05a	Plaster render on 5mm fibre cement sheet on 45mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW05b	Plaster render on 5mm fibre cement sheet on 20mm cavity on self adhesive building wrap on 6mm fibre cement RAB board
EW06	GRC panel on steel frame on brackets to framed walls behind
EW07	Bituminous roofing membrane on 80mm PIR insulation on vapour barrier on 15mm H32 gypboard substrate on H32 timber framing

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cushmanhouse Quay, Wellington
EMAIL dtw@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for SKI Preliminary	28/06/19
B	Issued for 10% Developed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Elevations

1:50 @ A1
Half Scale @ A3 **A2.02-B**



1 | GA - Elevation East
A101 | 1:50



2 | GA - Elevation West
A101 | 1:50

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105 ARHUISAR STREET
WELLINGTON 6003
PO BOX 5564
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuckoohouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

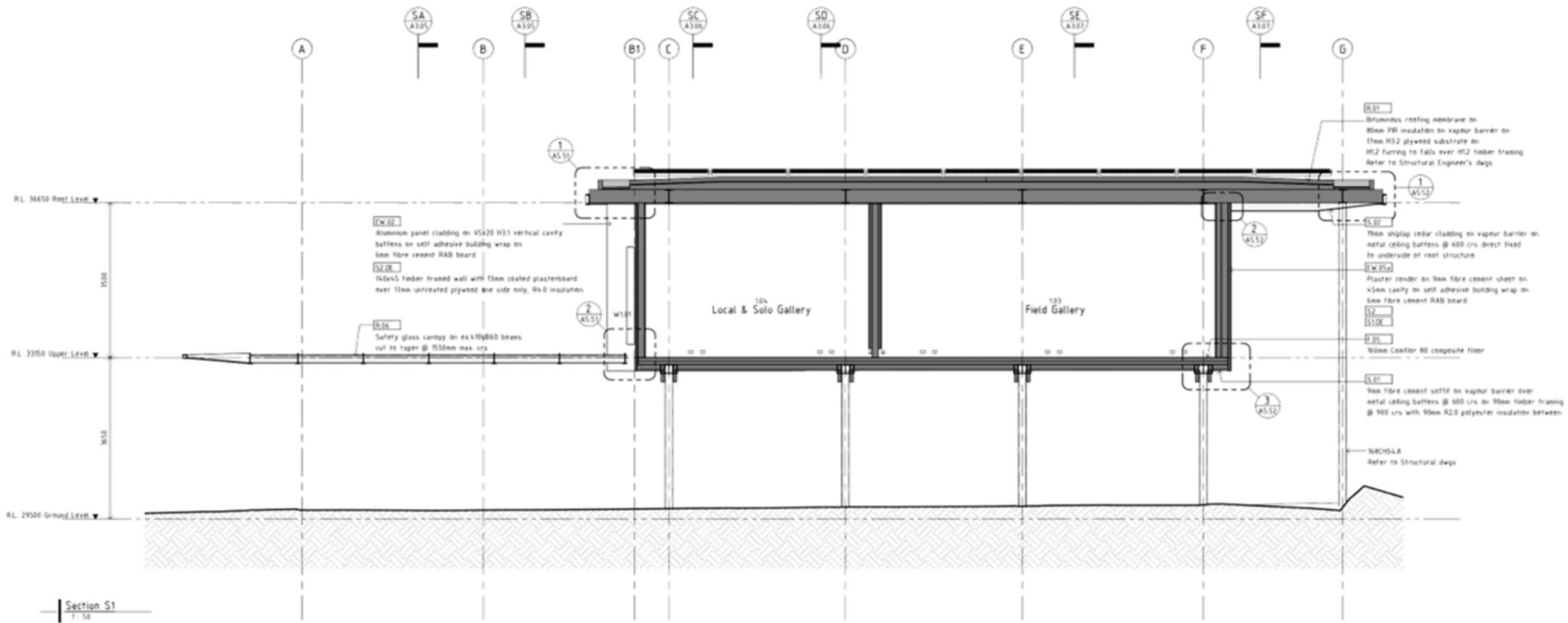
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Grouse Street, Wellington
EMAIL enquiries@ecubed.co.nz

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B	Issued for 10% Developer Design	10/02/21

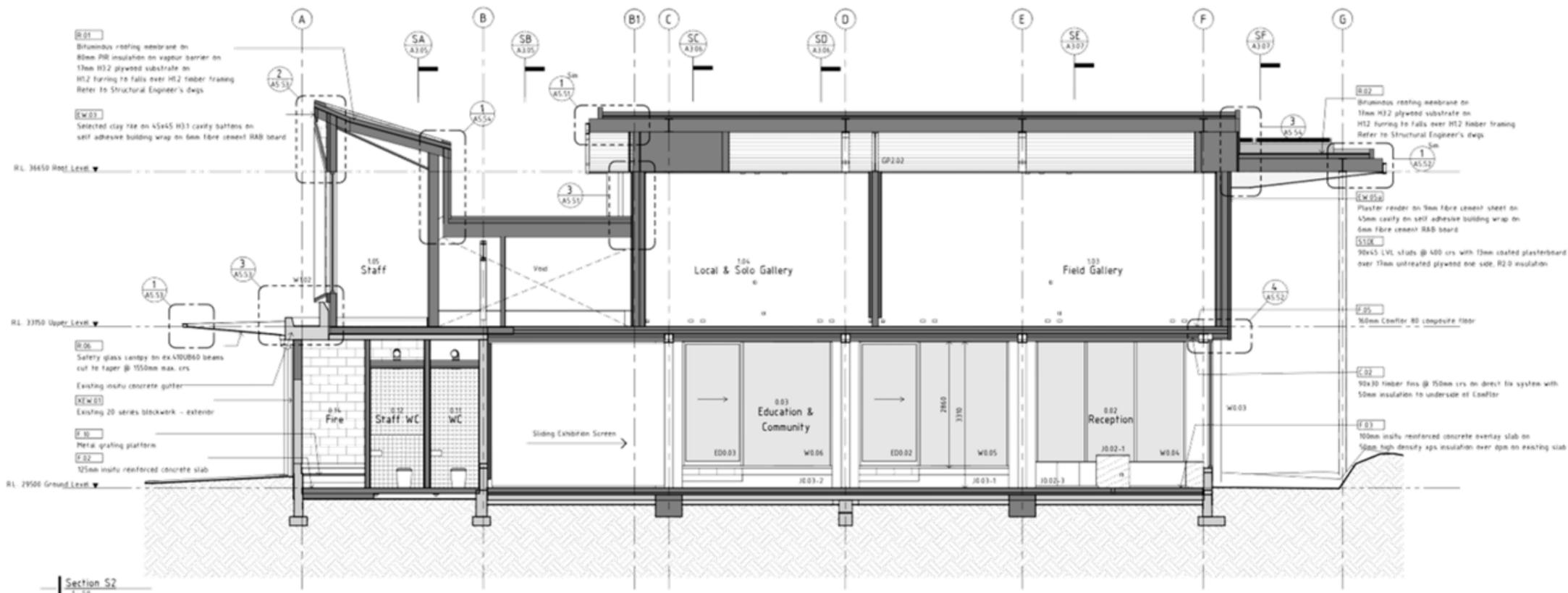
Mahara Gallery 18-23
Mahara Place, Waikanae

GA Cross Sections - S1 & S2

1:50 @ A1
Half Scale @ A3 **A3.01-B**



Section S1
1:50



Section S2
1:50

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5564
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER:
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Cushman Quay, Wellington
EMAIL: dtc@wth@dujingtonthornton.co.nz

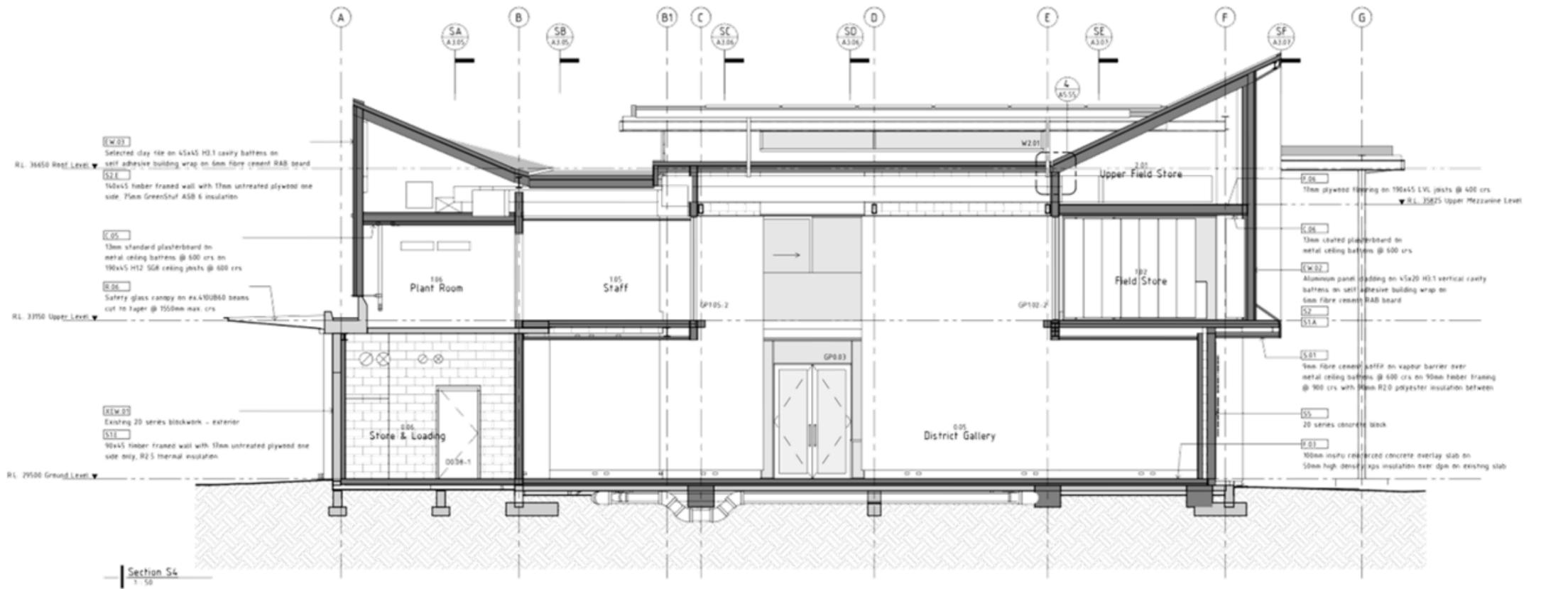
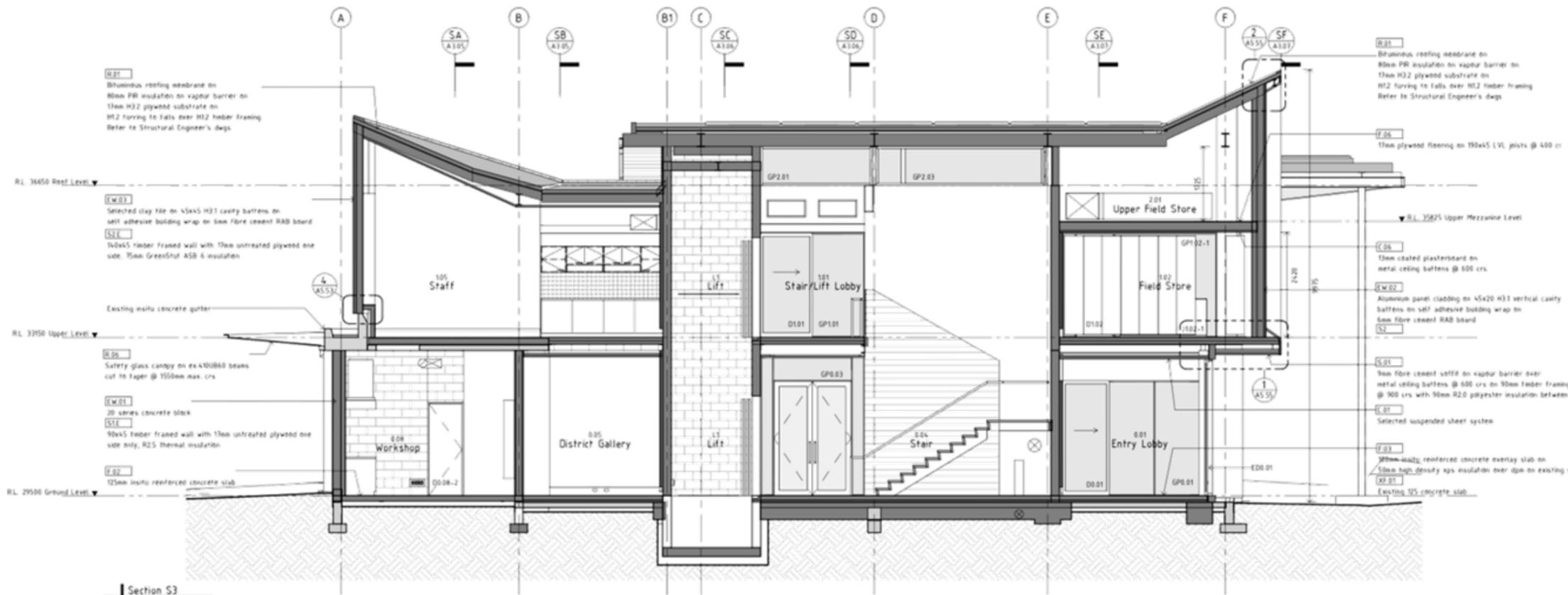
SERVICES ENGINEER:
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Grouse Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for S&B Preliminary	28/06/19
B	Issued for 10% Developed Design	10/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Cross Sections - S3 & S4

1:50 @ A1
Half Scale @ A3
A3.02-B

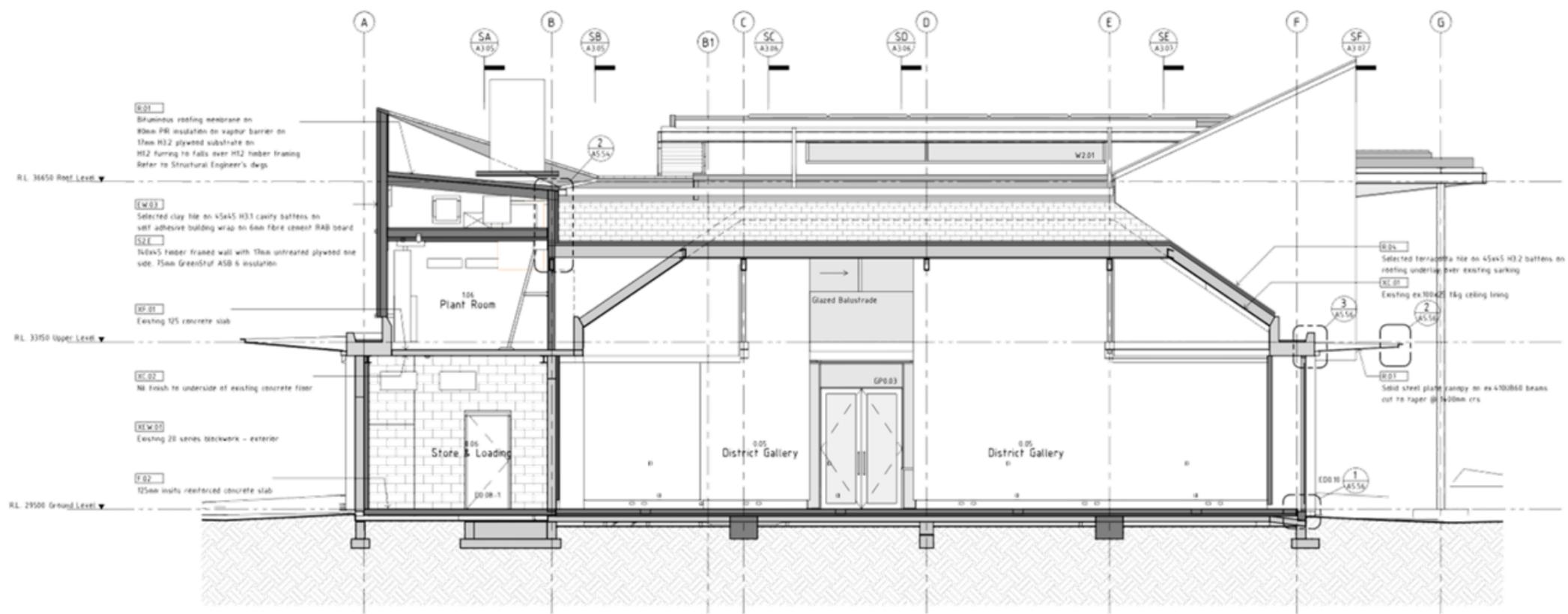


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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



Section S5
1:50

KEY

STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@duingthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 386 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Cross Sections - S5

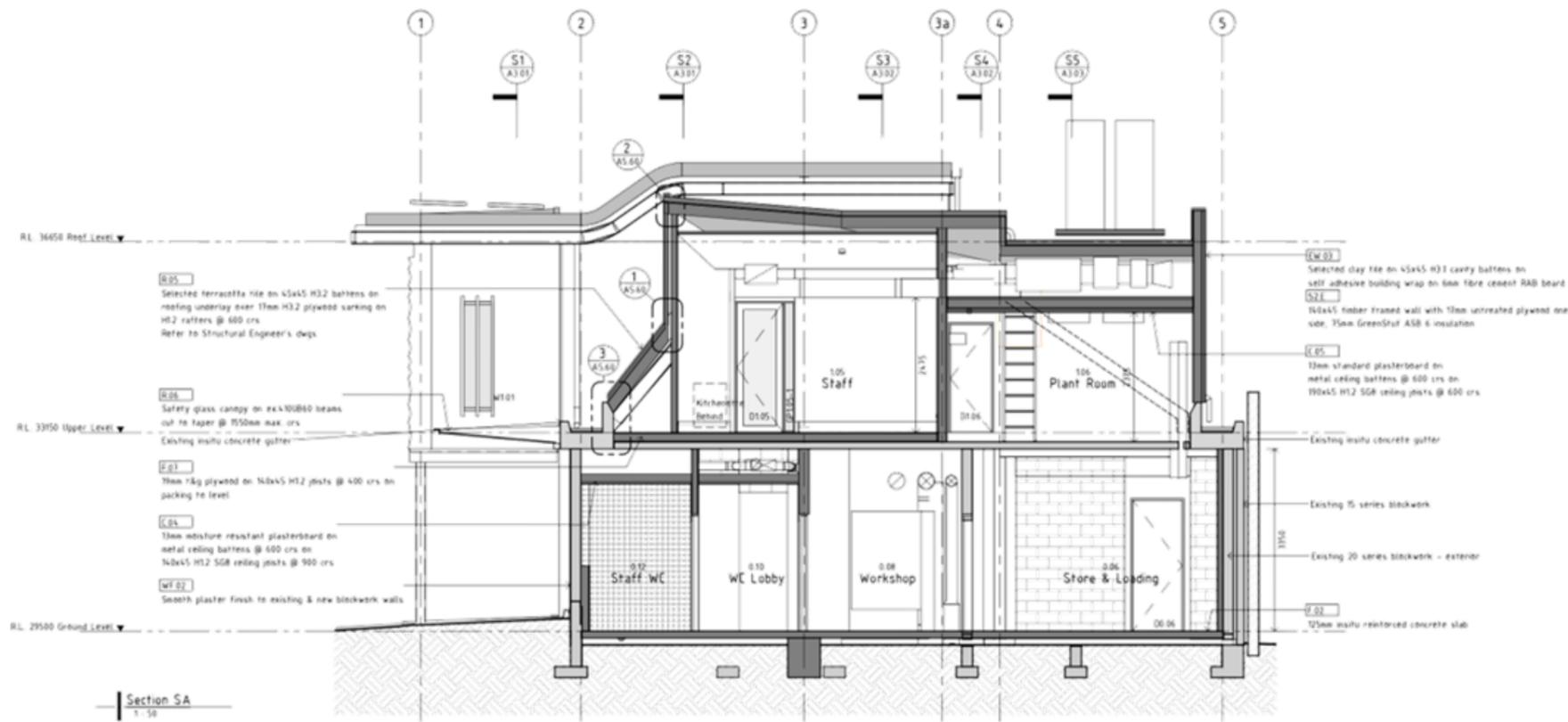
1:50 @ A1
Half Scale @ A3
A3.03-A

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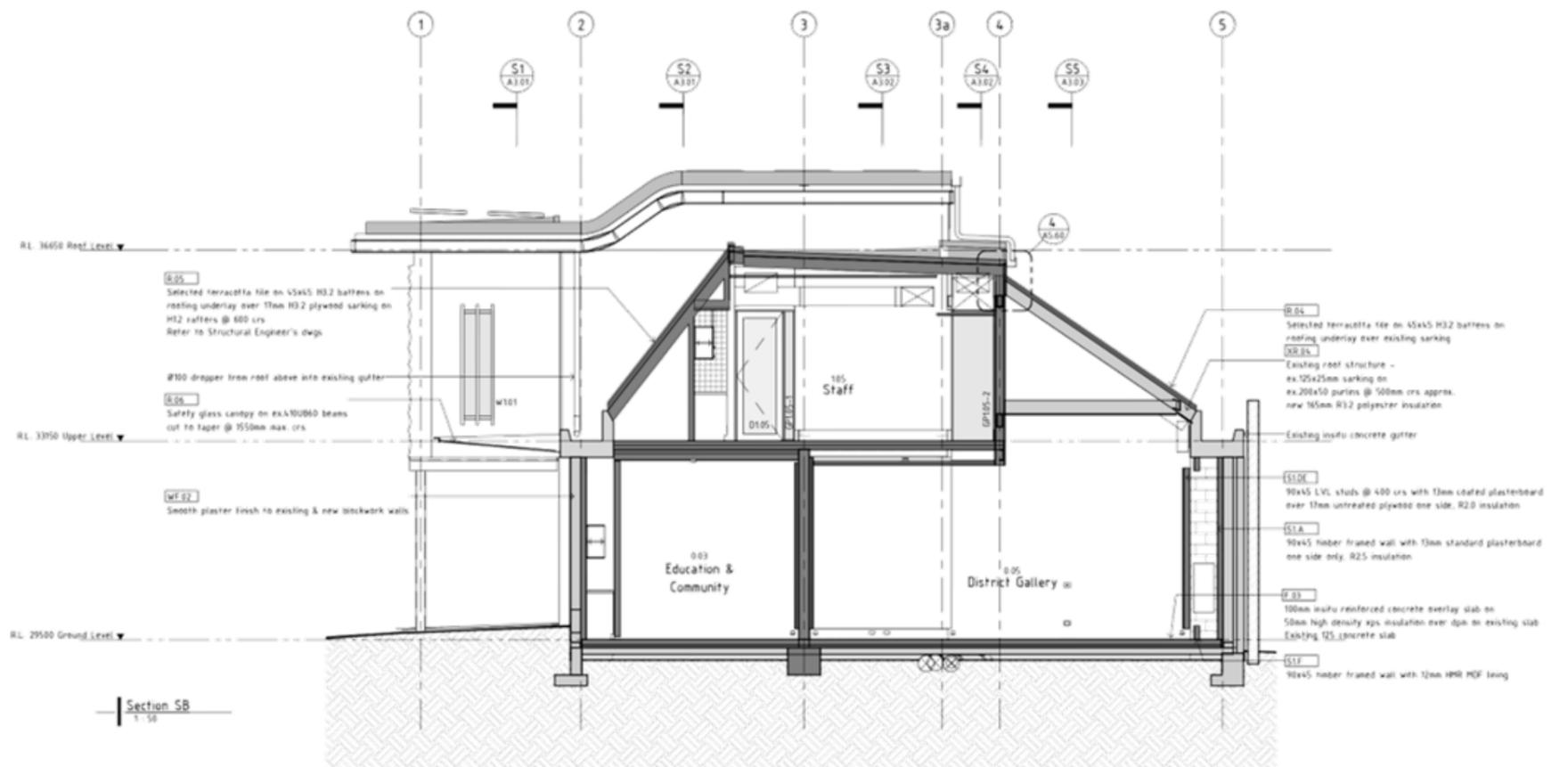
105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1762

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NOTES



Section SA
1:50



Section SB
1:50

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuffinhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Grange Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for S&B Preliminary	28/04/19
B	Issued for 10% Developed Design	15/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Cross Sections - SA & SB

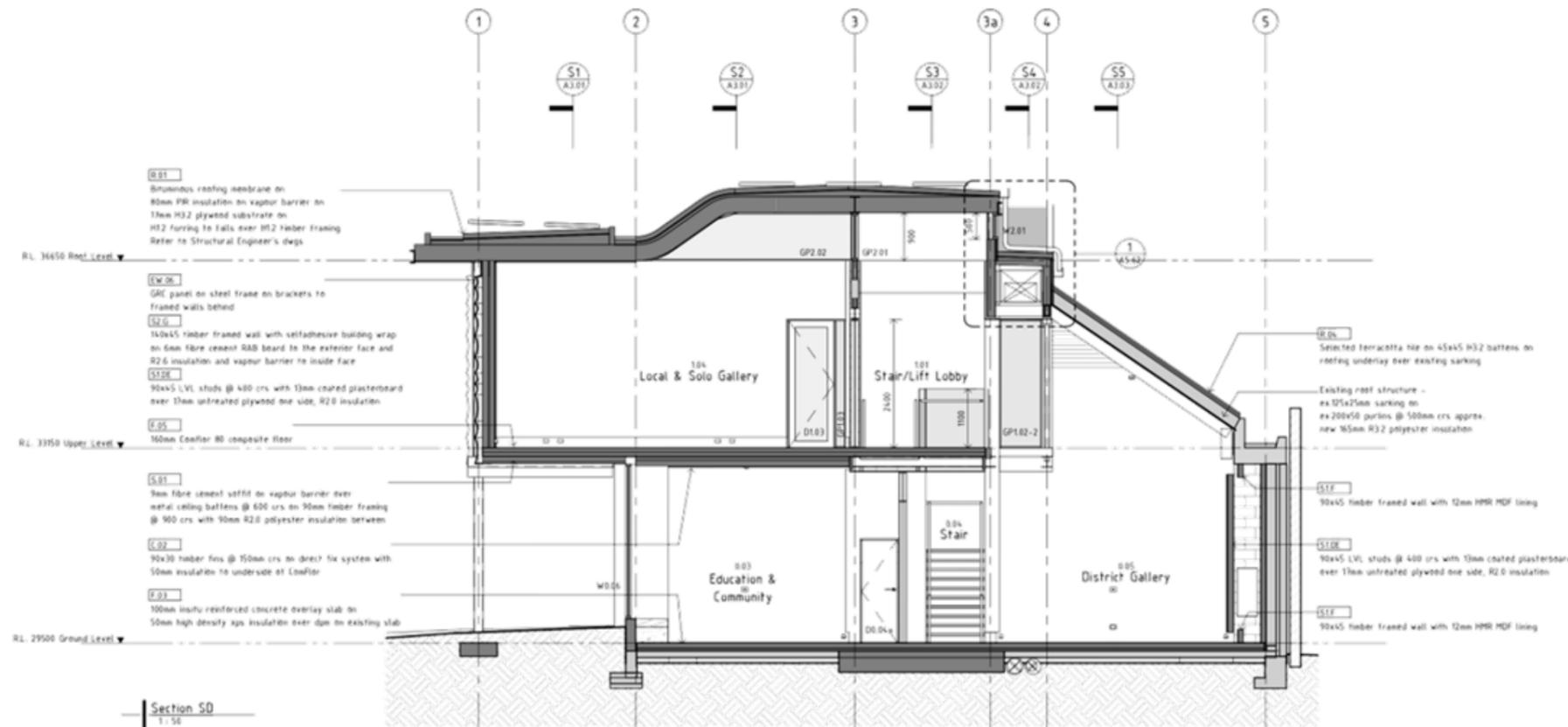
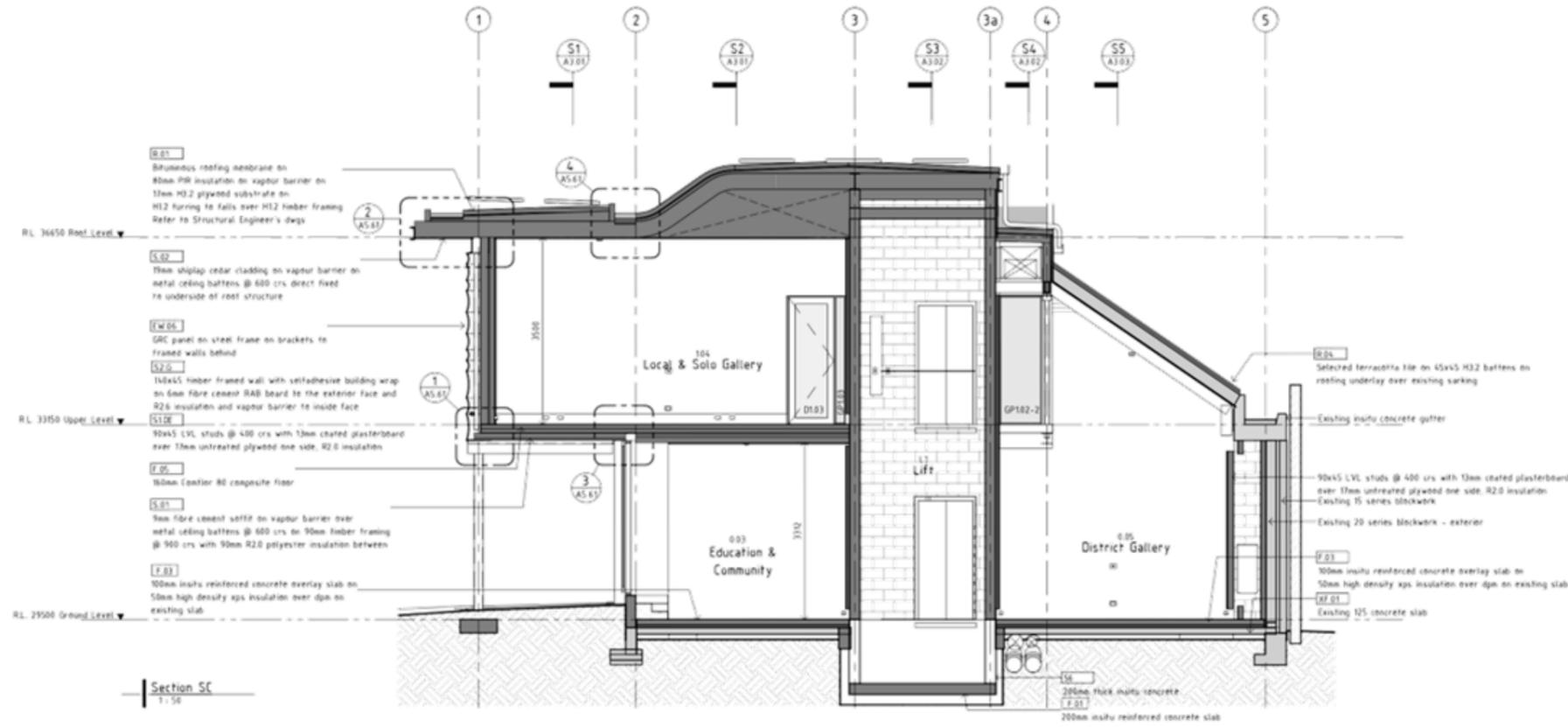
1:50 @ A1
Half Scale @ A3
A3.05-B

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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
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NOTES



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STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Cushmanhouse Quay, Wellington
EMAIL: dtc@dtc.co.nz

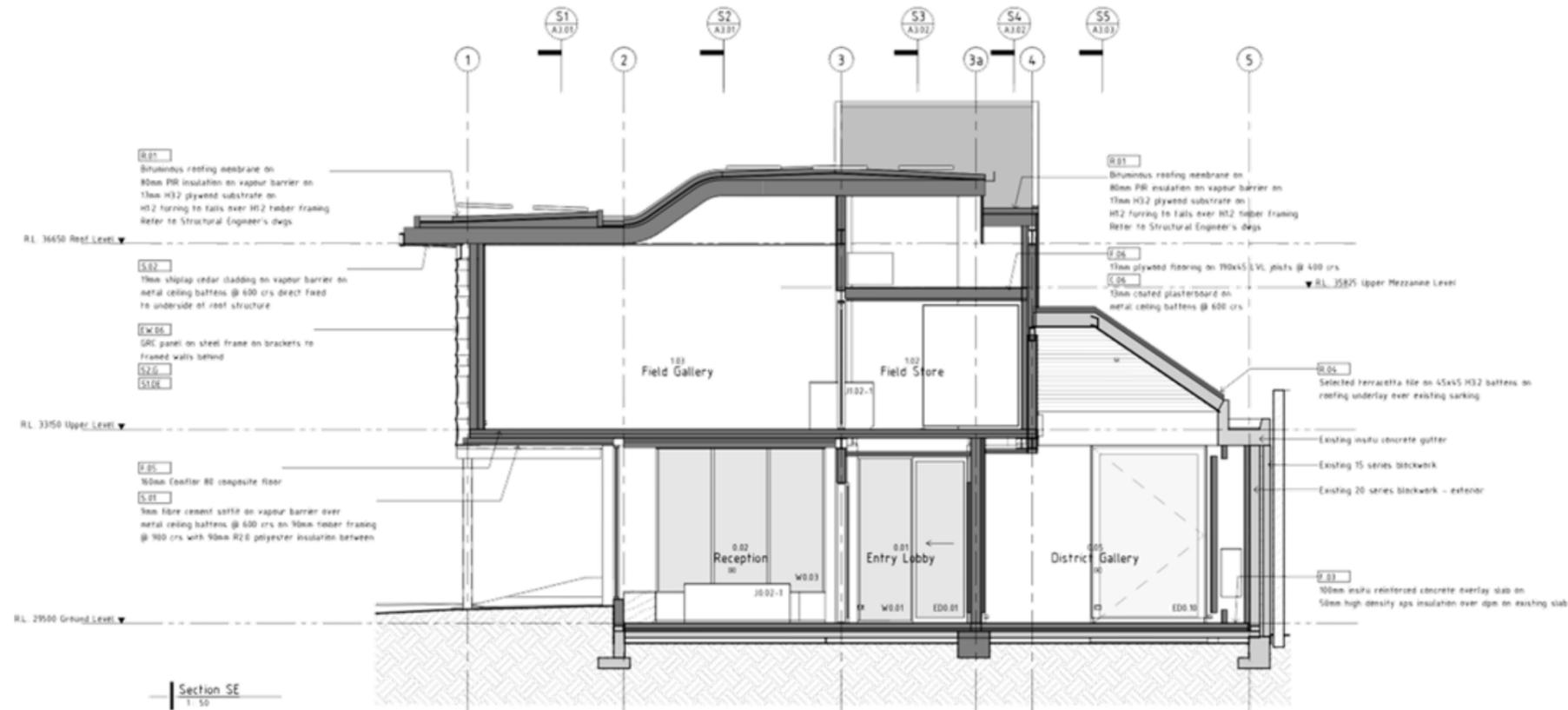
SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 384 6583
ADDRESS: 35 Grouse Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No	Description	Date
A	Issued for S&B Preliminary	28/04/19
B	Issued for 10% Developed Design	15/02/21

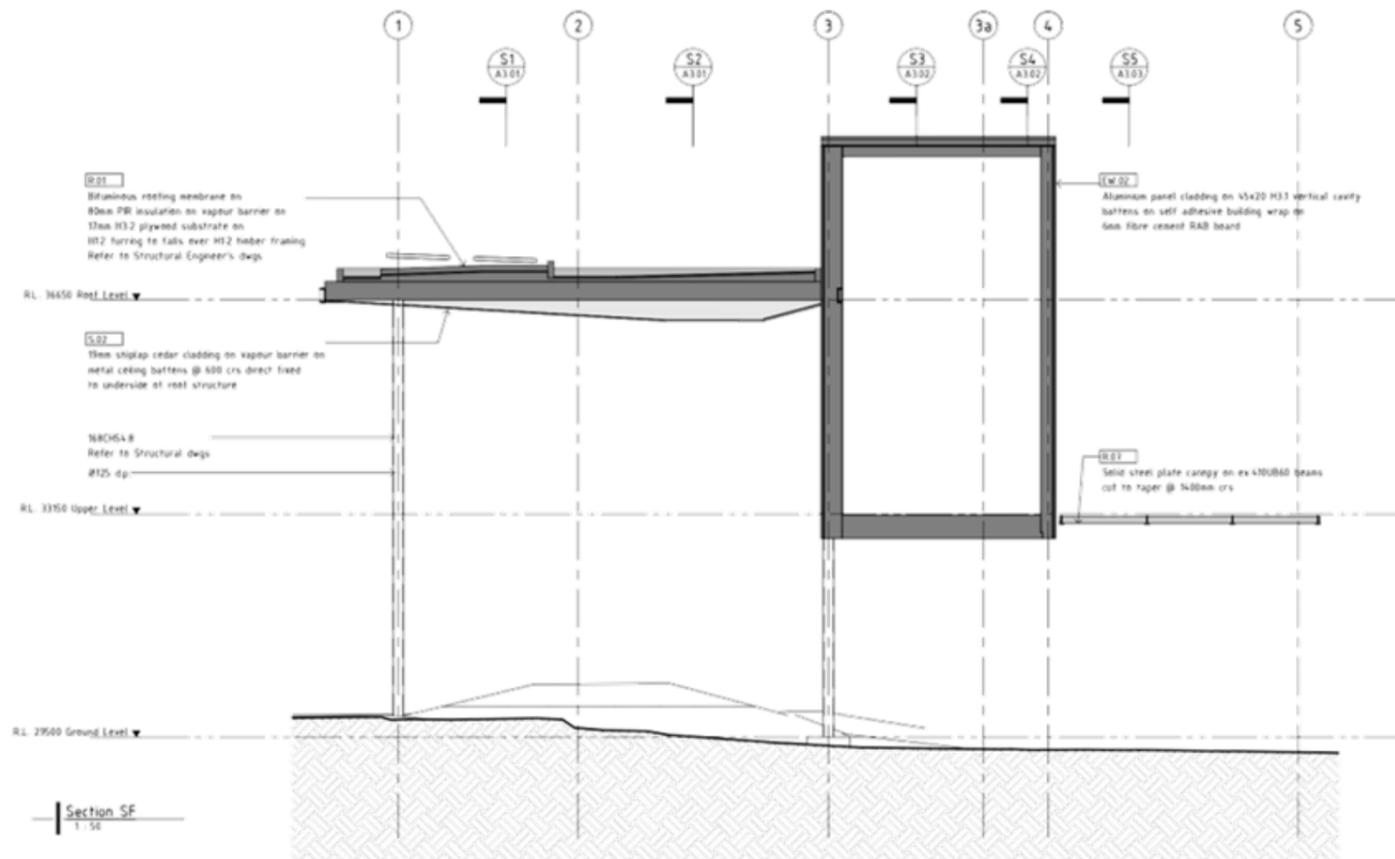
Mahara Gallery 18-23
Mahara Place, Waikanae

GA Cross Sections - SC & SD

1:50 @ A1
Half Scale @ A3
A3.06-B



Section SE
1:50



Section SF
1:50

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WELLINGTON 6031
PO BOX 5564
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cushmanhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

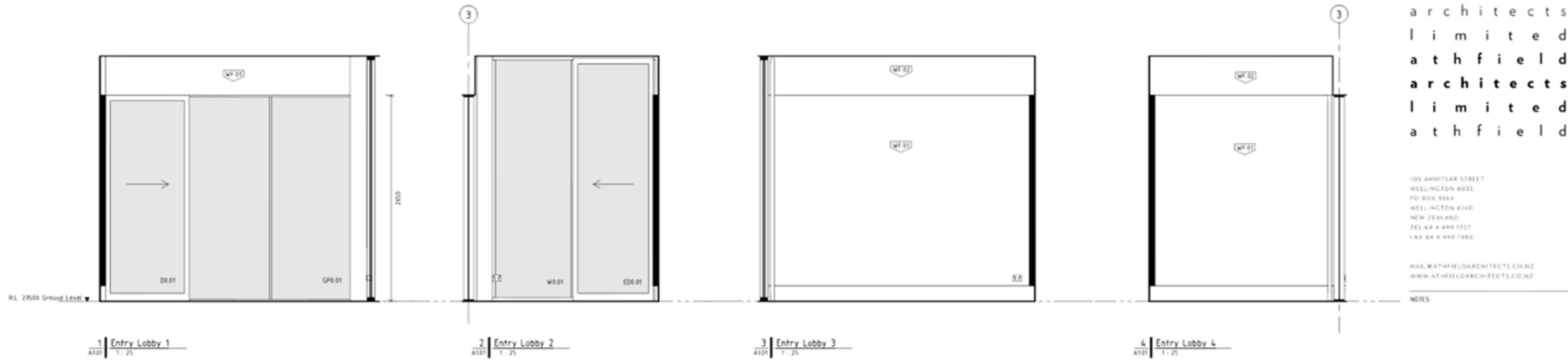
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 385 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

GA Cross Sections - SE & SF

1:50 @ A1
Half Scale @ A3
A3.07-A



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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

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STRUCTURAL ENGINEER
NAME During Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dtl@duringthornton.co.nz

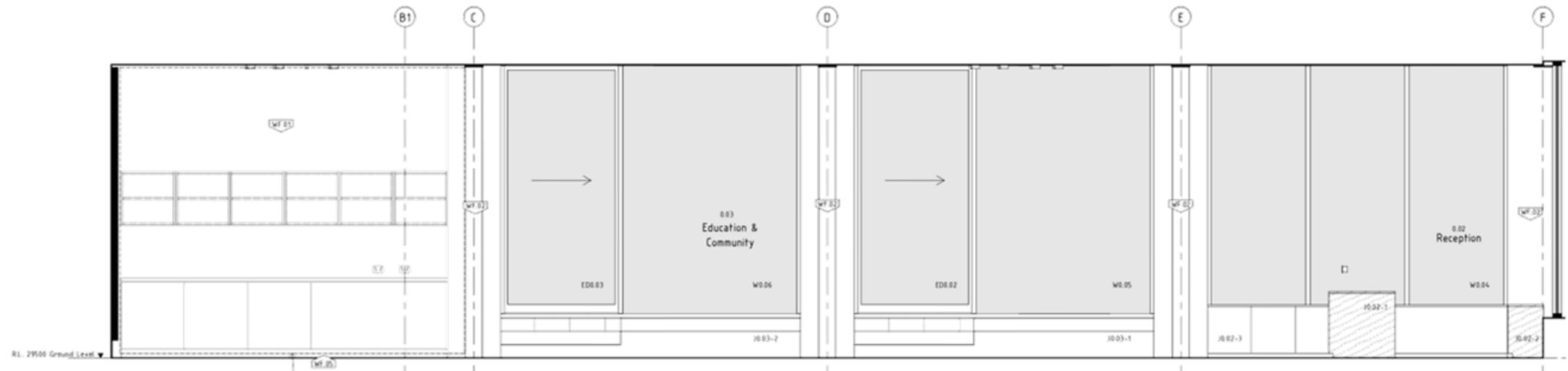
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Elevations - Entry Lobby

1:25 @ A1
Half Scale @ A3 **A4.51-A**



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architects
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athfield

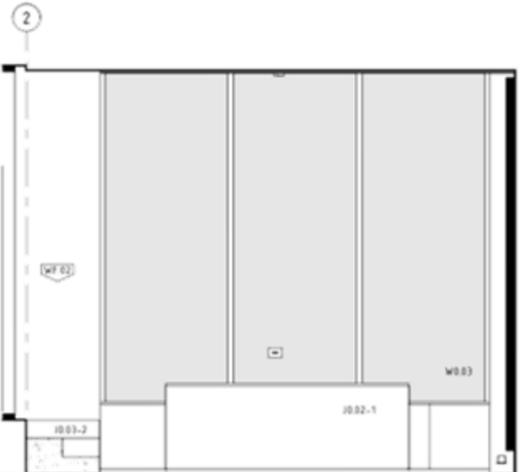
105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

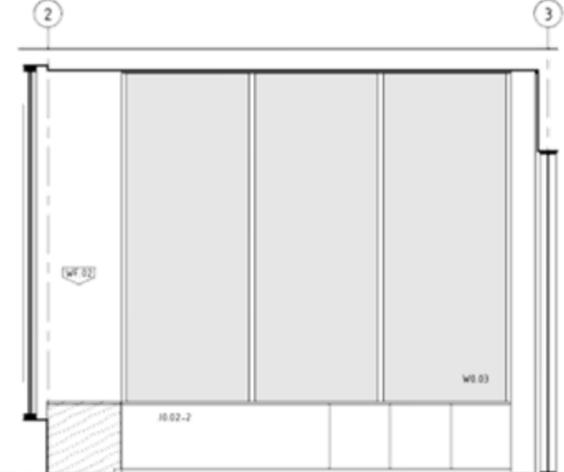
NOTES

1 Reception/Community 1
A101 1:25

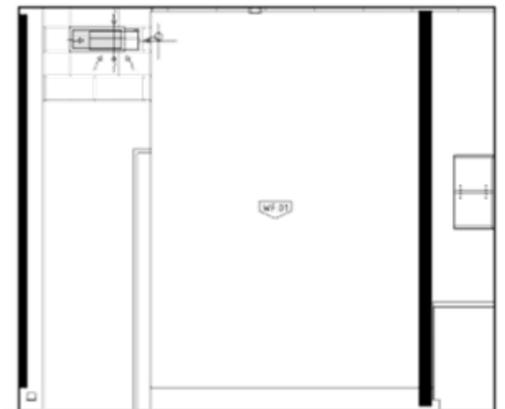
Sliding Exhibition Screen
18mm MDF faced bottom roller
sliding screen with steel frame
Isobutyl dashed & transparent?



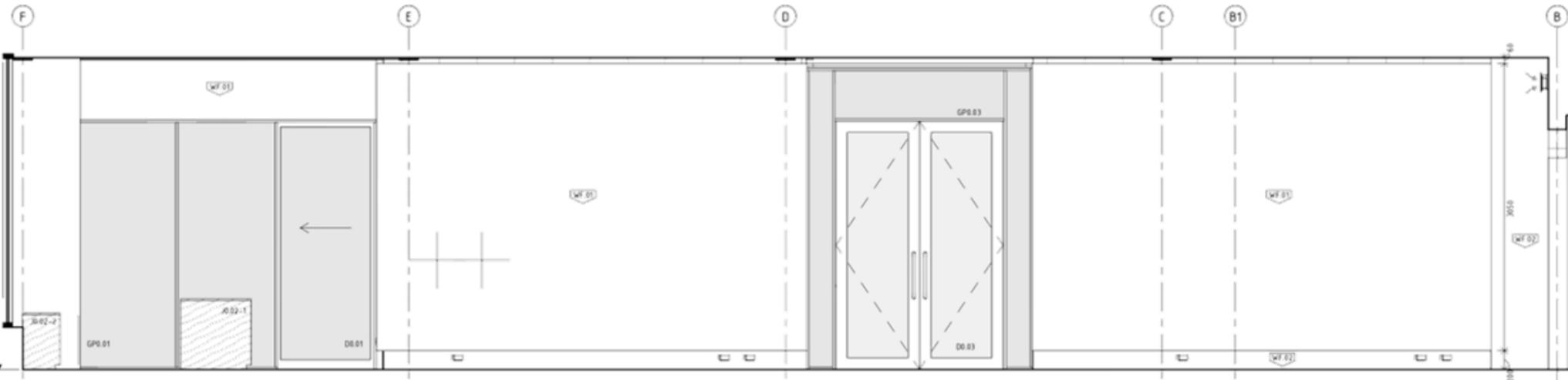
2 Reception/Community 2
A101 1:25



5 Reception 1
A101 1:25



3 Reception/Community 3
A101 1:25



4 Reception/Community 4
A101 1:25

KEY

STRUCTURAL ENGINEER
NAME During Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dt@wth@duringthornton.co.nz

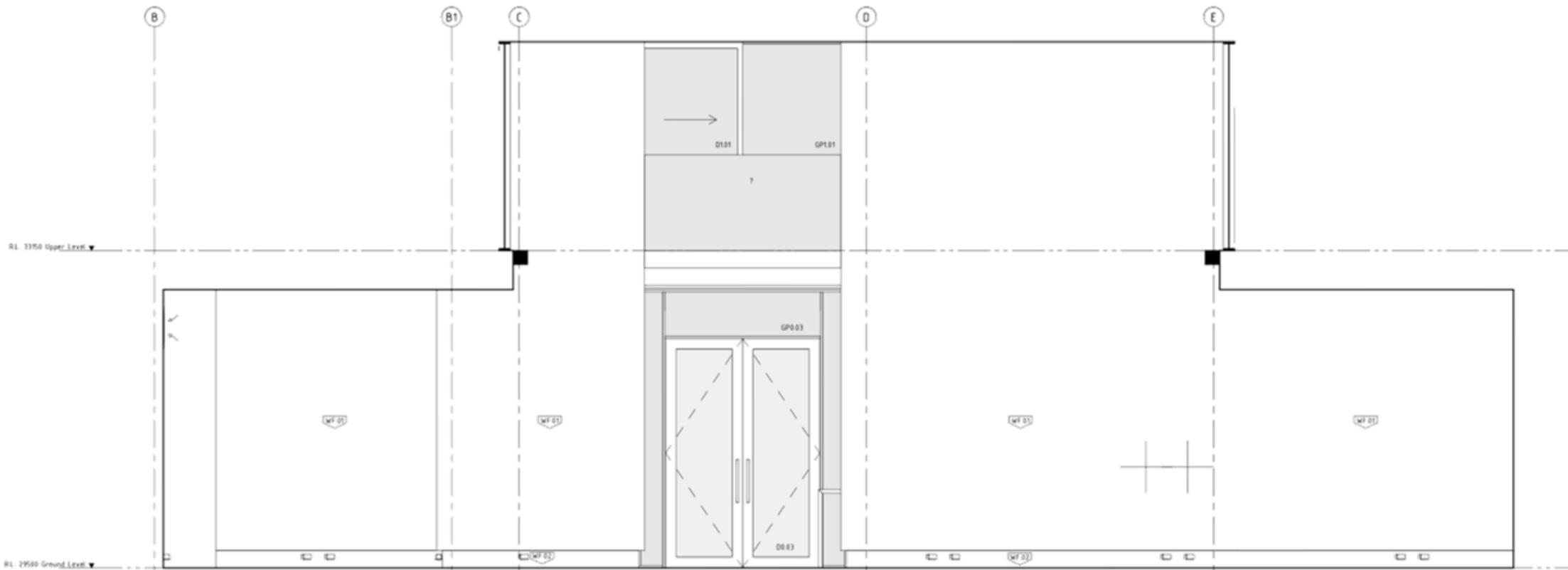
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No.	Description	Date
A	Issued for WIS Developer Design	12/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Elevations - Reception & Education/Community

1:25 @ A1
Half Scale @ A3
A4.52-A



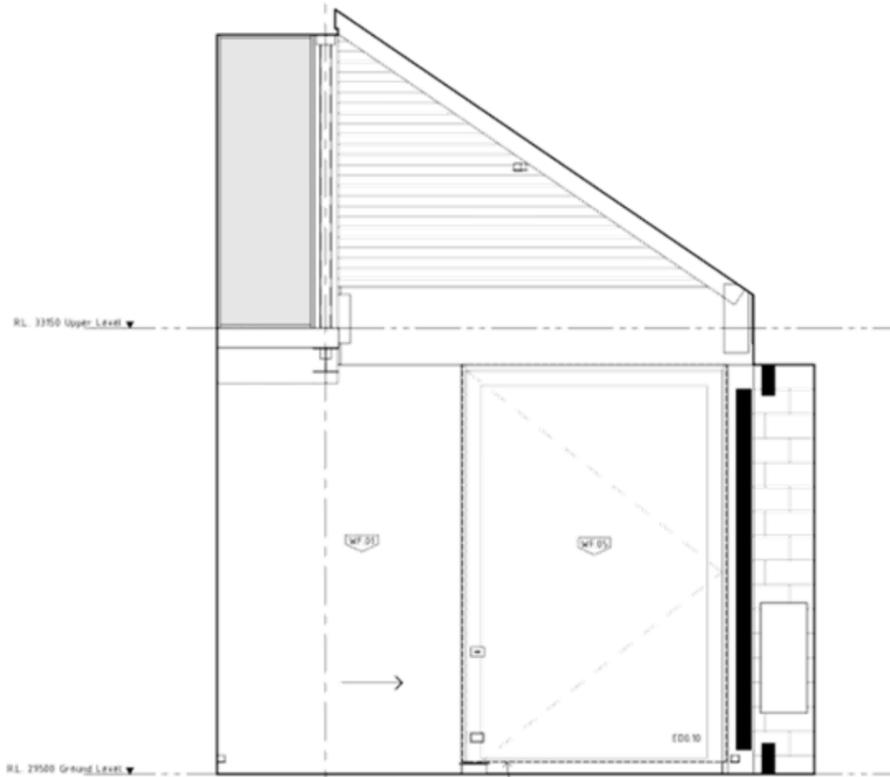
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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

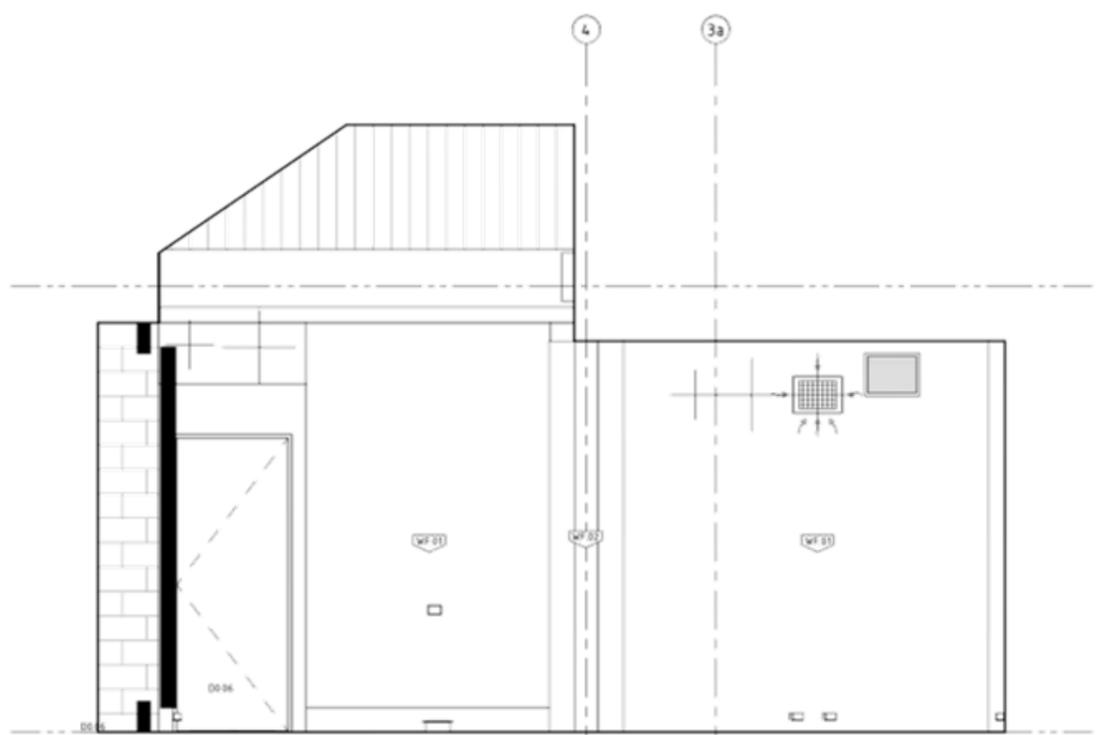
NOTES

1 District Gallery 1
A101 1:25



2 District Gallery 2
A101 1:25

Mobile Exhibition Screen
Main wall faced screen on castors with
steel frame
(shown dashed & transparent)



3 District Gallery 3
A101 1:25

KEY

STRUCTURAL ENGINEER
NAME During Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuthbert House Quay, Wellington
EMAIL dt@wth@duringthornton.co.nz

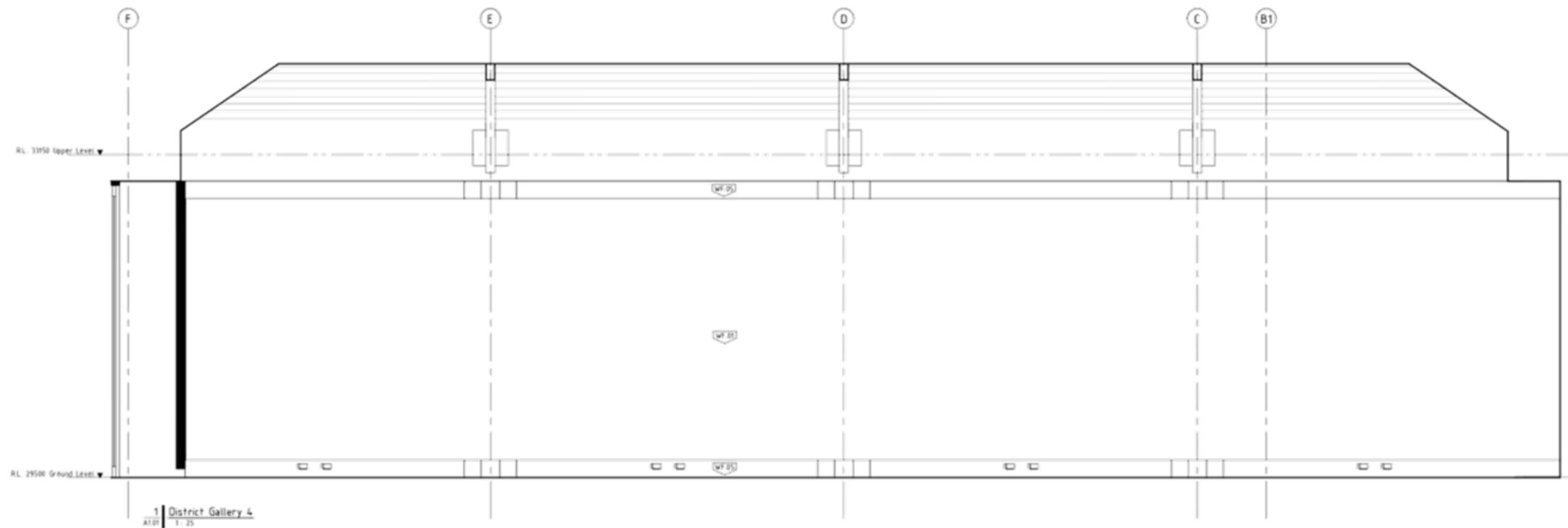
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 384 6583
ADDRESS 35 Grunzee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issue for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Elevations - District
Gallery

1:25 @ A1
Half Scale @ A3
A4.53-A



1 District Gallery 4
A101 1:25

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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dt@durongthornton.co.nz

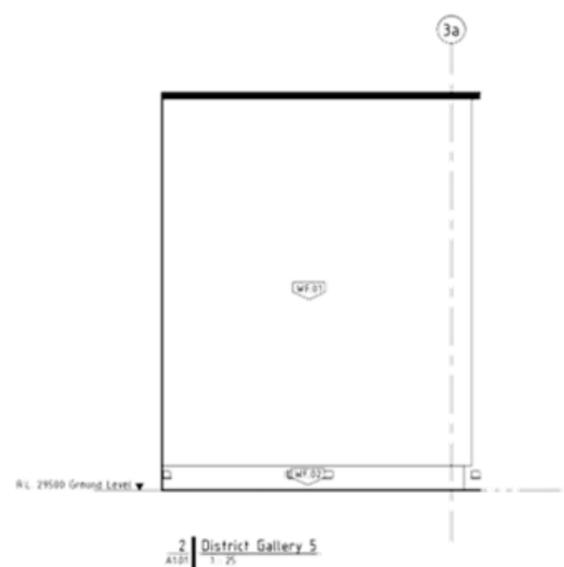
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issue for MS Developer Design	12/01/21

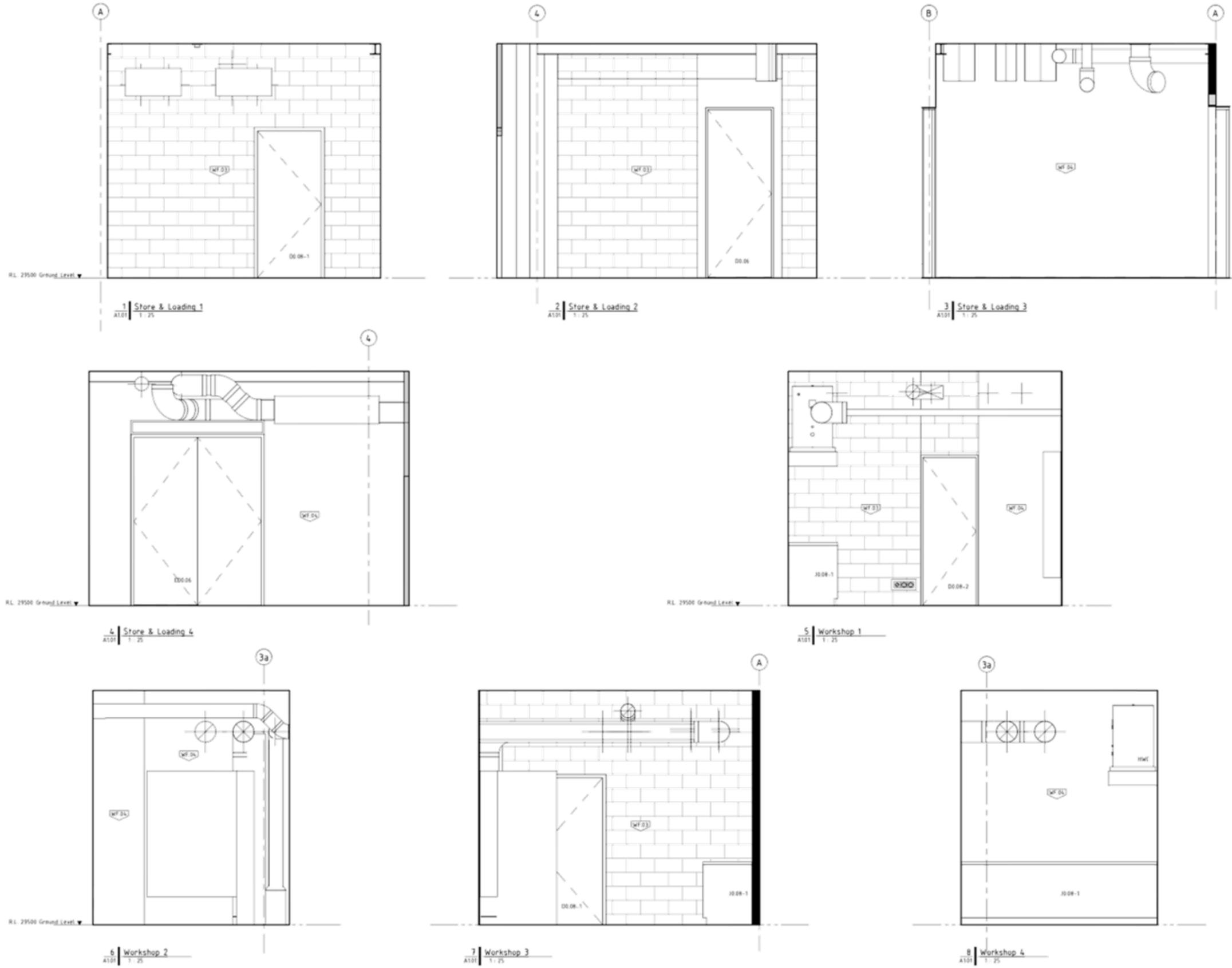
Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Elevations - District
Gallery

1:25 @ A1
Half Scale @ A3
A4.54-A



2 District Gallery 5
A101 1:25



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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 5019
ADDRESS 20 Cuffenhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

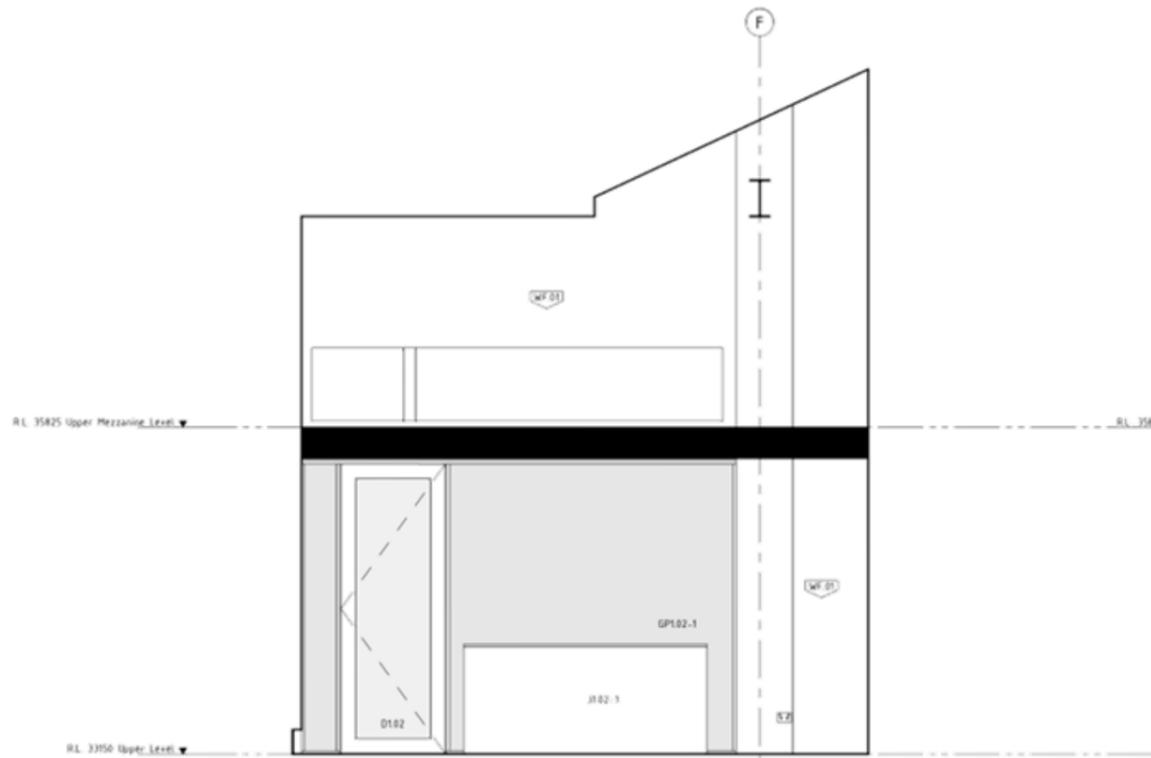
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 385 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issue for WIS Developer Design	12/01/21

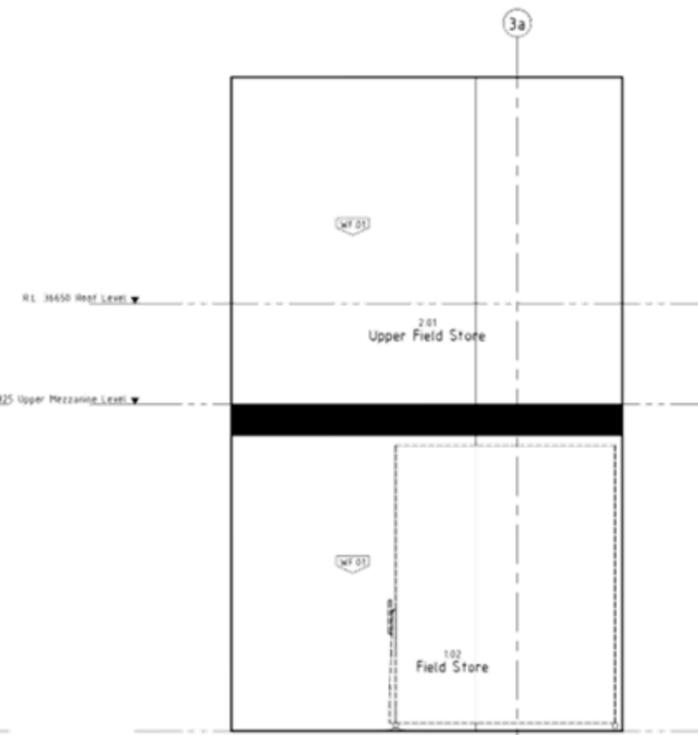
Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Elevations - Back of House

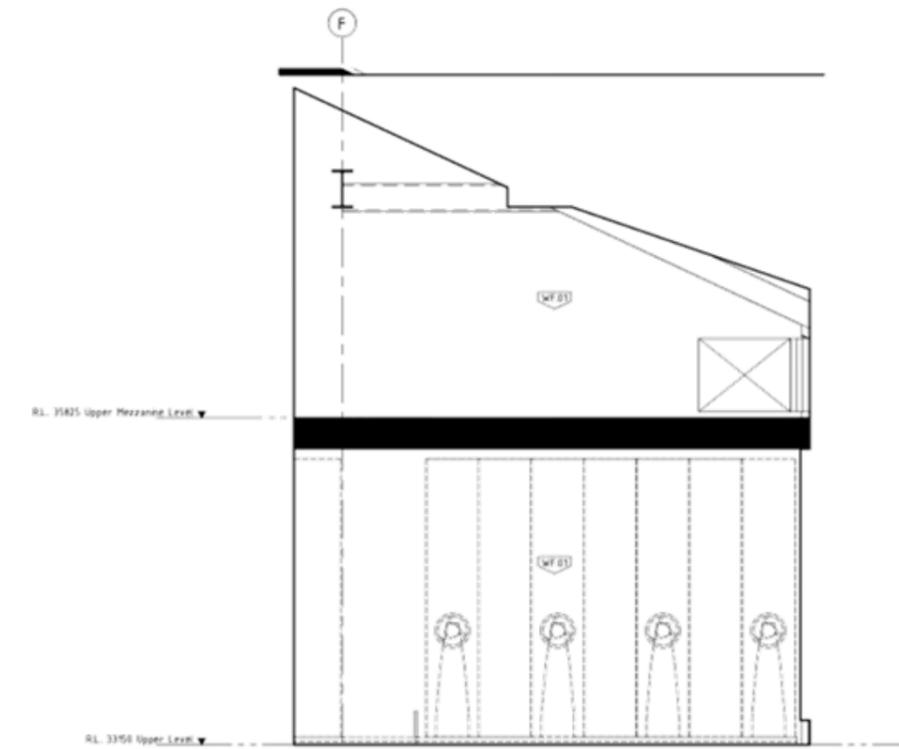
1:25 @ A1
Half Scale @ A3
A4.55-A



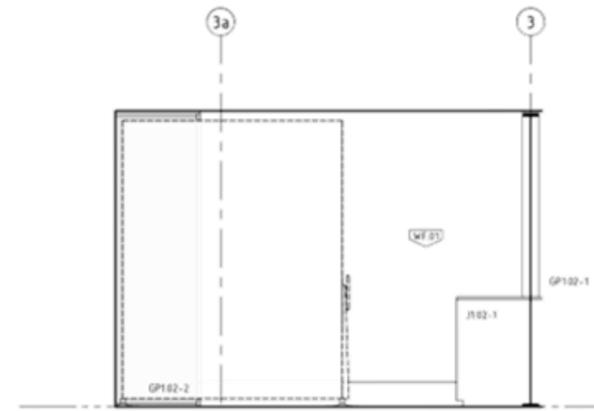
1 Field Store 1
A102 1:25



2 Field Store 2
A102 1:25



3 Field Store 3
A102 1:25



4 Field Store 4
A102 1:25

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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
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MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

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STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuthbertson Quay, Wellington
EMAIL dt@durongthornton.co.nz

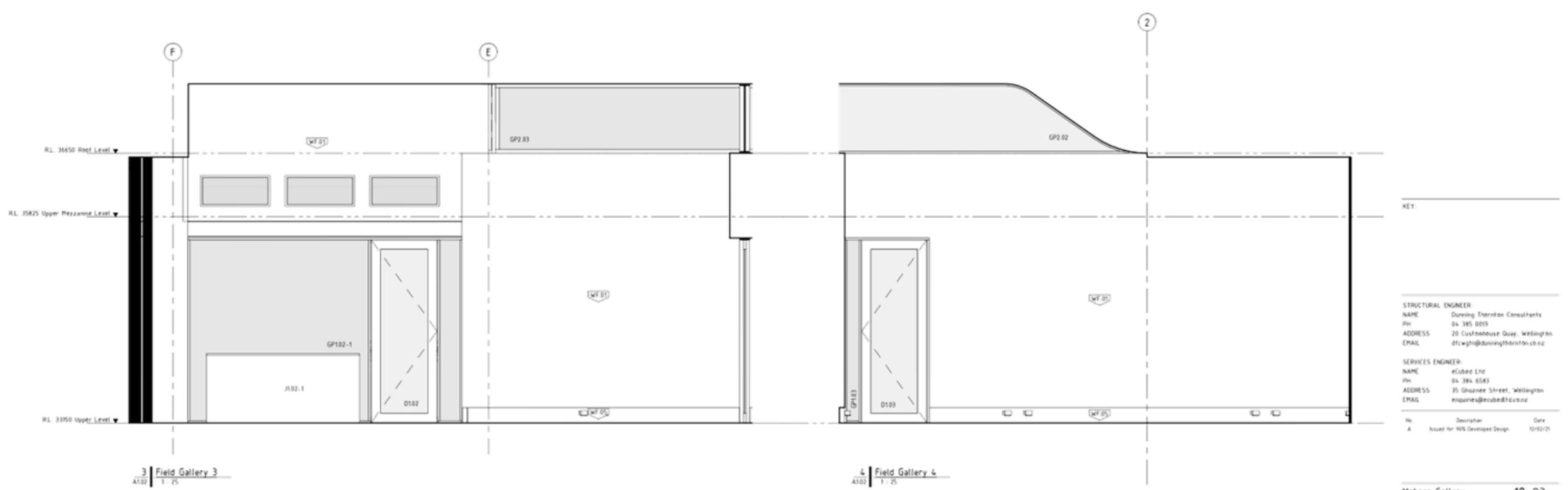
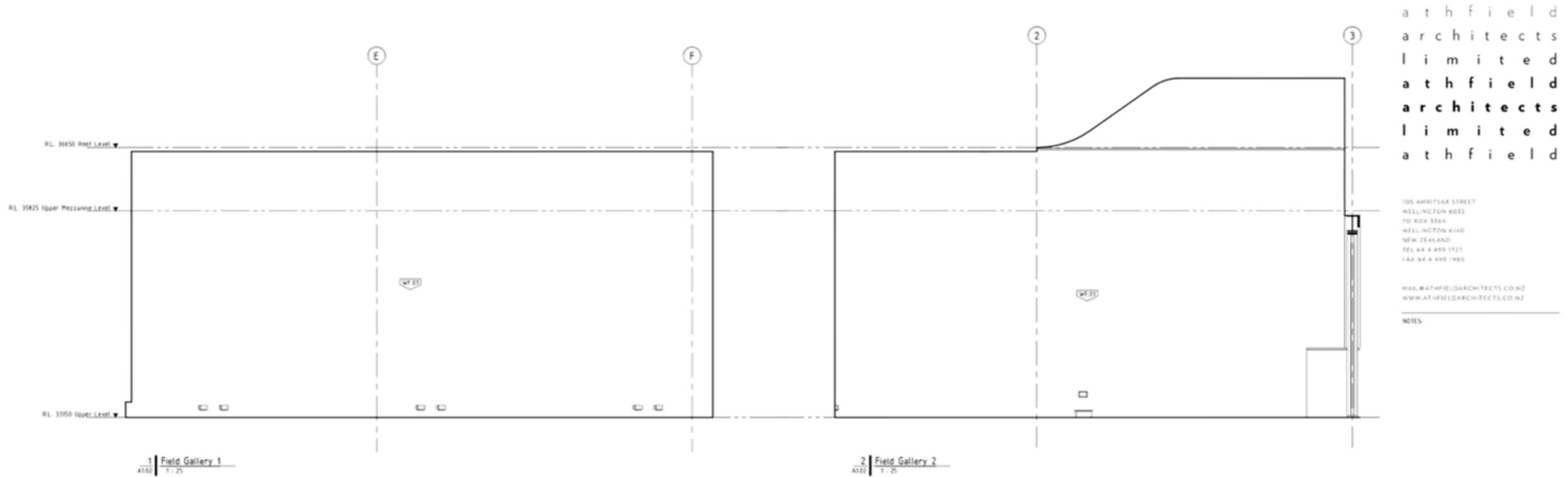
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/10/21

Mahara Gallery 18-23
Mahara Place, Waikeanae

Interior Elevations - Field Store

1:25 @ A1
Half Scale @ A3
A4.61-A



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WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dt@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

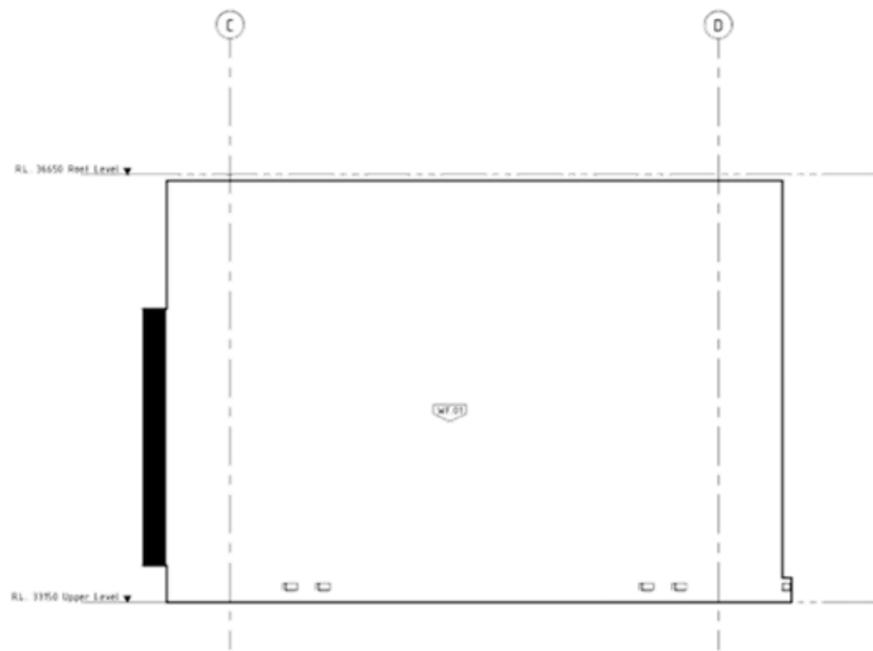
No	Description	Date
A	Issued for W/S Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

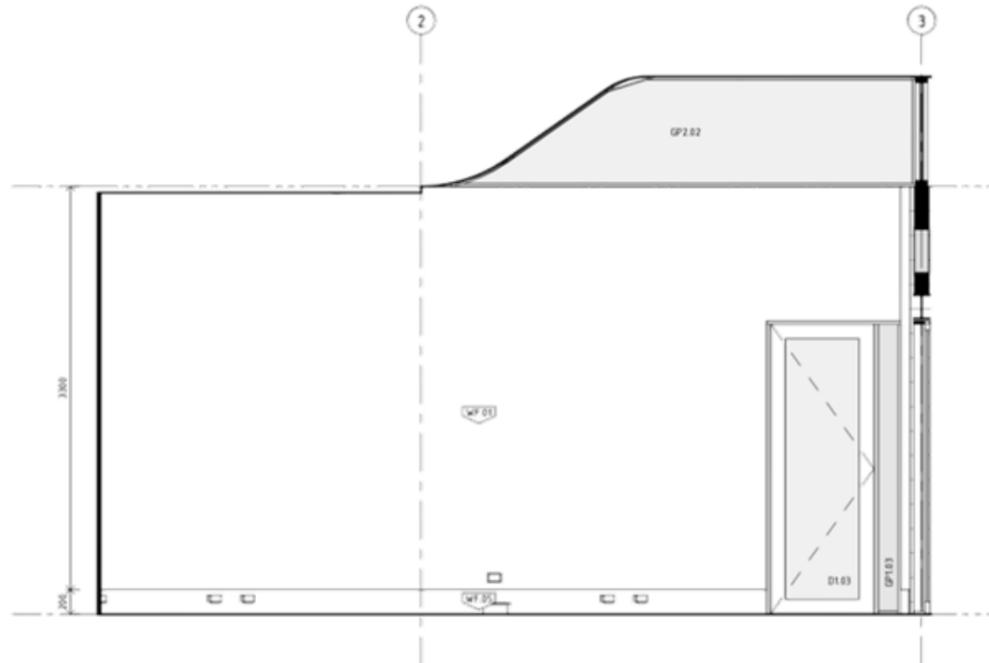
Interior Elevations - Field Gallery

1:25 @ A1
Half Scale @ A3

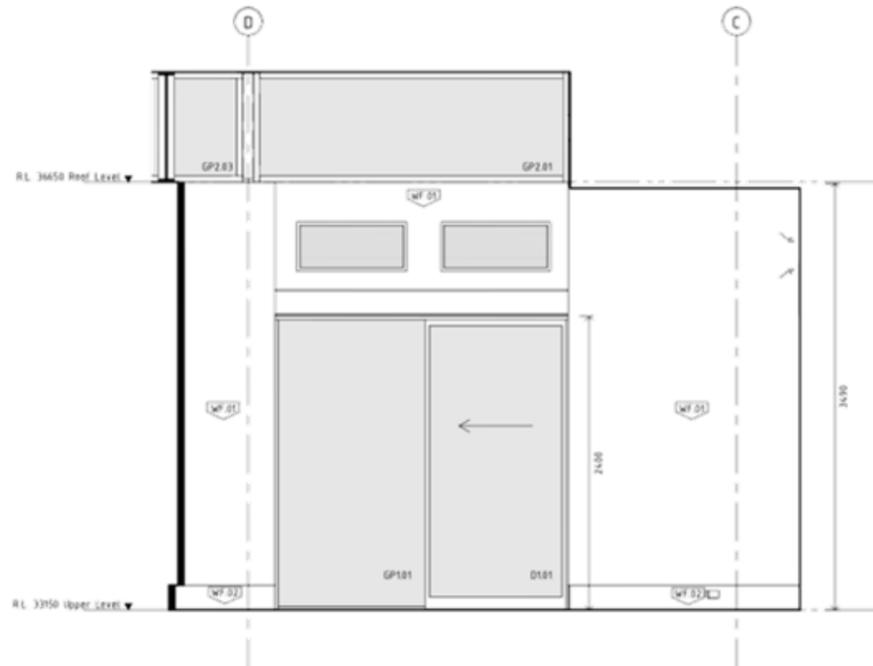
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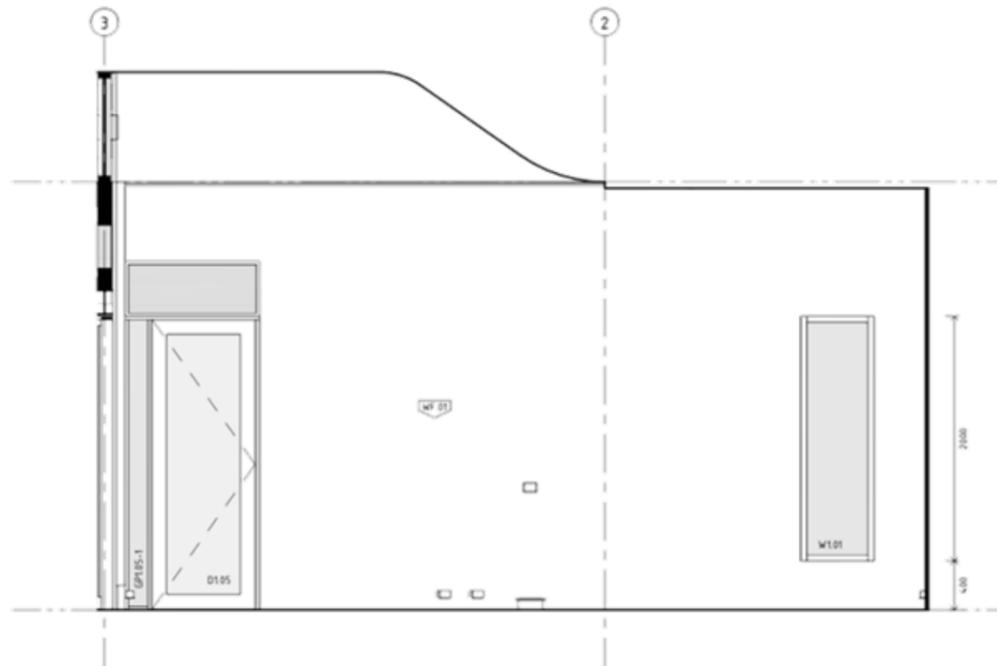
1 Local Gallery 1
A102 1:25



2 Local Gallery 2
A102 1:25



3 Local Gallery 3
A101 1:25



4 Local Gallery 4
A102 1:25

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PO BOX 5564
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

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KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuthbertson Quay, Wellington
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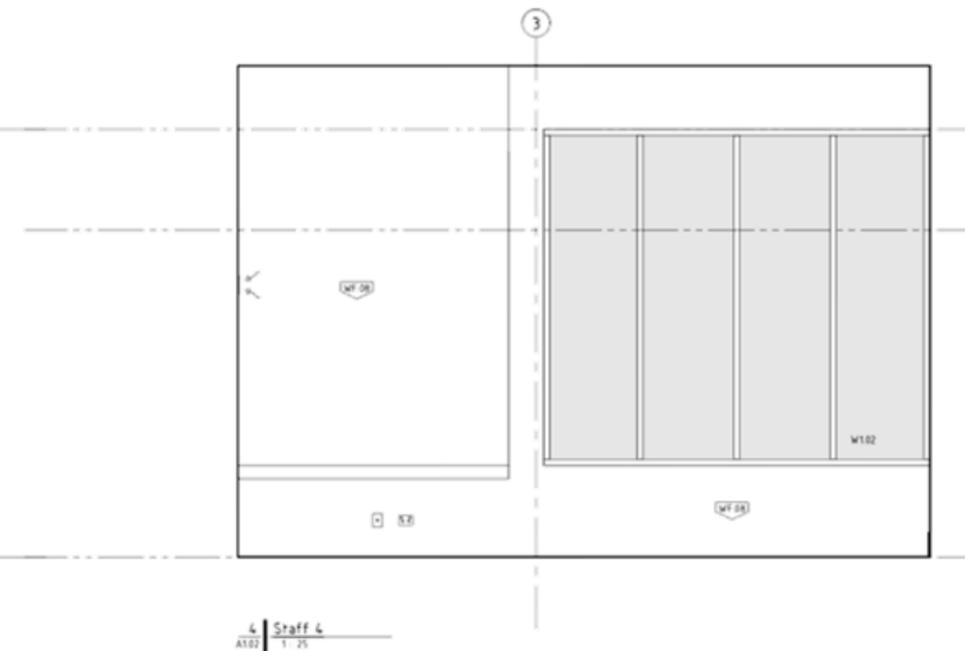
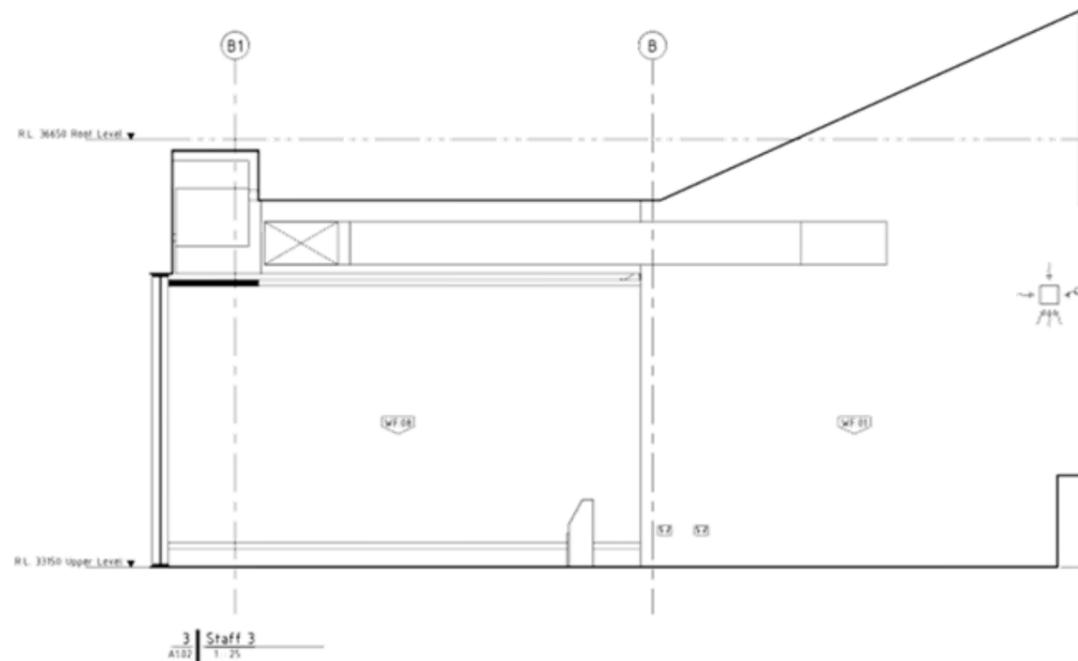
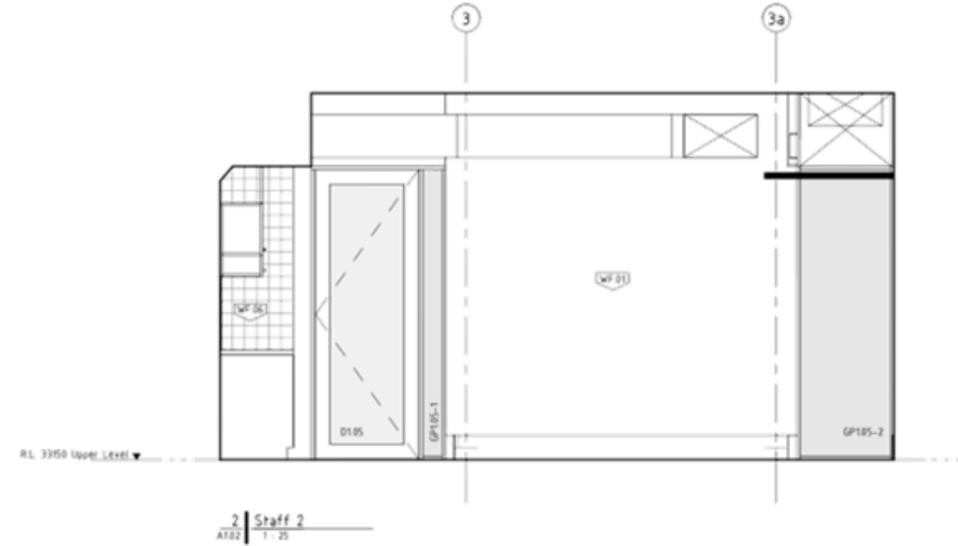
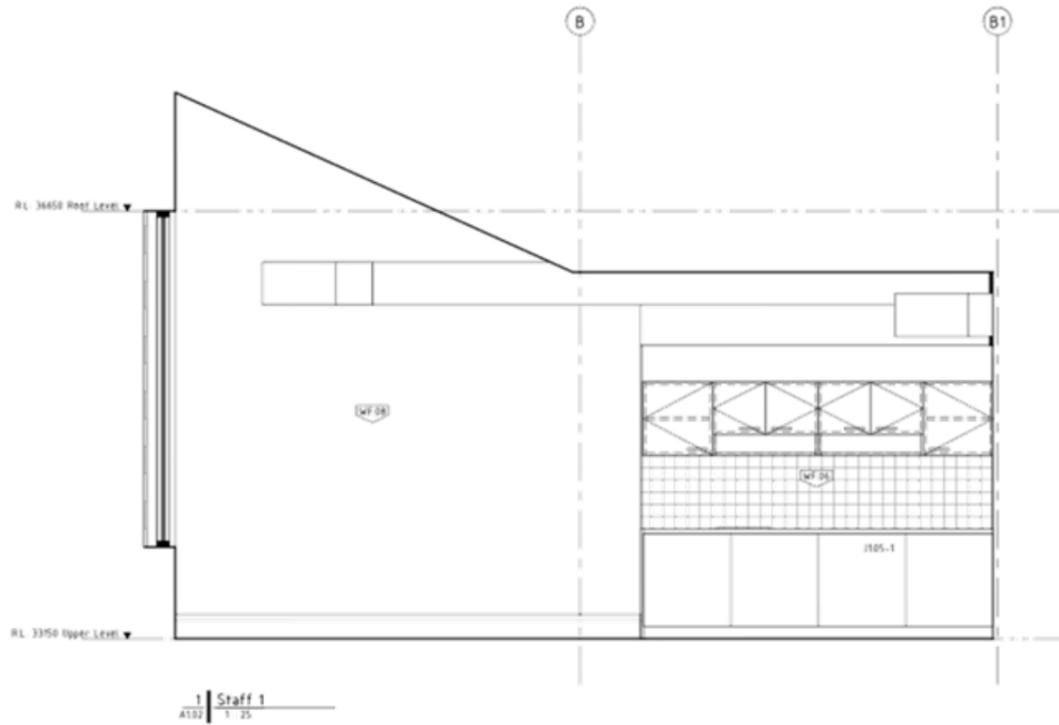
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for WIS Developer Design	12/10/21

Mahara Gallery 18-23
Mahara Place, Waikeanae

Interior Elevations - Local Gallery

1:25 @ A1
Half Scale @ A3
A4.63-A



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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1740

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME During Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuthbert House Quay, Wellington
EMAIL dt@wth@duringthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issue for WIS Developer Design	12/01/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Elevations - Staff

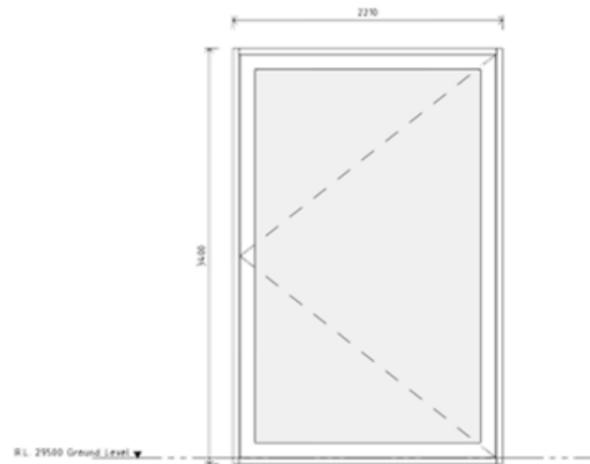
1:25 @ A1
Half Scale @ A3
A4.64-A

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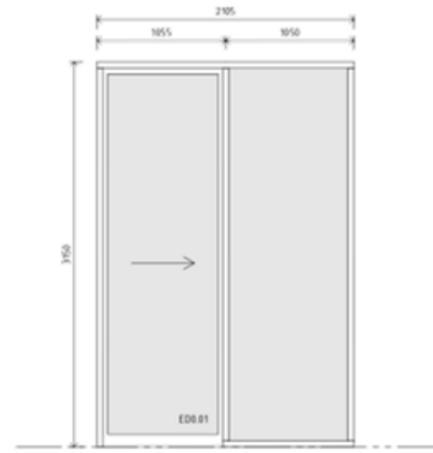
105 ARHITSAR STREET
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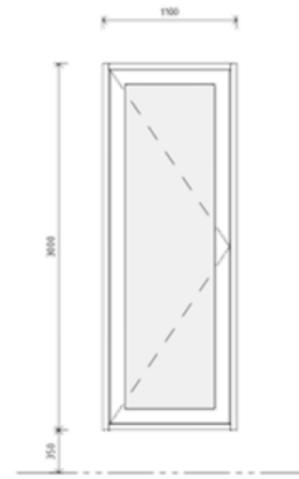
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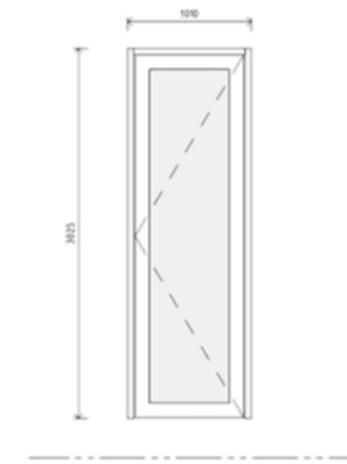
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SPEC NUMBER: 4211
COMMENTS:



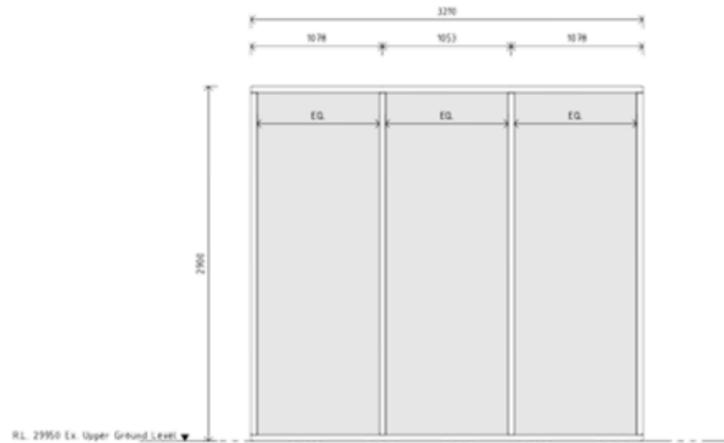
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DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:



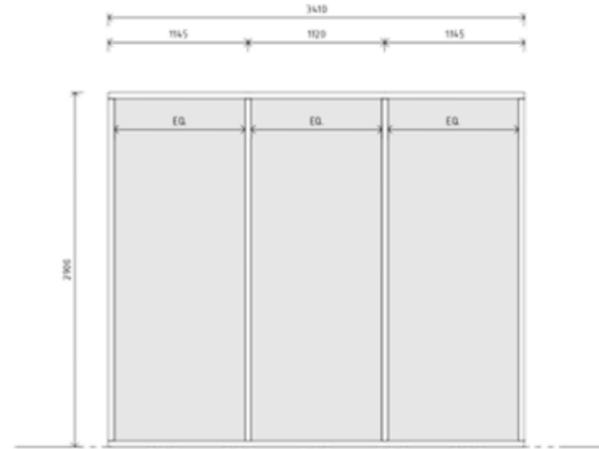
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SPEC NUMBER: 4211
COMMENTS:



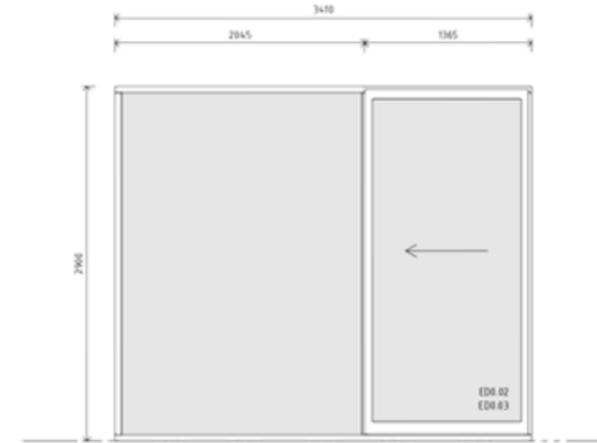
EDO.05
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:



W0.03
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:

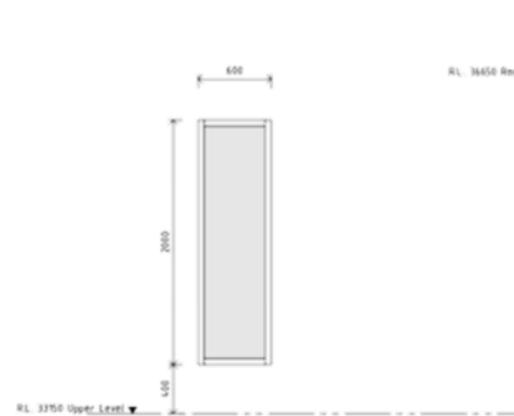


W0.04
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:

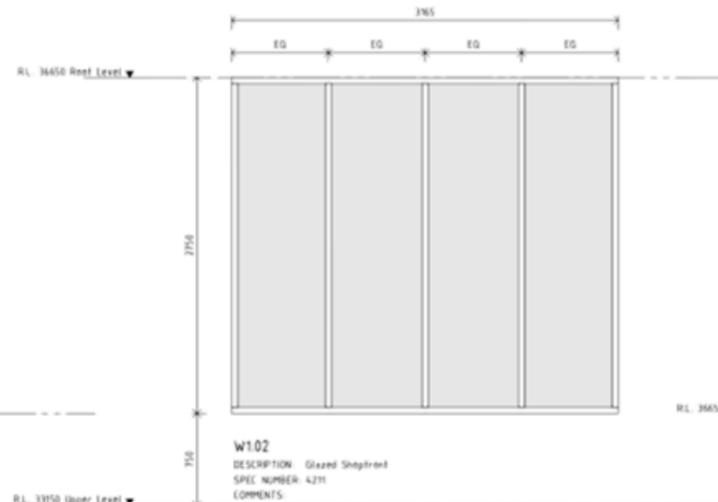


W0.05 & W0.06
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:

KEY



W1.01
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:



W1.02
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:



W2.01
DESCRIPTION: Glazed Sashfront
SPEC NUMBER: 4211
COMMENTS:

STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 384 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No.	Description	Date
A	Issued for W15 Developer Design	12/10/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Exterior Window/Door Schedule

1 - 25 @ A1
Half Scale @ A3 **A9.01-A**

Window Schedule				
Window No.	Approx G/A Length	Unconnected Height	Description	Comments
W0 01	2105	1150	Glazed Slapfront	
W0 03	3305	2100	Glazed Slapfront	
W0 04	3600	2100	Glazed Slapfront	
W0 05	3600	2100	Glazed Slapfront	
W0 06	3600	2100	Glazed Slapfront	
W1 01	600	2000	Glazed Slapfront	
W1 02	1165	2750	Glazed Slapfront	
W2 01	6540	500	Glazed Slapfront	

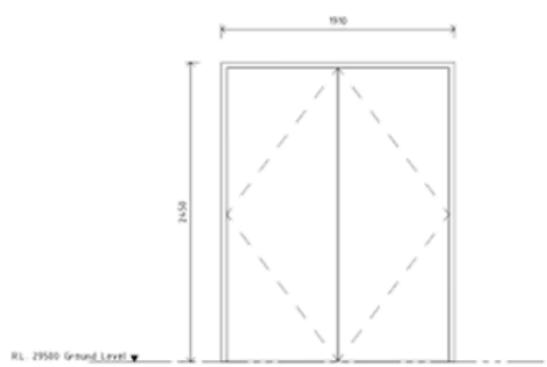
Door Schedule - Exterior													
Door No.	Spec. Ref.	STC	Fire Rating	Smoke Seal	Door Closer	Operation	Electric Hold Open	Electric Access	Key Lock	Security Monitored	Finish	Description	Notes
ED0 01	4521	-	-	No	No	Auto	Yes	No	Yes	Yes		Aluminium framed glazed sliding door	
ED0 02	4521	-	-	No	No	Manual	No	No	No	Yes		Aluminium framed glazed sliding door	Interior sash lock
ED0 03	4521	-	-	No	No	Manual	No	No	No	Yes		Aluminium framed glazed sliding door	Interior sash lock
ED0 04	4521	-	-	No	No	Manual	No	No	Yes	No		Aluminium framed glazed hinged door	
ED0 05	4521	-	-	No	No	Manual	No	No	Yes	No		Aluminium framed glazed hinged door	
ED0 06	4516	-	-	No	No	Manual	Yes	No	Yes	Yes		Powdercoated aluminium sheet double door with polyurethane core	
ED0 10	4521	-	-	No	No	Manual	No	No	Yes	No		Aluminium framed glazed recessed hinged door with opening edge support	Interior sash lock

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a t h f i e l d

105 ARHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1762

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES



ED0 06
DESCRIPTION Powdercoated aluminium sheet double door with polyurethane core
COMMENTS

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Customhouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Ghuznee Street, Wellington
EMAIL enquiries@ecubed.co.nz

No. Description Date
A Issued for WIS Developer Design 12/10/21

Mahara Gallery 18-23
Mahara Place, Waikanae

Exterior Window/Door Schedule

1 : 25 @ A1
Half Scale @ A3 A9.02-A

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105 AMHURST STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME: Dunning Thornton Consultants
PH: 04 385 6019
ADDRESS: 20 Customhouse Quay, Wellington
EMAIL: dt@wth@dunningthornton.co.nz

SERVICES ENGINEER
NAME: eCubed Ltd
PH: 04 384 6583
ADDRESS: 35 Ghuznee Street, Wellington
EMAIL: enquiries@ecubed.co.nz

No. Description Date
A Issued for WIS Developer Design 12/10/21

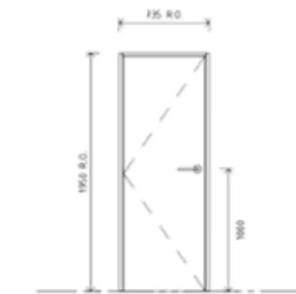
Mahara Gallery 18-23
Mahara Place, Waikanae

Interior Partition & Door Schedule

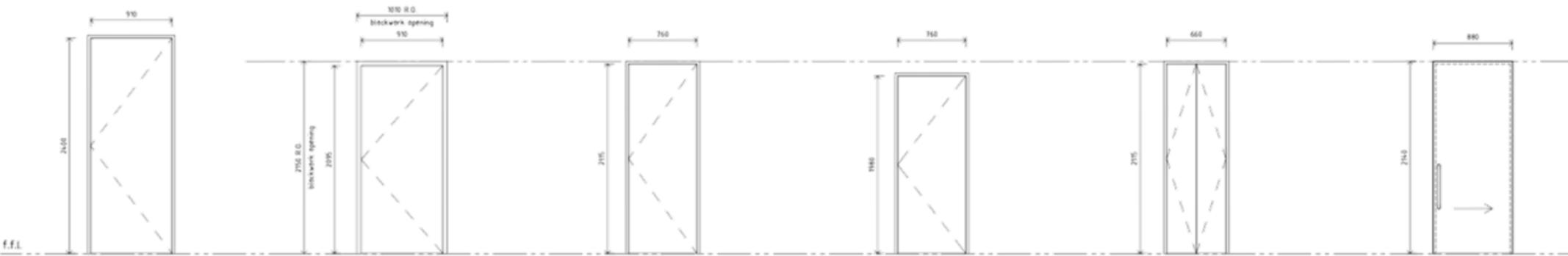
1:25 @ A1
Half Scale @ A3
A9.10-A

Door Schedule - Interior														
Door No	Spec. Ref.	Door Type	Panel Thickness	STC	Fire Rating	Smoke Seal	Door Closer	Electric Hold Open	Electric Access	Key Lock	Undercut	Finish	Description	Notes
0001	S211	Type 01	45			No	Yes	Yes	No	No	No	p.c. finish	Aluminium partition framed glazed sliding door	
0003	S211	Type 02	40			No	Yes	Yes	Yes	No	No	p.c. finish	Aluminium partition framed glazed height double door	
0004a	S230	Type 04	40			No	No	No	No	Yes	No	paint finish	Solid core flush panel door in timber frame	Door height to suit stock module
0006	S230	Type 05	40			No	No	Yes	No	Yes	No	paint finish	Solid core flush panel door in timber frame	
0008-1	S230	Type 06	40			No	No	No	No	No	No	paint finish	Solid core flush panel door in timber frame	
0008-2	S230	Type 07	40			No	Yes	No	Yes	No	No	paint finish	Solid core flush panel door in timber frame	
0009	S230	Type 09	40			No	No	No	No	Yes	No	paint finish	Solid core flush panel double door in timber frame	
0011	S230	Type 07	40	STC 30		No	No	No	No	No	Yes	paint finish	Solid core flush panel door in timber frame	Full perimeter seals
0012	S230	Type 07	40	STC 30		No	Yes	No	Yes	No	Yes	paint finish	Solid core flush panel door in timber frame	Full perimeter seals
0013	S230	Type 10	40			No	Yes	No	No	No	Yes	paint finish	Solid core flush panel sliding door - or auto cav?	
0101	S211	Type 01	45			No	Yes	Yes	No	No	No	p.c. finish	Aluminium partition framed glazed sliding door	
0102	S211	Type 03	40			No	No	No	Yes	Yes	No	p.c. finish	Aluminium partition framed glazed height door	
0103	S211	Type 03	40			No	Yes	No	No	Yes	No	p.c. finish	Aluminium partition framed glazed height door	
0105	S211	Type 03	40			No	Yes	No	Yes	No	No	p.c. finish	Aluminium partition framed glazed height door	
0106	S230	Type 08	40			No	No	No	No	Yes	No	paint finish	Solid core flush panel door in timber frame	Full perimeter seals

Aluminium Glazed Partition Schedule					
Partition No	Spec. Ref.	Description	Approx O/A Height	Approx O/A Length	Comments
GP001	S211	Selected interior partitioning system	2650	3195	
GP003	S211	Selected interior partitioning system	3200	2400	
GP101	S211	Selected interior partitioning system	2400	2430	
GP102-1	S211	Selected interior partitioning system	2400	3560	
GP102-2	S211	Selected interior partitioning system	2400	794	
GP103	S211	Selected interior partitioning system	2400	700	
GP105-1	S211	Selected interior partitioning system	2400	700	frsted glass
GP105-2	S211	Selected interior partitioning system	2400	794	
GP201	4211	Glazed Shepfront	900	2586	
GP202	S211	Selected interior partitioning system	3000	4050	
GP203	4211	Glazed Shepfront	900	3866	



Door Type 04
DESCRIPTION: Solid core flush panel door in timber frame
COMMENTS: Door height to suit stock module



Door Type 05
DESCRIPTION: Solid core flush panel door in timber frame
COMMENTS:

Door Type 06
DESCRIPTION: Solid core flush panel door in timber frame
COMMENTS:

Door Type 07
DESCRIPTION: Solid core flush panel door in timber frame
COMMENTS: Perimeter seals

Door Type 08
DESCRIPTION: Solid core flush panel door in timber frame
COMMENTS: Perimeter & bottom seals

Door Type 09
DESCRIPTION: Solid core flush panel double door in timber frame
COMMENTS:

Door Type 10
DESCRIPTION: Solid core flush panel sliding door - or auto cav?
COMMENTS:

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a r c h i t e c t s
l i m i t e d
a t h f i e l d

105 AMHITSAR STREET
WELLINGTON 6033
PO BOX 5544
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1760

MAIL@ATHFIELDARCHITECTS.CO.NZ
WWW.ATHFIELDARCHITECTS.CO.NZ

NOTES

KEY

STRUCTURAL ENGINEER
NAME Durong Thornton Consultants
PH 04 385 6019
ADDRESS 20 Cuckoohouse Quay, Wellington
EMAIL dt@wth@durongthornton.co.nz

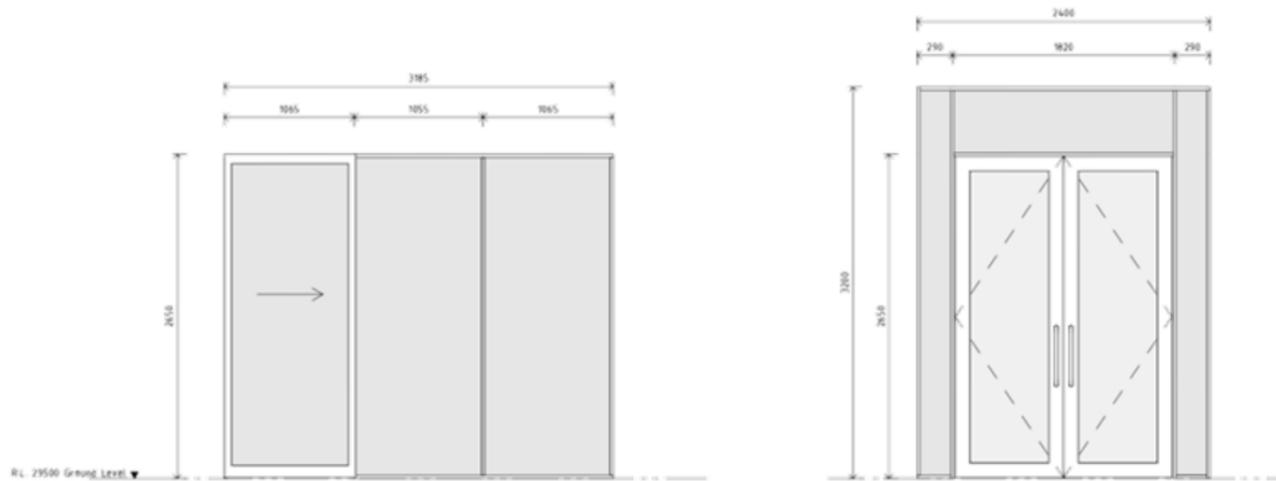
SERVICES ENGINEER
NAME eCubed Ltd
PH 04 386 6583
ADDRESS 35 Grouse Street, Wellington
EMAIL enquiries@ecubed.co.nz

No	Description	Date
A	Issued for W/S Developer Design	12/02/21

Mahara Gallery 18-23
Mahara Place, Waikanae

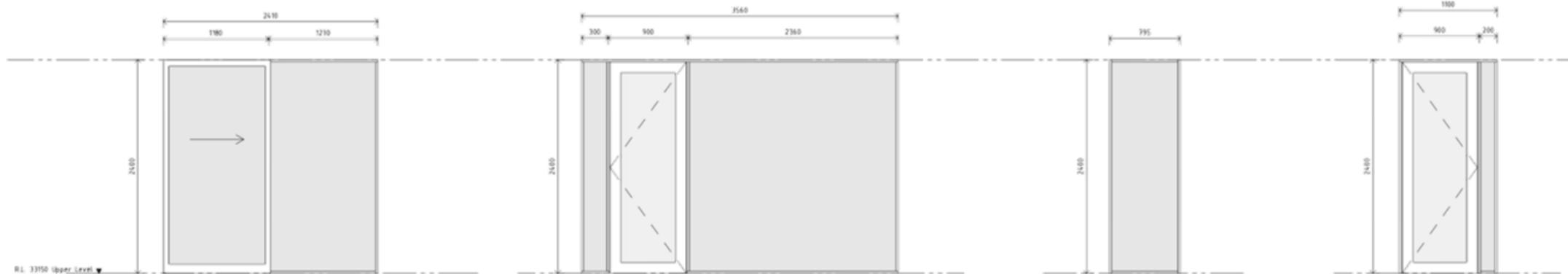
Interior Partition & Door Schedule

1 - 25 @ A3
Half Scale @ A3 **A9.11-A**



Door Type 01
DESCRIPTION Aluminum partition framed glazed sliding door
COMMENTS:
Aluminium Glazed Partition
GP No: GP101
DESCRIPTION Selected interior partitioning system
COMMENTS:

Door Type 02
DESCRIPTION Aluminum partition framed glazed hinged double door
COMMENTS:
Aluminium Glazed Partition
GP No: GP103
DESCRIPTION Selected interior partitioning system
COMMENTS:



Door Type 01
DESCRIPTION Aluminum partition framed glazed sliding door
COMMENTS:
Aluminium Glazed Partition
GP No: GP101
DESCRIPTION Selected interior partitioning system
COMMENTS:

Door Type 03
DESCRIPTION Aluminum partition framed glazed hinged door
COMMENTS:
Aluminium Glazed Partition
GP No: GP102-1
DESCRIPTION Selected interior partitioning system
COMMENTS:

Aluminium Glazed Partition
GP No: GP102-2 & GP105-2
DESCRIPTION Selected interior partitioning system
COMMENTS:

Door Type 03
DESCRIPTION Aluminum partition framed glazed hinged door
COMMENTS:
Aluminium Glazed Partition
GP No: GP103 & GP105-1 (door handed)
DESCRIPTION Selected interior partitioning system
COMMENTS:



Aluminium Glazed Partition
GP No: GP201
DESCRIPTION Glazed Skapfront
COMMENTS:

Aluminium Glazed Partition
GP No: GP203
DESCRIPTION Glazed Skapfront
COMMENTS:

Aluminium Glazed Partition
GP No: GP202
DESCRIPTION Selected interior partitioning system
COMMENTS:

**AGREEMENT FOR THE
MAHARA GALLERY UPGRADE
DESIGN, BUILD AND OPERATIONAL REVIEW**

DATED the 3RD day of SEPTEMBER 2018

This Agreement replaces the previous Agreement for the Mahara Gallery Upgrade, Design, Build and Operational Review approved by the Council on 23 June 2016

Parties to the Agreement

**Kāpiti Coast District Council
Mahara Gallery Trust, a Charitable Trust
Field Collection Trust, a Charitable Trust**

Purpose

- To record the commitment of the parties to the upgrade, design and build of Mahara Gallery.
- To clarify the roles and responsibilities of the parties to this agreement with respect to the development of the design and build for the upgrade to Mahara Gallery.
- To provide clarity around the design and costs to enable the Mahara Gallery Trust to raise funds to finance the development.
- To provide the Field Collection Trust confidence that the design can provide a permanent home for their collection.

Scope

- 1 The design and construction of the upgrade to the Mahara Gallery must take into account the needs of the Mahara Gallery Trust, the requirements of the Field Collection Trustees and the requirements of Council as owner of the facility and part-funder of the Mahara Gallery.

Joint Objectives

- 2 To enable Mahara Gallery to provide a high-quality gallery experience providing a professional venue for the arts that benefits the whole District consistent with the operation of a Public Gallery for the Kāpiti Coast District.
- 3 To enable Mahara Gallery to provide a permanent secure home and museum-standard professional care for the Field Collection of artworks and other artefacts associated with Frances Hodgkins and her family.
- 4 For Mahara Gallery to significantly develop its role as a draw card for visitors from outside the Kāpiti Coast District as well as international visitors.

Project Costs

- 5 The Mahara Gallery Trustees have advised Council that all major funders that they have approached (including Crown funders) require the Council's commitment to the project, and to providing one-third of the funding of the project.
- 6 The Mahara Gallery Trust has until 30 June 2020 to raise its share of the project total. Council has planned for capital and operating expenditure for the expanded Mahara Gallery, provisional upon the Mahara Gallery Trust reaching its funding goals.
- 7 The Council's commitment to this project is based on a project cost of \$5.205 million. The Waikanae Community Board's contribution of \$250,000 is included in this sum. The quantum and timing of this project cost (\$5.205 million) will be adjusted in the current and future annual plans using the Local Government Cost Index (LGCI).
- 8 The Council has included a budget in the 2018-38 Long Term Plan for increased annual operational expenditure, LGCI indexed, following the Mahara Gallery expansion. The increase will be an additional \$126,520 (inflation adjusted) in 2021/22.
- 9 The timing of these financial provisions and goals is included in the 2018/38 Long Term Plan and may be further reviewed as part of the Annual Plan processes in subsequent years, but the Council will maintain its commitment to provide one third of the Gallery's upgrade cost.

Joint Parties' Obligations

- 10 The parties must meet with reasonable regularity and when reasonably requested by either party, and commit to maintaining clear and open communication and acting in good faith towards achieving this joint project.
- 11 Reach agreement on the terms for the Mahara Gallery Trust adopting the permanent and professional custodianship of the Field Collection and this must be documented as formal agreement between the parties.
- 12 Seek the Waikanae Community Board's views regarding the external design appearance and impact on Mahara Place. Ensure the exterior design complements the Town Centres and Connectors Transformation Project and, equally, ensure the project is informed by the Town Centres and Connectors Transformation Project.
- 13 Inform the Kāpiti Coast District Council, the two Trusts, Waikanae Community Board and the community regarding project progress.

Kāpiti Coast District Council's Obligations

- 14 Maintain and professionally operate a Steering Group to provide project governance. This group will consist of two Elected Members, two representatives of the Mahara Gallery Trust, one representative of the Field Collection Trust and one senior staff member from Council.
- 15 Establish and professionally operate a Council-led project team, which includes members from the Mahara Gallery Trust, to design the Mahara Gallery.

- 16 Provide funding for the design work and consenting necessary as a prerequisite to Mahara Gallery Trust applying for funding from the Ministry for Culture and Heritage. This funding forms part of the Council's total funding for this project.
- 17 Reach agreement with the Mahara Gallery Trust on the design of the upgrade to the Mahara Gallery.
- 18 Reach agreement with the Mahara Gallery Trust on the construction plans for the upgrade of Mahara Gallery and any operational implications during construction, and after completion.
- 19 Be the principal in any project construction contract entered into and manage the contract.
- 20 Negotiate and agree with Mahara Gallery Trust the preferred governance, operational and funding relationships between the Council, the Mahara Gallery Trust and the Gallery staff to enable the Gallery to operate as the District's Public Gallery and document this in a formal agreement between the Council and Mahara Gallery Trust.

Mahara Gallery Trust's obligations

- 21 To lead discussions with the Field Collection Trustees regarding the requirements needed to ensure the permanent custodianship of the Field Collection by the Mahara Gallery Trust.
- 22 To provide representatives for the Steering Group and Project Team.
- 23 To advise the project team on the design requirements for the Mahara Gallery.
- 24 To review requirements and concept designs and ensure they match expectations regarding the design and the ability of the Mahara Gallery Trust to raise the necessary funds for the upgrade (enabling the designs to remain within the agreed funding envelope.)
- 25 Lead the fundraising for the Mahara Gallery building upgrade. The fundraising target should be kept to a realistic level and will, together with operational cost estimates, set design expectations for the Mahara Gallery upgrade. The parties recognise that this may be an iterative process until the design is complete.
- 26 To provide its share of project funding, or acceptable funding guarantees, to the Council prior to construction commencing.

Field Collection Trust's obligations

- 27 To support Mahara Gallery staff in the development of the requirements for their custodianship of the Field Collection.
- 28 To provide a representative for the Steering Group.
- 29 To monitor project progress to ensure that they are comfortable with the direction being taken with the regard to the design for storing and exhibiting the Field Collection.

- 30 To enter into agreement about permanent custodianship of the Field Collection by the Mahara Gallery Trust.

Property

- 31 The completed project will be the property of the Kāpiti Coast District Council.

Intellectual Property

- 32 The Council will retain ownership of the intellectual property developed under this Agreement, including the designs for the upgraded Mahara Gallery building.

Governing Law

- 33 This Agreement will be interpreted under and governed by the laws of New Zealand.

Resolution of disputes

- 34 A party may, at any time while there is a genuine dispute relating in any way to this Agreement (**Dispute**), give written notice (**Notice**) to the other party specifying the subject matter of the Dispute and requiring that the parties meet within ten Business Days after delivery of the Notice, to attempt to resolve the Dispute.
- 35 No party may issue any legal proceedings (other than for urgent interlocutory relief) relating to any Dispute, unless that party has first taken all reasonable steps to comply with clause 33.

Confidentiality

- 36 Except as required in the performance or enforcement of this Agreement or as required under the terms of the Local Government Official Information and Meetings Act 1987, no party will, without prior written consent of the other parties, disclose to any third party:
- a) any information disclosed by any party to another party on the express basis that such information is confidential; or
 - b) any information which might reasonably be expected by any party to be confidential in nature.

Force Majeure / Unforeseen Circumstances

- 37 No party (First Party) will be liable for any act, omission or failure by it under this Agreement if that act, omission or failure results directly from an event or circumstances beyond the reasonable control of the First Party, provided that:
- a) whenever the First Party becomes aware that such a result has occurred or is likely to occur, the First Party will notify the other parties by written notice accordingly;
 - b) each party will continue to use its best endeavours to perform its obligations as required under this Agreement;

- c) no party will be deemed to have accepted any liability to pay or share any extra costs which may be incurred by the other parties in complying with this clause or otherwise resulting from such act, omission or failure.

Partial Invalidity / Severance

- 38 If any provision of this Agreement is or becomes invalid or unenforceable, that provision will be deemed deleted from this Agreement. The invalidity or unenforceability of that provision will not affect the other provisions of this Agreement, all of which will remain in full force and effect to the extent permitted by law, subject to any modifications made necessary by the deletion of the invalid or unenforceable provision.

Review of this Agreement / Amendments must be in writing

- 39 Any party can request a review of this Agreement.
- 40 No amendment to this Agreement will be effective unless it is in writing and signed by each party.

Term of Agreement

- 41 This Agreement commences on the date signing is completed by all three parties and will continue until 30 June 2021 unless terminated earlier under clause 41 or by any of the parties giving three (3) months' notice in writing. In the case of an earlier termination, the remaining two parties may seek to reach a new agreement. The parties will seek ways to maintain the information and services available to the community after the termination of this Agreement.
- 42 The parties agree that the Trust is expected to confirm committed funding for the two thirds of the project cost by 30 June 2020. The Agreement will lapse at this time if the Trust has not achieved the target and there are no legitimate extenuating circumstances which have intervened to prevent the target being reached.
- 43 In the event that the project will be ready to proceed to construction during the term of this Agreement (30 June 2021) the Agreement will be renewed for a further term if necessary until the earlier of 30 June 2022 or completion of the project.

Executed as an Agreement

SIGNED on the 29th day of August 2018

The common seal of **MAHARA GALLERY**)
TRUST BOARD was hereunto affixed in the presence of :)

Les Holborow

Les Holborow
Chairman

Kate Ramsdell

Kate Ramsdell
Trust Member

Signed on behalf of the **FIELD COLLECTION TRUST** by:

Kay Brown

KAY BROWN
Trust Member

The common seal of **KĀPITI COAST DISTRICT**)
COUNCIL was hereunto affixed in the presence of:)

K. Gurunathan

K. Gurunathan
Mayor of Kāpiti Coast District

Wayne Maxwell

Wayne Maxwell
Chief Executive
Kāpiti Coast District Council

Janet Holborow

Cr Janet Holborow
Councillor of Kāpiti Coast District



Corp-16-1924

Mayor and Councillors
COUNCIL

23 JUNE 2016

Meeting Status: **Public**

Purpose of Report: For Decision

RENEWAL OF THE AGREEMENT FOR THE UPGRADE OF THE MAHARA GALLERY

PURPOSE OF REPORT

- 1 This report seeks approval to renew the Agreement between the Council, the Mahara Gallery Trust and the Field Collection Trust for the upgrade of the Mahara Gallery.

DELEGATION

- 2 Council has the authority to make this decision.

BACKGROUND

- 3 Mahara Gallery is the District's Public Gallery, which has been located in a Council-owned building in Mahara Place since 1996. It is operated by the Mahara Gallery Trust, a charitable trust.

Mahara Gallery/Waikanae Library Upgrade

- 4 The Mahara Gallery Trust is seeking to provide a permanent home for the Field Collection in Waikanae. To achieve this, the Mahara Gallery needs additional space for exhibition, storage, workshops, administration etc. and needs to upgrade those spaces to museum standard to house the collection and to be able to attract and show significant touring exhibitions and collections from other galleries.
- 5 Separately, the Council had planned for the refurbishment and upgrade of the Waikanae Library. The close proximity of the buildings presented an opportunity for a joint project. In 2009 the Council agreed to support the Gallery project by advancing the timing of the upgrade of the Waikanae Library to meet the timing of the Gallery upgrade so that they could occur concurrently.
- 6 Since 2009 the Council, the Mahara Gallery Trust and the Field Collection Trust have been working together to achieve the upgrade of the Gallery. This has been formalised through the Agreement for the Mahara Gallery Upgrade which sets out the objectives and responsibilities of the three parties involved.
- 7 On 13 November 2014 the Agreement was renewed for a three year period, expiring on 30 June 2017.

Corp-16-1924

ISSUES AND OPTIONS**Issues***The Upgrade Proposal*

- 8 The joint project aims to deliver an integrated facility, a distinctive, iconic building, and an improved built environment at Mahara Place. The design concept is that this would be constructed at the same time as the proposed upgrade to the adjacent Waikanae Library.
- 9 Once the upgrade has been completed the Gallery will be able to provide a high-quality venue and experience consistent with its role as the District's Public Gallery. It will also be able to offer a secure home and museum-standard care for the Field Collection. This collection of artworks and artefacts associated with Frances Hodgkins and her family is of major significance to the Kāpiti Coast District. If the Gallery is not able to provide the appropriate environment for this, the Collection may be lost to the District.

Existing Agreement for the Mahara Gallery Upgrade

- 10 The existing Agreement for the Upgrade of the Mahara Gallery states that the Agreement will lapse if the Mahara Gallery Trust cannot confirm that committed funds for two-thirds of the estimated project cost have been secured by 30 June 2016.
- 11 The most recent indicative cost of the Gallery upgrade is \$5.205 million. This is the base amount included in the Upgrade Agreement and has been adjusted using the Local Government Cost Index (LGCI) and reflected in the draft 2016/17 Annual Plan. Using the base amount of \$5.205 million, the Mahara Gallery Trust's two-thirds equates to \$3.470 million. If one-third can be anticipated to be provided by the Ministry for Culture and Heritage (MCH), the Trust would need to raise one-third, or \$1.735 million.
- 12 At 30 June 2016, the Trust will have secured committed funding of approximately \$970k.
- 13 The Trust acknowledges that it was not nearing the fundraising target, and has therefore worked on developing more modest designs, with a high level cost in the order of \$3 - 3.5 million.
- 14 It should be noted that the uncertainty with regard to the Waikanae Town Centre project transformation project has not assisted the Trust in its fund-raising programme. As the vision for the town centre continues to unfold, the Gallery Upgrade is being reviewed to ensure that its timing remains aligned with the town centre programme.

Project Funding

- 15 What has since arisen is a proposal to consider a new, purpose-built library and gallery. This may become possible if other commercial developments in the area come to fruition. The Trust and the Council both see merit in this option, and are working together on further developing designs. The option has also been discussed with the Ministry for Culture and Heritage.
- 16 The Council continues to show its commitment to the upgrades of both the Mahara Gallery and the Waikanae Library, with both projects reflected in the 2015-35 LTP and the 2016/17 Annual Plan.

Corp-16-1924

Proposed Agreement for the Mahara Gallery Upgrade (refer to Appendix 1 of this report)

- 17 The Agreement for the Mahara Gallery Upgrade has been revised to reflect the information in this report. The Scope, Objectives and roles of the parties within the updated Agreement have been slightly changed from the previous Upgrade Agreement to reflect the change in circumstances and approach.
- 18 The Upgrade Agreement, and the Partnership Agreement, are a critical part of the Trust's on-going fundraising campaign. Amongst many information requirements, the Agreements will help to demonstrate the Council's commitment and funding contribution to the upgrade.
- 19 The renewed Upgrade Agreement will be for three years and will include three annual review points to formally monitor progress.
- 20 An updated draft Agreement for the Mahara Gallery Upgrade is attached as Appendix 1.

Re-set the timeframe for the Upgrade Agreement

- 21 It is recommended that the Council and the Trust re-set the timeframes set out in the Upgrade Agreement. This recognises that the entirely new option needs time to be developed into a business case that, assuming it is feasible, can be used to re-commence the fundraising programme.
- 22 The Mahara Gallery Trust is preparing to lodge an expression of interest (EOI) with the MCH's Regional Culture and Heritage Fund (RCHF). The Trust will be seeking one-third of the total funding – once costs are understood – from a future funding round of the RCHF. EOIs are a valuable step in the application process as they enable the Ministry to give early feedback on projects suitable for RCHF funding and they signal an applicant's intent to apply for funding. Full applications are subsequently submitted once the project is well advanced and therefore clearly able to demonstrate that all the key criteria will be met.
- 23 The Ministry for Culture and Heritage has indicated that there is a reasonable prospect that the Trust's application will meet the criteria for this fund and qualify for a one-third contribution from the Ministry.

Moving forward

- 24 It is proposed that the Steering Group and Project Team should be re-established in the 2016/17 year. This will facilitate confirmation of the governance, operational and funding relationships required in the Upgrade Agreement and provide clarity over future governance arrangements which is critical to the success of the project.
- 25 It had previously been anticipated that the Trust would confirm that it had met its fundraising target before Council gave approval for the detailed design stage to start, with ensuing resource and building consent applications and tendering for construction. However, the terms of the RCHF are quite clear in that the project must be substantially advanced before a full application for funding is made, that is - *unencumbered resource consent(s) have been secured or the applicant can demonstrate a high likelihood that these will be secured without difficulty by the time that assessment has been completed.*
- 26 The updated Agreement therefore proposes that all parties to the agreement give approval to complete the design work and get an understanding of high level costs and use this information to re-initiate the fundraising campaign. If Council

Corp-16-1924

gives approval to proceed, the next stage would be obtaining resource consents to enable the Trust to make a fully compliant application to the RCHF. If the Trust is successful in its RCHF application, the next decision point is to allow tendering for construction, after which Council approval would be required before the preferred tender could be accepted.

- 27 There are three decision points during this proposed course of action, at which Council can give approval to proceed to the next stage, or decline proceeding to the next stage, either indefinitely or until further requirements are met. The decision points are summarised below:

Decision Point	Target Date	Status	Council approval required to:
1	30 June 2017	Design agreed with high level costs identified	Proceed to detailed design and resource consent stage
2	30 June 2018	Trust has achieved its funding target of two-thirds of the upgrade cost	Proceed to tendering for construction
3	30 September 2018	Preferred tender for construction has been identified	Confirm preferred tender and for construction to commence

- 28 There needs to be some oversight of the Waikanae Town Centre project and the Mahara Gallery Upgrade to ensure that the interrelated components are appropriately considered and aligned where necessary.
- 29 The latest Waikanae Town Centre project update targets a construction start date of January 2017. The Town Centre project comprises a number of discrete elements. The first two items are the revocation of State Highway 1 and the connection to the railway crossing and improved pedestrian crossing. The subsequent items have a degree of flexibility in their sequencing and timing which will assist in aligning this work with the proposed Mahara Gallery Upgrade.

CONSIDERATIONS

Policy considerations

- 30 There are no policy considerations.

Legal considerations

- 31 Council's Legal Counsel has reviewed the proposed Upgrade Agreement.

Corp-16-1924

Financial considerations

- 32 The Council has the following commitments in the draft 2016/17 Annual Plan, which reflect LGCI-adjusted base amounts:

	2016/17	2017/18	2018/19	Total
Gallery Upgrade – Trust funded	-	\$1,799,788	\$1,835,784	\$3,635,572
Gallery Upgrade – Council funded	\$254,500		\$1,709,021	\$1,963,521
Total Gallery Upgrade costs	\$254,500	\$1,799,788	\$3,407,046	\$5,461,334
Waikanae Library Upgrade	\$267,734	\$1,709,021	\$1,743,202	\$3,719,957
	\$522,234	\$3,508,809	\$5,150,248	\$9,181,291

Tāngata whenua considerations

- 33 This report aligns with the tāngata whenua considerations in the Council's Strategy for Supporting the Arts (2012).

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

- 34 This report refers to a revision of the Upgrade Agreement, which is essentially a partnership between the three parties. The updated agreement reflects a change of circumstances and a change in the timelines, as well as a possible change in the design of the project. There is also a reconsideration of the points at which Council approval for the project to proceed is required, but in all other respects the proposed agreement is substantially the same. Therefore it is not a significant decision.

Consultation already undertaken

- 35 The Council will continue to work with the Mahara Gallery Trust and the Field Collection Trust to ensure that the three partners are in agreement as the project proceeds.
- 36 It is likely that a full engagement plan, including community consultation, will be developed once the design is finalised.

Engagement planning

- 37 An engagement plan is not needed to implement this decision.

Publicity

- 38 The Council and the Mahara Gallery Trust are working together to ensure that the community is informed.

Corp-16-1924

RECOMMENDATIONS

- 39 That the Council delegates to the Chief Executive the authority to approve minor editorial changes to the Agreement contained in Appendix 1 of Corp-16-1924 prior to it being signed.
- 40 That the Council approves the Agreement for the Mahara Gallery Upgrade attached in Appendix 1 of Corp-16-1924 and authorises the Mayor, one Councillor and the Chief Executive to sign on behalf of Council.

Report prepared by **Approved for submission** **Approved for submission**

Ian Clements
Corporate Advisor

Crispin Mylne
Group Manager
Community Services

Wayne Maxwell
Group Manager
Corporate Services

ATTACHMENT

Appendix 1 Agreement for the Mahara Gallery Upgrade 2016-19

Hon Grant Robertson

MP for Wellington Central

Minister of Finance

Minister for Sport and Recreation

Minister Responsible for the Earthquake Commission

Associate Minister for Arts, Culture and Heritage



21 SEP 2020

Les Holborow
Chair
Mahara Gallery Trust Board
20 Mahara Place
WAIKANAE 5036
Email: holborowles@gmail.com

Dear Mr Holborow

APPLICATION TO REGIONAL CULTURE AND HERITAGE FUND ROUND 5

On behalf of the Prime Minister, I am delighted to confirm that the Government has agreed to make a conditional offer to grant the Mahara Gallery Redevelopment Project (the Project).

On the advice of Manatū Taonga, Ministry for Culture and Heritage (the Ministry) officials, this time-limited conditional offer has two parts. The first part awards the initial sum of \$1,733,000 (GST excl.), subject to conditions, being the sum sought in your application towards the Project. In addition to this, a further contingency fund of up to \$432,000 (GST excl.) will be managed by the Ministry, should further funds be needed to complete the RCHF qualifying capital aspects of this Project without delay and to the standard the Gallery's collection warrants. The activation of this contingency fund during the life of the project will be evidence based and at the sole discretion of the Ministry.

In making this decision, the Government is recognising the importance of this facility, and the Gallery's collection and programmes, to your community. It also recognises that the redevelopment described in the application will provide disabled access and climate-controlled spaces for the visitors, collections, and exhibitions.

Conditions

The release of this funding will be subject to milestones and conditions to be set out in a Funding Agreement and Payments Schedule, which will be drafted by Ministry for Culture and Heritage (the Ministry), and our entering into that mutually agreed funding agreement.

This offer will expire at 5pm on 31 March 2021 ("the expiry date"). The conditions of this offer are set out below. On or before the expiry date:

- the Mahara Gallery Trust Board (the Trust) will provide the Ministry with detailed architectural plans for the Project so that the Ministry can assess the Project's fitness; and
- as per the *Agreement for the Mahara Gallery Upgrade Design, Build and Operational Review* (dated 3 September 2018), the Kāpiti Coast District Council (the Council) takes the lead on the Project team. This funding will therefore, be conditional on the Council agreeing to co-sign the RCHF funding agreement, and ensure that the Project is financially able to proceed and is able to be completed as described in the RCHF application submitted, without any expectation of returning to the RCHF for further monies to complete the Project; and
- the Council passes a suitably worded resolution, taking responsibility for project management, and underwriting the Trust's residual shortfall fundraising efforts; and
- the Council passes a suitably worded resolution, taking responsibility for the financial risks of the Project during its construction lifespan through to completion, which may extend beyond the level of the additional contingency provided for within this decision.

Please note that the contingency fund being administered by Ministry officials is only intended to be a backup should further funds be required to complete the Project to standard. The activation of those funds will be at the sole discretion of the Ministry and after the initial sum has been paid. Therefore, it will be important that the Council secures prior written approval from Ministry officials before the Council commits to, or undertakes, any additional works which rely upon the release of the contingency fund.

Announcements

This funding decision was made prior to the dissolution of Parliament as a business-as-usual activity during the pre-election period. Round five grant decisions will be announced on the Ministry's website.

Should you decide to formally announce your grant outcome prior to the general election, please ensure that any such announcement and associated festivities are politically neutral in tone.

To assist you in ensuring that any announcement is neutrally worded, I recommend that you provide Ministry officials with your draft media announcement so that they can provide feedback.

Public acknowledgements of this grant

When publicly reporting or describing this grant please describe it as follows:

A two-part time-limited conditional offer to the Mahara Gallery Redevelopment Project, consisting of an initial grant of \$1,733,000 (GST excl.), and an allowance for a further contingency grant of up to \$432,000 (GST excl.), with both being subject to conditions, giving a combined potential grant quantum of up to \$2,165,000 (GST excl.).

Next Steps

Ministry officials will contact you to develop a Funding Agreement and Payments Schedule for this grant. They will also provide guidance on the wording of the required Council resolution.

I congratulate you on your successful application and wish the Trust all the best with the Project. I look forward to being updated as the Project develops through to its successful completion.

Yours sincerely



Hon Grant Robertson
Associate Minister for Arts, Culture and Heritage

cc Janet Bayly, Director, Mahara Gallery (director@maharagallery.org.nz)
Kevin Ramshaw, Trustee, Mahara Gallery Trust Board (kevinramshaw1@gmail.com)

8.2 SUBMISSIONS ON THE REGIONAL LAND TRANSPORT PLAN 2021 AND REGIONAL PUBLIC TRANSPORT PLAN 2021

Author: Suzanne Rushmere, Roading Network Planner

Authoriser: Sean Mallon, Group Manager Infrastructure Services

PURPOSE OF REPORT

- 1 The purpose of this report is to seek approval of the submissions to the Regional Land Transport Plan and Regional Public Transport Plan.

DELEGATION

- 2 Council has the authority to make this decision under section A2 of the Governance Structure.

BACKGROUND

- 3 The Greater Wellington Regional Council has released the Draft Regional Land Transport Plan (RLTP) <https://haveyoursay.gw.govt.nz/65294/widgets/323162/documents/194256> for consultation. The Regional Public Transport Plan (RPTP) has also been released for consultation <https://haveyoursay.gw.govt.nz/63835/widgets/324008/documents/193692>.
- 4 The RLTP sets the direction for the Wellington's Regional Land Transport for the next 10 to 30 years and includes five Strategic Objectives, three Headline Targets and five Transport improvement Priorities.
- 5 The RLTP has been developed collaboratively through an officers working group involving the Greater Wellington Regional Council, Waka Kotahi, the Wellington region territorial authorities, and the Regional Transport Committee.
- 6 Kapiti Coast District Council has two related schemes identified in the significant activities list, the East West Connectors Project, and the associated Town Centre Accessibility Improvements.
- 7 Other transport schemes have not been included, as they are not classed as a significant activity over \$2m, and the RLTP does not have significant impact on funding Council received from Waka Kotahi in the form of Funding Assistance Rates.
- 8 The RPTP "*guides the design and delivery of public transport services, information and infrastructure in the Wellington region*".
- 9 It is centred around three priorities of mode shift, decarbonisation of the public transport fleet and improving customer experience.
- 10 Metlink as the service provider of public transport services in the Wellington Region has responsibility for planning and delivering public transport.

ISSUES AND OPTIONS

Issues

- 11 The submissions on both the RLTP and RPTP generally support the two plans but raise specific issues of relevant to Kāpiti.
- 12 Both submissions are deliberately consistent so that the same messages are being provided at both a strategy and service delivery level.
- 13 Specific issues of note in both submissions are:
 - The need for improved public transport services, particularly in the north of the District;
 - Council's desire for electrification and dual tracking north of Waikanae;

- The need for infrastructure to support growth, mode shift, and the integration of transport and land use planning;
 - The relationship with the Wellington Regional Growth Framework, rapid transit stops and planned improvements;
 - The need for collaboration in developing services and supporting public transport; and
 - The need to address climate change, decarbonise transport and be consistent with Central Government climate change targets.
- 14 The RPTP submission also provide more detailed comments on the sections contained within the document.

CONSIDERATIONS

Policy considerations

- 15 There are no policy considerations relating to this submission at this stage but the final RLTP and RPTP may influence future policy.

Legal considerations

- 16 There are no legal considerations relating to this submission.

Financial considerations

- 17 There are no financial considerations relating to this submission. However, the final RLTP and associated priority given to our entries in the list of significant projects may be an influence in decision making in the event that there are two projects receive identical scoring in the National Land Transport Programme process. This is the process where Councils attract funding for transport schemes from Waka Kotahi.

Tāngata whenua considerations

- 18 There are no Tāngata whenua relating to this submission, any changes to policy following the final documents will follow due process.

Strategic considerations

- 19 There are no strategic considerations relating to this submission at this stage but final guidance may influence future work.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 20 This matter has a low level of significance under Council's Significance and Engagement Policy. However, final guidance may influence impact future work programmes and transport investment decisions.

Consultation already undertaken

- 21 No external consultation has been undertaken in relation to this submission.

Engagement planning

- 22 An engagement plan is not needed to implement this decision.

Publicity

- 23 There is no requirement for publicity at this stage. The consultation is being undertaken by Greater Wellington Regional Council.

RECOMMENDATIONS

- 24 That the submission be approved by Council.
- 25 That Council delegates to the Chief Executive to approve minor editorial amendments to the submission.

APPENDICES

- 1. Draft Regional Land Transport Plan 2021 Submission [↓](#)
- 2. Draft Regional Public Transport Plan 2021 Submission [↓](#)

18 March 2021

Greater Wellington Regional Council
100 Cuba Street, Te Aro
PO Box 11646,
Wellington
6011

Dear Sir / Madam

Draft Wellington Regional Land Transport Plan 2021

Thank you for the opportunity to submit on the Wellington Region Land Transport Plan (RLTP) 2021. We wish to submit the following comments.

General

1. Council generally supports the RLTP, but would like to take this opportunity to raise issues of relevance to Kāpiti Coast District Council.
2. The Kāpiti Coast has seen significant growth in the last 30 years, and this trend is expected to continue. The Regional Growth Framework has signalled substantial growth in the Region (200,000 people), of which around 43% are to be accommodated along the Western Growth Corridor from Tawa to Levin.
3. Kāpiti Coast District Council through our Growth Strategy, will be responding to the Regional Growth Framework. A key part of supporting this will be a need to invest in transport infrastructure that provides for growth in a co-ordinated way to achieve the strategic objectives and transport priorities identified in the RLTP. The changing pattern of growth and the Western Growth Corridor, therefore, needs to form a key part of our thinking to ensure that that new brownfield and greenfield development, is well connected, supports mode shift, and addresses climate change.
4. Council has advocated for some time for improved services to the north of our District. This will become increasingly important to support the level of growth identified in the Regional Growth Framework, give effect to the National Policy Statement on Urban Development, and capitalise on the opportunities it presents.

Strategic Objectives

5. We support the strategic objectives in the RLTP, which are consistent with the focus areas in the Kāpiti Coast District Council Sustainable Transport Strategy. These include improved connections and mode choice, integrating transport and land use, safety, resilience, climate change and the environment.
6. We note that the strategic objectives include “Journeys to, from and within the Wellington Region are connected, resilient and reliable” and consider that there should be a stronger message in the RLTP around the links between Kāpiti and Horowhenua.

7. These links are likely to strengthen further in the future, and many of our residents look north for services, including healthcare, education, and economic opportunities. Kāpiti is the gateway to the Wellington Region. This should be supported by transport links that extend beyond road and rail projects and partnership working will be fundamental to its success.

Headline Targets

8. We are supportive of headline targets for climate change, mode shift and safety, and consider that working together to implement measures to support the achievement of these targets will be fundamental. However, we note that the Climate Change Commission has recently provided advice which may require further thought in the next stage of the RLTP. In particular the need to more quickly decarbonise transport if we are to achieve net zero emissions by 2050, and the Climate Change assumptions that “walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030”.
9. As you are aware, Kāpiti Coast District Council has declared a climate change emergency and, therefore, we also support the measures to encourage mode shift and address climate change identified in tables 1 and 3 of the RLTP.
10. Kāpiti Coast District Council implements a number of measures to encourage mode shift and address climate change through replacement of our fleet with electric vehicles, implementing electric vehicle charging stations, and developing cycle and walking infrastructure.

Transport Improvement Priorities

11. We support the Transport Priorities identified in the RLTP and consider that they will ensure that the strategic objectives and headline targets can be met.

Public Transport

12. Kāpiti Coast District Council considers that the development of public transport services, particularly to the north of our District, will be significant in supporting sustainable growth and travel patterns.
13. We have submitted on the Regional Public Transport Plan, that for many years the public transport system has been recognised as an area for improvement by the local community and we consider that there are opportunities to make improvements beyond those already identified. Internal connectivity across the District will play a critical part in achieving mode shift both now, and in the future where we will see significant growth.
14. In particular, we want ensure that connectivity is improved both within Ōtaki and from Ōtaki to the north and south, as well as to the railway stations in Ōtaki and Waikanae. Unless there are significant and programmed improvements to public transport services between Otaki and the rest of the region, there is a risk that the RLTP Objectives 1 (people in the Wellington region have access to good, affordable travel choices;) and 5 (journeys to, from and within the Wellington Region are connected, resilient and reliable)

will not be achieved. Improvements also fit with the measures to address Councils climate change emergency declaration, by assisting in reducing emissions from private motor vehicles.

15. In recognising the need to improve public transport and encourage sustainable transport patterns, we support the weighting given to Transport Investment Priority (TIP) 1 (Public Transport Capacity), and TIP 2 (Travel Choice). However, in progressing with transport investment decisions, we consider that focus on Wellington City's transport issues should not preclude proactive action relating to the new growth areas.

The Kapiti and Manawatū Rail Lines

16. There has been high demand on the Kapiti Line, with patronage steadily increasing and we have seen evidence of a strong recovery post the 2020 COVID-19 lockdown. This demand is likely to continue and we support measures to improve rolling stock and infrastructure on the Kapiti Line.
17. However, services in the north of the District are relatively poor and we note that, whilst there is a business case proposed for improvements to the Manawatū line in the Regional Public Transport Plan, implementation is likely to take place in the medium term to 2028.
18. Council considers that the rail network is critical to support growth and encourage mode shift, particularly for commuter journeys within our District and into the City. Currently there is heavy reliance on the private car, where over 50% of our workforce commute in a private vehicle or company car and over 30% of our residents travel outside of Kāpiti for work. This contributes to transport issues within the District and in Wellington City where greenhouse gas emissions, parking and congestion are an issue.
19. The North Island rail network is electrified from Wellington station to Waikanae, and also from Palmerston North to Te-Rapa north of Hamilton. We consider that there is a strategic opportunity and good reasoning to extend the electrified passenger train network further north in the Region.
20. This is why Council has sought for some time the extension of double tracking and electrification of the rail north of Waikanae, to better serve communities such as Ōtaki in the north of our District. We would like to see this prioritised in the plan and consider that addressing the needs of Ōtaki, and advocating for electrification, will go some way to supporting the achievement of the RLTP's headline targets, as well as delivering sustainable growth identified in the RGF.
21. Kāpiti Coast District Council has submitted on the Draft New Zealand Rail Plan including:
 - calling for infrastructure improvements and to be implemented more quickly than is envisaged in the plan;

- supporting investment in the Capital Connect service, and consider that funding for both infrastructure and rolling stock is required to realise service improvements;
- acknowledging investment proposals for the Kapiti Line but seeking that these should be recognised as more than just future opportunities;
- supporting full electrification of the North Island Main Trunk Line;
- urge that cross border complexities should not disadvantage our community and project delivery; and
- asking for further detail on the new platform at Waikanae.

Planning for Growth

22. With the construction of the Roads of National Significance within the Kāpiti Coast District (Transmission Gully, M2PP, PP2O, and the future Otaki to North Levin expressway, Otaki is set for high demand for people who work in the region but are seeking more affordable housing. These growth pressures are already being seen in Ōtaki, as house prices and rents rise to meet demand.
23. If we are to support the level of growth indicated in the RGF there needs to be a clear and co-ordinated implementation plan that links the delivery of new development to the delivery of high quality public transport.
24. As identified earlier in this submission, the RGF anticipates Kāpiti will provide for a substantial proportion of the expected 200,000 extra people who will need to find homes and jobs across the wider Wellington region, including Horowhenua. It specifically anticipates Ōtaki will be a significant part of that additional housing capacity both through brownfield infill type intensification of existing urban areas, but also greenfield around its fringes.
25. Kāpiti District is classified in the NPS-UD as a Tier 1 council alongside Wellington City and Porirua. This will need to be carefully considered in the context of a plan change, and we need to make some decisions about how much intensification should occur in Otaki. A major criteria is connectivity to public transport and related to that, what's planned for the railway station.
26. Related to our comments on the RGF and Councils response to it through the development of the Growth Strategy, the NPS-UD has a particular focus on urban intensification around what it defines as "rapid transit services/stops". That definition centres around some key terms such as "quick", "reliable", "frequency" and "capacity".
27. The RLTP states that the identification of rapid transit stops are to be confirmed, and that the National Policy Statement on Urban Development (NPS-UD) extends the definition of mass rapid transit to include planned improvements. It is possible for a stop which doesn't currently meet that definition to still be considered a rapid transit service/stop if sufficient evidence exists it is "planned" to be.

28. As previously stated, the level of service in Otaki is low with only one diesel passenger service to Wellington. We understand this service is provided by another operator which means that, if it ceases to operate, Otaki will have no passenger rail service into Wellington unless it is resourced by GWRC. To this end, we support priority one of the significant activities table - Manawatū Line fleet renewal and service increase.
29. However, we seek further clarity around what this means, and in order for us to understand if we should consider it to be “planned”. In other words are the necessary investments going to be made in the short to medium term that will turn that service/stop into a “quick, reliable, frequent and high capacity” service/stop? .
30. If there is strong evidence for Council to consider Otaki to be a “planned” rapid transit stop, this is likely to support higher density of urban development in Otaki being enabled through an upcoming change to our district plan. In turn, this should improve future uptake of public transport in Otaki as well as assisting council to meet its obligations to provide sufficient development capacity in our district under the National Policy Statement on Urban Development.

Collaboration

31. Given our comments on growth and public transport provision in the north of our District, we would welcome close partnership working with Greater Wellington Regional Council when undertaking bus network reviews and developing route changes.
32. Similarly, we would also urge that Greater Wellington Regional Council work with Kāpiti Coast District Council to identify opportunities for areas where joint working can support and encourage an increase in public transport use.
33. As an example, we look forward to working with Greater Wellington Regional Council on the development of Station Access Plans, and strongly advocate for improved public transport services in Kāpiti.
34. Collaborative working should extend beyond the regional boundaries and believe this should be recognised further. As identified in our submission on the Draft New Zealand Rail Plan, cross border complexities should not disadvantage our communities and delivery.

Significant Activities

35. We support the priority given to the East West Connectors project and Town Centre Accessibility Improvements in the Significant Activities List in section 4.5.2. Kāpiti Coast District Council is in the process of developing a Programme Business Case for this scheme.
36. We have raised the importance of connectivity within the District, and its relevance to the strategic objective for journeys within the Wellington Region to be connected, resilient and reliable.

37. The Kāpiti Coast District Council Sustainable Transport Strategy raises east west connectivity as an issue for the District. The East-West Connector project will form an important part of our transport network to address these issues, improve accessibility, support revocation plans and town centre enhancements, and enable town centre development.

Final Comments

38. Kāpiti Coast District Council appreciates the opportunity to comment on the draft RLTP and looks forward to continuing to work closely with you in future.

Yours sincerely

Wayne Maxwell
Chief Executive

Date 18 March 2021

Greater Wellington Regional Council
100 Cuba Street, Te Aro
PO Box 11646,
Wellington
6011

Regional Public Transport Plan 2021

Dear Sir / Madam

Thank you for the opportunity to submit on Regional Public Transport Plan 2021. We would like to make the following comments.

General Comments

1. In general, Kāpiti Coast District Council supports the proposals contained within the RPTP. We are strengthening our infrastructure to support a wide range of transport options, for example, through our Stride and Ride Kāpiti Coast programme. However, public transport (bus and rail) provide key connections and much needed transport to some of our most vulnerable residents.
2. The Kāpiti Coast has seen significant growth in the last 30 years, and this trend is expected to continue. The Regional Growth Framework has signalled substantial growth in the Region (200,000 people), of which around 43% are to be accommodated along the Western Growth Corridor from Tawa to Levin.
3. Kāpiti Coast District Council through our Growth Strategy, will be responding to the RGF. A key part of supporting this will be a need to invest in public transport infrastructure that provides for growth in a co-ordinated way to achieve the strategic objectives and transport priorities identified in the RLTP.
4. This investment needs to take into account the future patterns of growth such as the Western Growth Corridor, and so must form a key part of our thinking to ensure that that new brownfield and greenfield development, is well connected, supports mode shift, and addresses climate change.
5. Kāpiti Coast District Council considers that the development of public transport services, particularly to the north of our District, will be significant in supporting sustainable growth and travel patterns.

Public Transport - Bus

6. For many years the public transport system has been identified as an area for improvement by the local community and we consider that there are opportunities to make further improvements. Council has advocated for some time for improved services to the north of our District. This will become increasingly important to support the level of growth identified in the Regional Growth Framework, give effect to the National Policy Statement on Urban Development, and capitalise on the opportunities it presents.

7. Internal connectivity across the District will play a critical part in achieving mode shift both now, and in the future where we will see significant growth. In particular, we are keen to ensure that connectivity is improved both within Ōtaki and from Ōtaki to the north and south, as well as to the railway stations in Ōtaki and Waikanae. Kāpiti Coast District Council considers that the development of public transport services, particularly to the north of our District, will be significant in supporting sustainable growth. Unless there are significant and planned public transport improvements, there is a risk that the objectives of the RLTP cannot be met. These improvements will could include:
- New services in growth areas; and
 - Increased frequency in existing areas.

Public Transport Rail

8. There has been high demand on the Kapiti Line, with patronage steadily increasing, and we have seen evidence of a strong recovery post the 2020 COVID-19 lockdown. This demand is likely to continue, and we support measures to improve rolling stock and infrastructure on the Kapiti Line. However, services in the north of the District are relatively poor and we note that, whilst there is a business case proposed for improvements to the Manawatū line, implementation is likely to take place in the medium term to 2028.
9. Council considers that the rail network is critical to encourage mode shift, particularly for commuter journeys within our District and into the City. Currently there is heavy reliance on the private car, where over 50% of our workforce commute in a private vehicle or company car and over 30% of our residents travel outside of Kāpiti for work. This contributes to climate change and transport issues within the District and in Wellington City such as parking and congestion.
10. The North Island rail network is electrified from Wellington station to Waikanae, and also from Palmerston North to Te-Rapa north of Hamilton. We consider that there is a strategic opportunity and good reasoning to extend the electrified passenger train network further north in the Region.
11. This is why Council has sought for some time the extension of double tracking and electrification of the rail north of Waikanae, to better serve communities such as Ōtaki in the north of our District. We would like to see this reflected and prioritised in the RPTP and consider that addressing the needs of Ōtaki, and advocating for electrification will go some way to delivering sustainable growth identified in the RGF, as well as supporting the achievement of the RLTP's headline targets. Specifically this relates to the targets of a reduction in transport-generated carbon emissions by 2030, and the increase in active travel and public transport mode share by 2030.
12. With regards to targets, we note that the Climate Change Commission has recently provided advice which may require further thought. In particular the need to more quickly decarbonise transport if we are to achieve net zero emissions by 2050, and the Climate Change assumptions that "walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030".

13. Kāpiti Coast District Council has submitted on the Draft New Zealand Rail plan including:
- calling for infrastructure improvements and to be implemented more quickly than is envisaged in the plan;
 - supporting investment in the Capital Connect service, and consider that funding for both infrastructure and rolling stock is required to realise service improvements;
 - acknowledging investment proposals for the Kāpiti Line but seeking that these should be recognised as more than just future opportunities;
 - supporting full electrification of the North Island Main Trunk Line;
 - urging that cross border complexities should not disadvantage our community and project delivery; and
 - asking for further detail on the new platform at Waikanae.
14. Unless there are significant and programmed improvements to public transport services between Ōtaki and the rest of the region, there is a risk that the Regional Land Transport Plan (RLTP) Objectives will not be achieved. In particular Objectives 1 (people in the Wellington region have access to good, affordable travel choices;) and 5 (journeys to, from and within the Wellington Region are connected, resilient and reliable).

Planning for Growth

15. With the construction of the Roads of National Significance within the Kāpiti Coast District (Transmission Gully, M2PP, PP20, and the future Ōtaki to North Levin expressway), Ōtaki is set for high demand for people who work in the region but are seeking more affordable housing. These growth pressures are already being seen in Ōtaki, as house prices and rents rise to meet demand.
16. If we are to support the level of growth indicated in the RGF there needs to be a clear and co-ordinated implementation plan that links the delivery of new development to the delivery of high quality public transport.
17. As identified, the RGF anticipates Kāpiti will provide for a substantial proportion of the expected 200,000 extra people who will need to find homes and jobs across the wider Wellington region, including Horowhenua. It specifically anticipates Ōtaki will be a significant part of that additional housing capacity both through brownfield infill type intensification of existing urban areas, but also greenfield around its fringes. It also signals potential for large greenfield area south of Ōtaki.
18. Kāpiti District is classified in the National Policy Statement on Urban Development (NPS-UD) as a Tier 1 council alongside Wellington City and Porirua. This will need to be carefully considered in the context of a plan change, and we need to make some decisions about how much intensification should occur in Ōtaki. A major criteria is connectivity to public transport and related to that, what's planned for the railway station.

19. The NPS-UD has a particular focus on urban intensification around what it defines as “rapid transit services/stops”. That definition centres around some key terms such as “quick”, “reliable”, “frequency” and “capacity”. It is possible for a stop which doesn’t currently meet that definition to still be considered a rapid transit service/stop if sufficient evidence exists it is “planned” to be.
20. The RPTP states that the identification of rapid transit stops will be determined collaboratively with local authorities. As identified, the level of service in Ōtaki is low with only one diesel passenger service to Wellington. We understand this service is provided by another operator which means that, if it ceases to operate, Ōtaki will have no passenger rail service into Wellington unless it is resourced by GWRC. To this end, we support improvements to Manawatū Line including fleet renewal and service increase.
21. We also seek further clarity around what this means, and in order for us to understand if we should consider it to be “planned”. In other words are the necessary investments going to be made in the short to medium term that will turn that service/stop into a “quick, reliable, frequent and high capacity” service/stop? .
22. If there is strong evidence for Council to consider Ōtaki to be a “planned” rapid transit stop, this is likely to support higher density of urban development in Ōtaki being enabled through an upcoming change to our district plan. In turn, this should improve future uptake of public transport in Ōtaki as well as assisting council to meet its obligations to provide sufficient development capacity in our district under the NPS-UD.
23. We note that the RLTP strategic objectives include “Journeys to, from and within the Wellington Region are connected, resilient and reliable” and consider that there should be a stronger message in the RLTP around the links between Kāpiti and Horowhenua.
24. These links are likely to strengthen further in the future, and many of our residents look north for services, including healthcare, education, and economic opportunities. Kāpiti is the gateway to the Wellington Region. This should be supported by transport links that extend beyond road and rail projects and partnership working will be fundamental to its success.
25. We therefore seek that full consideration is given to improving bus services in Kāpiti, particularly the very limited services within Ōtaki, and recognition of the relationship with Horowhenua, and connections between Ōtaki and Levin.
26. In considering the future development along the Western Growth Corridor, and delivering the housing levels identified in the RGF, improvements may also need extend beyond those already identified in the RLTP. In particular, there is a need to address how future development areas may be served, for example, new stations and better connectivity between modes.

Collaboration

27. Given our comments on growth and public transport provision in the north of our District, we would welcome close partnership working with Greater Wellington

Regional Council when undertaking bus network reviews and developing route changes.

28. Similarly, we would also urge that Greater Wellington Regional Council work with Kāpiti Coast District Council to identify opportunities for areas where joint working can support and encourage an increase in public transport use.
29. As an example, we look forward to working with Greater Wellington Regional Council on the development of Station Access Plans, and strongly advocate for improved public transport services in Kāpiti.
30. Collaborative working should extend beyond the regional boundaries and believe this should be recognised further. As identified in our submission on the Draft New Zealand Rail Plan, cross border complexities should not disadvantage our communities and delivery.
31. Please find below more detailed comments on the RPTP, these are broken down into the relevant sections of the RPTP.

Section 1: He Kupa Whakarāpopoto: Executive Summary

- 1.1 Kāpiti Coast District Council is supportive of the strategic priorities of mode shift, decarbonising the public transport fleet, and improving the customer experience. Many of the actions supporting these priorities are consistent with the focus areas in Councils own Sustainable Transport Strategy. Councils focus areas include delivering mode shift through supporting partners in delivering mode shift plans, delivering infrastructure to support mode shift, improve connectivity between transport modes, and supporting the development of Station Access Plans.
- 1.2 Similarly, Council is seeking to address climate change, noting that 57% of the District's greenhouse gas emissions are from transport, with the majority of this being from light vehicles¹. Council will continue to advocate to Central Government to ensure that the right signals, initiatives and legislation are in place to enable emissions targets to be met, as well as advocating with partners for more efficient fleets and environmentally friendly fuel types. Council is also seeking improved accessibility for all, addressing transport poverty, and supporting the delivery of more shelters, bike parking and facilities at key destinations, including rail stations.
- 1.3 We note that the RPTP identifies Let's Get Wellington Moving, the National Ticketing Solution, and the Wellington Regional Mode Shift Plan, and we are supportive of these initiatives.
- 1.4 We support improved rail frequency and investment on regional rail services, rolling stock and infrastructure. We note, however, that many of the measures identified to provide a high quality, high capacity, high frequency core network on page 13 of the document are Wellington City centric, and we consider that this should not be at the expense of improvements in other parts of the region. This is important, as the

¹ AECOM. 15 May 2020. Kapiti Coast District Greenhouse Gas Inventory.

document recognises that 75% of the Wellington region's population lives north of the Wellington CBD.

- 1.5 The Kāpiti Coast District Council Sustainable Transport Strategy also sees that integrating transport and land use is a focus area for the future. We believe that, whilst Council can support mode shift by making sure that new development plans for all modes and connects effectively into the existing transport network, this must also be supported by a level of public transport service that encourages use and supports growth. Territorial authorities have a good understanding of future developments that may help shape service planning and improve viability, but decisions in route planning can also inform road design for new developments. As such we look forward to working with Greater Wellington Regional Council to achieve measures to support better public transport use.
- 1.6 We agree that taking a customer centred approach, undertaking early community and customer engagement, and understanding customer needs will ensure that there is a public transport system that better reflects requirements.
- 1.7 Kāpiti Coast District Council considers that it is important for Greater Wellington Regional Council to work with territorial authorities when public transport services are planned to ensure that the needs of our communities are taken into account. To this extent we are pleased that this has been recognised in the document.
- 1.8 By working with territorial authorities a greater understanding of future development locations and metrics, and issues experienced within Districts can be considered and help inform network planning.

Section 2: Ko tō mātou rōpū ā-rohe waka tūmatanui. Our regional public transport network

- 2.1 We support Metlink's network planning to:
 - Plan the network so that it operates efficiently and effectively
 - Review services to ensure that they are meeting the needs of the community that they serve and providing value for money for users, ratepayers and taxpayers; and
 - Prepare the Wellington Regional Public Transport Plan, which includes identification of the public transport services that are integral to the public transport network; the policies and procedures that apply to those services; and the information and infrastructure that support those services.
- 2.2 In reviewing these services we urge that the end to end user experience and journey time is taken into account both in terms of accessibility and ticketing, as this is key to ensuring greater use of public transport for a wide range of journeys such as work and to access to medical care.

- 2.3 When looking at accessibility an issue experienced in Kāpiti, for example, is that people find it difficult or are unable to attend appointments in Wellington hospital by public transport. This is because the public transport services do not exist or are not sufficiently integrated to allow people to attend appointments on time and return home easily. In part this is about service improvements, but multi modal integrated ticketing approaches are also important. It also needs to be recognised that residents in the north of Kāpiti look north for services, such as health, and jobs, therefore joint working with regional partners is fundamental. We do not consider that authority boundaries should be a limit on supporting our communities and the delivery of key outcomes.
- 2.4 We agree that fares, ticketing, customer service and information is an important part of encouraging public transport use, and consider that ensuring affordability is also key to achieving this. Our Sustainable Transport Strategy supports working in partnership to deliver affordable public transport for all, and seeking opportunities to align development and funding. To this end we are pleased that the fare and ticketing changes in 2018 have resulted in more affordable fares and increased Snapper card use as a way of standardising payment options. However, there remains a proportion people that are transport disadvantaged and are unable to access opportunities as a result of a mobility issues, their location and income.
- 2.5 We understand that the RPTP acknowledges that for some communities there are limited public transport services and lack of proximity to bus stops, but we seek further information on what is meant by “this is something we are working to improve”.
- 2.6 This section of the RPTP recognises that the Kāpiti Line is electrified, while the Wairarapa Line is not electrified beyond Upper Hutt. However, the RPTP does not identify that the Manawatū Line which serves the northern part of the region is not electrified. While there is a Programme Business Case relating to this, Council would like to see it moved forward because the limited services from Ōtaki are not supporting residents and future growth, and have the effect of creating parking issues in Waikanae as commuters from the north seek to access the more frequent service from Waikanae.
- 2.7 We agree that “getting people out of cars” by increasing the share of travel by public transport, walking and cycling (mode shift), has a critical role to play in in improving our wellbeing by shaping a more accessible, safe and sustainable transport system”. Our focus areas in the Kāpiti Coast District Council Sustainable Transport Strategy is consistent in this desire.

Section 3. Ko ngā tutukinga mahi mai i te tau 2014 What we have achieved since 2014

- 3.1 We note the changes that have already been made to the public transport network and associated infrastructure, such as bike facilities at Paraparaumu. We are also pleased to see that the patronage post lockdown has seen sustained patronage growth and recovery. We consider that this demonstrates a high desire to use public transport that should be supported by providing high frequency and high quality services.

Section 4: Ko te pikitia nui: Ko tō mātou aronga rautaki The big picture: Our strategic direction

- 4.1 Kāpiti Coast District Council note the recognition of the influence the National Policy Statement for Urban Development will have on urban planning in the Wellington Region. We look forward to working with Greater Wellington Regional Council to further define rapid transit corridors including which individual train stations on the rail corridors are access points to rapid transit. In supporting the integration of transport and land use, it is right that both the transport and planning parts of Council work together to implement the requirements of the National Planning Statement on Urban Development.

Section 5: He aha tā mātou e whai ana What we want to achieve

- 5.1 We have made general comments on some of the initiatives identified in section 5.1 of the RPTP in the general comments of this submission. We support these initiatives, such as a ten minute rail frequency. However, more detailed comments section 5 are identified below.
- 5.2 We support the target to achieve mode shift and the need to increase integration between modes. There should, however, be recognition of the role that Territorial Authorities have had in supporting the development of the Wellington Region Mode Shift Plan as well as implementing some of the measures identified in the table on pages 71 and 72. Working together will be integral to the success of achieving mode shift, especially with regards to shaping urban form and delivering infrastructure to support cycling and walking.
- 5.3 The document recognises at page 74 only one of the key opportunities for mode shift in Kāpiti when there are more shown in the Wellington Region Mode Shift Plan, and these should be identified to be consistent with the level of information provided for other Districts. These improvements include:
- Higher density centre development;
 - Nodal development and improved multi-modal access to train stations, rail improvements;
 - Walking/cycling improvements in Paraparaumu;
 - Kāpiti Road, Rimu Road, town centres; and
 - Expressway cycle routes.
- 5.4 We agree that Park and Ride needs to be developed in a more integrated manner, and as stated previously, we support integrated ticketing as well as supporting the need to provide access for all including active modes.
- 5.5 We welcome the station access hierarchy and working with Greater Wellington Regional Council on the development of Station Access Plans, and improving multi modal access to public transport. The opportunities provided through the revocation of State Highway 1 will help to achieve this outcome.

- 5.6 We are pleased that the document recognises that Waikanae is a high demand Park and Ride area and advocate that, whilst initiatives such as carpooling are useful, a key part of the solution to address demand at Waikanae is improved services to the north of the District.
- 5.7 We support the projects identified in the Wellington Regional Rail Plan and have been advocating for improved services on the Manawatū Line for some time, as this will improve accessibility for residents in Ōtaki and management of parking pressure at Waikanae, and support growth in our District. However, we note that these seem to be longer term plans, and Council submits that these improvements should be brought forward.
- 5.8 We note proposals for procuring the electric multiple unit fleet, and that the document recognises the need to electrify infrastructure to the Capital Connect train line. We are pleased that Greater Wellington Regional Council is working with Waka Kotahi to advance these plans and funding for a business case for this work has been committed.
- 5.9 We support the view from the Regional Growth Framework that, if development is to take place along transport corridors, elimination of the single track section between Pukerua Bay and Paekakariki and service improvements north of Waikanae need to be key focus areas.
- 5.10 We support the proposals to decarbonise the public transport fleet. Addressing climate change is a focus area in the Kāpiti Coast District Council Sustainable Transport Strategy, particularly as the Kāpiti Coast District Council has declared a climate change emergency. Transport is one of the biggest contributors to greenhouse emissions so decarbonising a significant transport fleet in the Wellington Region is a positive step in the right direction to achieving carbon reduction targets.
- 5.11 We understand that the overarching recommendations from a Bus Network Review included:
- Improving the experience of transferring from bus to train (or bus to bus) and vice versa
 - Increase the span and frequency of services so that public transport is available earlier and later in the day and on Sundays and at peak periods; and
 - Review route coverage in light of residential growth.
- 5.12 We support these recommendations, and advocate for them to be implemented as quickly as possible.
- 5.13 We agree with page 94 of the document that consistent and convenient connections between rail and bus can be difficult to achieve in Kāpiti and support the measures to address these issues. However, we would like there to be a stronger commitment to achieve these measures, than only confirming that this will occur when and where possible.

- 5.14 On page 95 of the document it is identified that Metlink will consider if there is sufficient demand to operate Sunday services where there are Saturday services, and provide bus timetables that offer more travel options for the journey to work in Kāpiti. In considering this sufficient demand, we would suggest that this should take account of future growth plans and whether in offering better and more frequent services more demand would be created.
- 5.15 The tables on pages 95 and 96 identify minor route change that have been recommended for consideration. Council seeks the earliest implementation of these changes.
- 5.16 Section 5.7 (Integrated Fares and Ticketing), of the document identifies integrated fares and ticketing. This seems to largely relate to the collection of fares, but it is unclear if this also provides for end to end journeys. As an example would a commuter in Kāpiti get on a bus in Kāpiti, then move to the train and finally use a bus in Wellington to reach their final destination on one fare? Is this what is meant by “integrate fares so that the cost of a journey is independent of the number of modes or services involved” in the table on page 123?

Section 6: Ko te whakatutuki i ā mātou whāinga: paetae, kaupapa here me ngā mahinga Achieving our goals: objectives, policies and actions

- 6.1 We are pleased that the RPTP recognises the need to improve access to affordable public transport for those most dependent on public transport and the transport disadvantaged. We have previously submitted that the groups that would most benefit from concession fares are likely to be the elderly, children, tertiary students, low income earners and the accessibility challenged. Concession fares to targeted groups, to increase access to affordable services for transport disadvantaged who are most dependent on public transport, is important for Kāpiti. To this end we would question whether a 25% tertiary concessionary fare is sufficient. There is also no mention of the level of concession for children, other than identifying that there should be one in the table on page 123. It is also disappointing that a year’s notice is required to support changes to school bus timetables. School rolls can change, and the COVID-19 pandemic has identified the need to be flexible in approach.
- 6.2 With regards to design, this relates also to the design of new development and the need to ensure that this aids the delivery of bus services. This also relates to the need to work with local authorities to identify future growth and areas that will meet the criteria shown in the table on page 113 in that there is a need for appropriate density and land use required to support service viability.
- 6.3 The table on page 113 also identifies the need to improve the efficiency of key transport spines, and we support the measures shown in item f) of the table on page 120, and looking forward to working collaboratively to achieve this.
- 6.4 With regards to the brand experience we consider that it is important that vehicles that are part of the Wellington Region Metlink group of services are recognised as such to support initiatives such as integrated ticketing.

- 6.5 We understand the purpose of developing and implementing a prioritised programme the core public transport network. However, this should not be at the expense of other services, and targeted express services that miss stops should not create a lower level of service for transport users.
- 6.6 We are particularly supportive of objectives e) and f) under Part B of the policies to “enhance multi modal access to the public transport network” and “Plan, provide and manage park and ride facilities as part of an integrated strategy to enhance access to the public transport network” through initiatives such as Station Access Plans. We look forward to working with Greater Wellington Regional Council on developing Station Access Plans and commenting on the Park and Ride Strategy that will be developed alongside the RPTP.
- 6.7 In addition, whilst the SuperGold Programme is supporting travel for our older population on page 123, very often the services at these times are less frequent which impacts on the ability for customers to, for example, attend appointments in Wellington. This needs to be considered more carefully in the consideration of and response to customer needs. As an example, there are some parts of our community that cannot take advantage of the SuperGold hours in both directions as timing between buses means that they are unable to travel to their destination and back within these hours.
- 6.8 We support the need to provide for people with accessibility needs. This has been recognised as an issue in the Kāpiti Coast District Council Sustainable Transport Strategy. Council, therefore, advocates for the maintenance and improvements of services to support people, such as patient transfer and shuttle transport services. In addressing transport disadvantage and encouraging the use of public transport in areas where this is traditionally low or difficult to achieve, we would also like to see consideration given to the further development of demand responsive services.
- 6.9 We understand that that an on-demand, mini-bus is being trialled in Timaru (see MyWay by Metro). The key features are it:
- uses mini-buses rather than large diesels – as a response to relatively low vehicle occupancy and to reduce emissions per passenger kilometre
 - introduces additional ‘informal’ bus stops that can be booked for pick-ups/drop-offs via new on-demand functionality (bookings via mobile app or landline).
 - runs on smaller vehicles that may be more cost-effective to purchase electric vehicles / replace the fleet with electric vehicles over time.

Thank you for considering our feedback.

Yours sincerely

Wayne Maxwell
Chief Executive

8.3 REPORTS AND RECOMMENDATIONS FROM STANDING COMMITTEES AND COMMUNITY BOARDS

Author: Tanicka Mason, Democracy Services Advisor

Authoriser: Janice McDougall, Group Manager People and Partnerships

PURPOSE OF REPORT

- 1 This report presents reports and recommendations considered by Standing Committees and Community Boards from 25 November 2020 to 4 March 2021

BACKGROUND

- 2 Meetings took place on the following dates:

Paekākāriki Community Board	1 December 2020
Strategy & Operations Committee	3 December 2020
Ōtaki Community Board	2 February 2021
Waikanae Community Board	9 February 2021
Paraparaumu Raumati Community Board	16 February 2021
Strategy & Operations Committee	18 February 2021
Grants Allocation Subcommittee (Waste Levy)	18 February 2021
Paekākāriki Community Board	23 February 2021
Strategy & Operations Committee	4 March 2021

ISSUES AND OPTIONS

Issues

- 3 In addition, the following meetings took place:
- | | |
|--|------------------------------------|
| Cycleways, Walkways, Bridleways Advisory Group | 8 December 2020 |
| Older Person's Council | 25 November 2020, 24 February 2021 |
| Kāpiti Youth Council | 1 February 2021, 1 March 2021 |
| Te Whakaminenga o Kāpiti | 9 February 2021 |

Paekākāriki Community Board

- 4 The Paekākāriki Community Board met on 1 December 2020 to discuss the following:
- Amendments to Standing Orders for Meetings of Paekākāriki Community Board
 - Paekākāriki Community Board - Draft Calendar of meetings 2021
 - Consideration of Funding Applications
 - Queen Elizabeth Park Update
 - Confirmation of minutes

- Matters Under Action

5 The Paekākāriki Community Board also met on 23 February 2021 to discuss the following:

- Community Board Attendance at the 2021 Community Boards Conference
- Consideration of Funding Applications
- Update from Graham Taylor of New Zealand Transport Agency regarding Weigh Station/Commercial Vehicle Service Centre
- Matters Under Action

Strategy & Operations Committee

6 The Strategy and Operations Committee met on 3 December 2020 to discuss the following:

- Kapiti Community Food Bank
- Proposed Terms of Reference for the Wellington Region Climate Change Working Group
- New Electricity Contract and Emissions Reduction Options
- Kāpiti Coast District Council Quarterly Monitoring Report - Including Annual Update
- Confirmation of minutes

7 The Strategy and Operations Committee also met on 18 February 2021 to discuss the following:

- 2018-2021 Policy Work Programme Update
- NPS UD Quarterly Monitoring Report - Quarter 2
- Confirmation of minutes

Ōtaki Community Board

8 The Ōtaki Community Board met on 2 February 2021 to discuss the following:

- Consideration of Applications for funding.
- Amendments to Standing Orders for Meetings of Ōtaki Community Board
- Community Board Attendance at the 2021 Community Boards Conference
- Confirmation of minutes
- Matters Under Action

Waikanae Community Board

9 The Waikanae Community Board met on 9 February 2021 to discuss the following:

- Community Board members make their declarations of office
- Explanation of Legislation for New Elected Members.

- Amendments to Standing Orders for Meetings of Waikanae Community Board
- Community Board Attendance at the 2021 Community Boards Conference
- Appointment of Board Member to Pharazyn Reserve Focus Group.
- Matters Under Action
- The Waikanae Community Board submission to the Long Term Plan
- Update from Greater Wellington Regional Council
- Confirmation of Minutes

Paraparaumu Raumati Community Board

- 10 The Paraparaumu Raumati Community Board met on 16 February 2021 to discuss the following:
- Consideration of Applications for Funding
 - Community Board Attendance at the 2021 Community Boards Conference
 - Matters Under Action

Grants Allocation Subcommittee (Waste Levy)

- 11 The Grants Allocation Subcommittee (Waste Levy) met on 18 February 2021 to discuss the following :
- Recommendations on Waste Levy Grant Applications 2020/21
 - Confirmation of minutes.

Older Person's Council

- 12 The Older Person's Council met on 25 November 2020 to discuss the following:
- CWB Advisory Group Update
 - Road Safety Advisory Group Update
 - Report back from workgroups
 - Work Plan 2021,
 - meeting dates
 - Health, Housing, Traffic, Security
- 13 The Older Person's Council met also met on 24 February 2021 to discuss the following:
- Seating at Co-operative Bank, Paraparaumu
 - CWB Advisory Group Update
 - Road Safety Advisory Group Update
 - Report back from workgroups

Cycleways, Walkways, Bridleways Advisory Group

14 The Cycleways Walkways Bridleways Advisory Group met on 8 December 2020 to discuss the following:

- Minutes of the Previous meeting
- Review of Action Items
- Districtwide CWB Matters

CWB support for equestrian access from south bank of Otaki River to the end of the PP20 shared track at Taylors Road

Support from CWB to ensure the walking /cycling track alongside the local road from Paekakariki to QE Park includes space for horses

- Infrastructure network update

Kāpiti Youth Council

15 The Kāpiti Youth Council met on 1 February 2021 to discuss the following:

- Youth Council Group Agreement
- ZEAL Update
- Work Ready Kāpiti Update
- Councillor's Update
- Ngahere Hoa i Kāpiti
- Te Anamata Update
- Human Library
- Pride in the Park
- Creative Communities Representation
- CWB Representation
- Think Big Update 2020 & 2021
- Long Term Plan Submission
- Youth Action Plan & Youth Survey
- Recruitment & Representation
- He Poutama Rangatahi initiative

- Age friendly project Kapiti Grey Power
- Transport By-law 2021
- Representation Review
- Kāpiti Destination Management Plan

The Kāpiti Youth Council also met on 1 March 2021 to discuss the following:

- ZEAL Update
- Work Ready Kāpiti Update
- Councillor's Update
- Te Anamata Update
- Long Term Plan & Community Engagment Update
- Destination Kāpiti Management Plan Workshop Update
- Youth Survey Update
- Long Term Plan & Greater Wellington Regional Council Submission Update
- Representation Review

Te Whakaminenga o Kāpiti

16 Te Whakaminenga o Kāpiti met on 9 February 2021 to discuss the following:

- Confirmation of Minutes
- Wharemake - Proposed Park
- Māori Economic Development Grants Panel 2020/2021 - Confirmation of MED Grants Panel Representatives
- Representation Review
- Te Whakaminenga o Kapiti matters under action

RECOMMENDATIONS

- 17 That the Council notes the following recommendation:
That the Cycleways, Walkways and Bridleways Advisory Group recommends to Council that the Wharemauku Track be made wheelchair accessible along its entire length, from Rimu Road to Alexander Road.
- 18 That Council receives this report (Reports and Recommendations from Standing Committees and Community Boards).

APPENDICES

Nil

9 CONFIRMATION OF MINUTES

9.1 CONFIRMATION OF MINUTES

Author: Grayson Rowse, Democracy Services Advisor

Authoriser: Janice McDougall, Group Manager People and Partnerships

CONFIRMATION OF MINUTES

RECOMMENDATIONS

- 1 The minutes of the Council meeting of 25 February 2021 be accepted as a true and correct record.

APPENDICES

1. Minutes from Council meeting held on 25 February 2021 [↓](#)

**MINUTES OF KAPITI COAST DISTRICT COUNCIL
COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, GROUND FLOOR, 175 RIMU ROAD, PARAPARAUMU
ON THURSDAY, 25 FEBRUARY 2021 AT 9.30AM**

PRESENT: Mayor K Gurunathan, Deputy Mayor Janet Holborow, Cr Angela Buswell, Cr James Cootes, Cr Jackie Elliott, Cr Gwynn Compton, Cr Jocelyn Prvanov, Cr Martin Halliday, Cr Sophie Handford, Cr Robert McCann, Cr Bernie Randall

IN ATTENDANCE: Koro Don Te Maipi and Kuia June Davis
Paraparaumu-Raumati Community Board Chair Kathy Spiers
Paekākāriki Community Board Chair Holly Ewens
Ōtaki Community Board Chair Chris Papps
Waikanae Community Board member Margaret Stevenson-Wright

Mr Wayne Maxwell, Ms Natasha Tod, Mr Sean Mallon, Mrs Janice McDougall, Mr Mark de Haast, Mr James Jefferson, Mr Tim Power, Ms Tanicka Mason, Mr Grayson Rowse

APOLOGIES: Nil

**LEAVE OF
ABSENCE:** Nil

1 WELCOME

2 COUNCIL BLESSING

The Mayor welcomed everyone to the meeting, Koro Don Te Maipi offered a mihi whakataua and Cr Handford read the Council blessing.

3 APOLOGIES

Nil

4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA

5 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA

The following people attended to speak to the Council

Dr Taku Parai, Chairperson, Ngāti Toa Rangitira, spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors

Andre Baker, Chairperson, Te Ātiawa ki Whakarongotai Trust Board, spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors

Kim Tahiwī, Representative of Ngāti Raukawa, spoke in support of item 8.1 - Kāpiti Gateway Project

Russell Spratt, Te Atiawa, Economic Development Kotahitanga Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

John Barrett, Kāpiti Island Tours spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Chris Gerretzen, Te Atiawa, Gateway Centre Project Governance Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Iwi concluded their representations to Council with kinaki.

The meeting adjourned at 10:33 am and resumed at 10:49am.

David Perks, WellingtonNZ.com spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors, and responded to questions from Councillors.

Glen Cooper, Kāpiti Island Eco spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors

Vicky Cooper, Kāpiti island Eco spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Cr Bernie Randall left the meeting at 11:39 am.

Cr Bernie Randall returned to the meeting at 11:42 am.

Jenny Fraser spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Fred Davey spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Cr James Cootes left the meeting at 11:54 am.

Cr Jackie Elliott left the meeting at 11:54 am.

Cr Jackie Elliott returned to the meeting at 11:56 am.

Cr James Cootes returned to the meeting at 11:58 am.

Christopher Ruthe spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Chris Webber spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Sharon Hunter spoke in opposition item 8.1 to Kāpiti Gateway Project, and responded to questions from Councillors.

Darren Hunter spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

The meeting adjourned at 1:08 pm and resumed at 1.44pm.

Mayor K Gurunathan left the meeting at 1:44 pm.

Chris Claridge, Economic Development Kotahitanga Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Mayor K Gurunathan returned to the meeting at 1:48 pm.

Scott Houston, Economic Development Kotahitanga Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors

Hillmare Schulze, Economic Development Kotahitanga Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Neil Mackay, Chair, Economic Development Kotahitanga Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Angus Hulme-Moir – DoC, Gateway Centre Project Governance Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Jenna-Lea Philpott, Creative Kāpiti in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors

Cr Bernie Randall left the meeting at 2:40 pm.

Cr Bernie Randall returned to the meeting at 2:42 pm.

Jenna Lea-Philpott spoke for Liz Koh, in opposition to item 8.1 – Kāpiti Gateway Project.

Russell Spratt – Te Atiawa, Gateway Centre Project Governance Board spoke in support of item 8.1 – Kāpiti Gateway Project.

Guy Burns spoke in opposition to item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors.

Cr Jackie Elliott left the meeting at 2:48 pm.

Cr James Cootes left the meeting at 2:48 pm.

Cr James Cootes returned to the meeting at 2:50 pm.

Cr Jackie Elliott returned to the meeting at 2:51 pm.

Tony Bevan spoke in opposition to item 8.1 – Kāpiti Gateway Project

Dale Evans, spoke in opposition to item 8.1 – Kāpiti Gateway Project and responded to questions from Councillors

George Hickton, Chair, Gateway Centre Project Governance Board spoke in support of item 8.1 – Kāpiti Gateway Project, and responded to questions from Councillors

SUSPENSION OF STANDING ORDERS

RESOLUTION CO2021/9

Moved: Mayor K Gurunathan

Seconder: Cr James Cootes

That Council suspend standing order 4.2 to extend the sitting time of this meeting beyond 6 hours to conclude items on the agenda.

CARRIED

The meeting adjourned at 3:13 pm and resumed at 3.27pm.

6 MEMBERS' BUSINESS

- (a) Public Speaking Time Responses
- (b) Leave of Absence
- (c) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)

7 MAYOR'S REPORT

There was no Mayor's report

8 REPORTS**8.1 KĀPITI GATEWAY PROJECT**

Natasha Tod and Darryn Grant presented the report, which was taken as read. Officers responded to questions from Councillors

Cr Cootes requested that the following be considered at a later date: that any future price increases to the operators are considered by the council via a staff report including feedback from any operators affected by the increases.

Cr Cootes requested that the following be considered at a later date: that any charges to the operators are deferred for year one to enable the assumptions to be tested and any impacts on operators evaluated.

Cr Jackie Elliott left the meeting at 4:04 pm.

Cr Jackie Elliott returned to the meeting at 4:06 pm.

Cr Gwynn Compton left the meeting at 4:12 pm.

Cr Gwynn Compton returned to the meeting at 4:13 pm

Cr Robert McCann left the meeting at 4:30 pm.

Cr Robert McCann returned to the meeting at 4:31 pm.

Councillors debated the resolutions

RESOLUTION CO2021/10

Moved: Deputy Mayor Janet Holborow

Seconded: Cr Jackie Elliott

78 That the Council notes that further work has been undertaken to consider feedback received, review and revise assumptions, assess options for financial sustainability and operating models.

For: Crs K Gurunathan, Janet Holborow, Angela Buswell, James Cootes, Jackie Elliott, Jocelyn Prvanov, Martin Halliday, Sophie Handford and Robert McCann

Against: Crs Gwynn Compton and Bernie Randall

CARRIED 9/2

CARRIED

RESOLUTION CO2021/11

Moved: Deputy Mayor Janet Holborow

Seconded: Cr Jackie Elliott

79 That the Council notes that further engagement with key stakeholders has been carried out.

For: Crs K Gurunathan, Janet Holborow, Angela Buswell, James Cootes, Jackie Elliott, Jocelyn Prvanov, Martin Halliday, Sophie Handford and Robert McCann

Against: Crs Gwynn Compton and Bernie Randall

CARRIED 9/2

CARRIED**RESOLUTION CO2021/12**

Moved: Cr Angela Buswell
 Seconder: Cr Sophie Handford

80 That Council acknowledges and thanks Kāpiti iwi, Te Ātiawa ki Whakarongotai and Ngāti Toa Rangatira, who have combined to gift the name 'Te Uruhi' to the proposed Kāpiti Gateway.

CARRIED**RESOLUTION CO2021/13**

Moved: Cr Robert McCann
 Seconder: Deputy Mayor Janet Holborow

81 That the Council approves to proceed with the Kāpiti Gateway project, Te Uruhi, and for the project to proceed in accordance with the project plan, noting that the operating model and functions will be confirmed as part of the detailed design phase

For: Crs K Gurunathan, Janet Holborow, Angela Buswell, James Cootes, Jackie Elliott, Sophie Handford and Robert McCann

Against: Crs Gwynn Compton, Jocelyn Prvanov, Martin Halliday and Bernie Randall

CARRIED 7/4**CARRIED****RESOLUTION CO2021/14**

Moved: Mayor K Gurunathan
 Seconder: Deputy Mayor Janet Holborow

82 That the Council approve to provide up to 50% funding for the Kāpiti Gateway project (\$2.23m)

For: Crs K Gurunathan, Janet Holborow, Angela Buswell, James Cootes, Jackie Elliott, Sophie Handford and Robert McCann

Against: Crs Gwynn Compton, Jocelyn Prvanov, Martin Halliday and Bernie Randall

CARRIED 7/4**CARRIED**

Cr Bernie Randall left the meeting at 5:52 pm.

8.2 ESTABLISHMENT OF THE WELLINGTON REGIONAL LEADERSHIP COMMITTEE

Natasha Tod presented the report which was taken as read, and officers responded to Councillor's questions.

RESOLUTION CO2021/15

Moved: Cr Jackie Elliott
Seconder: Cr Angela Buswell

That the Council:

Receive the Establishment of the Wellington Regional Leadership Committee Report.

Approve the Wellington Regional Leadership Committee Joint Committee Agreement (referred to in, and attached to, the Report) and the Council's entry into it.

Note there is an inconsistency in the Joint Committee agreement regarding the role of Raukawa ki Te Tonga for matters outside of the WRGF and that this will be resolved by the Joint Committee when it is formed.

Authorise the Mayor to sign, on behalf of the Council, the Joint Committee Agreement.

Note that the Joint Committee will adopt a Memorandum of Understanding which will set out the principles that guide the Joint Committee's work and the approach that the Joint Committee will take.

Appoint and establish the Wellington Regional Leadership Committee as a Joint Committee under clause 30(1)(b) of Schedule 7 of the Local Government Act 2002 on the terms set out in the Joint Committee Agreement and with effect from the date that the Joint Committee Agreement is signed by all local authority parties.

Appoint the Mayor to the Joint Committee, with effect from the date that the Joint Committee is established.

Appoint the Deputy Mayor as an alternate to be a member of the Joint Committee and attend meetings in exceptional circumstances where the Mayor is unable to attend.

Note that the Joint Committee is a Joint Committee of all of the local authorities that are parties to the Wellington Regional Leadership Committee Joint Committee Agreement and includes members representing iwi and the Crown.

Make the following delegations to the Joint Committee:

Approval of all plans and implementation programmes necessary to fulfil the specific responsibilities of the Joint Committee, including:

Wellington Regional Growth Framework and the Wellington Regional Growth Framework Implementation Plan

Regional Economic Development Plan

Regional Economic Recovery Implementation Plan

Approval of all submissions and advocacy statements necessary to fulfil the specific responsibilities of the Joint Committee.

Note that the Wellington Regional Strategy Committee is likely to be disestablished in the future, with the disestablishment process to be confirmed.

CARRIED

9 CONFIRMATION OF MINUTES**9.1 CONFIRMATION OF MINUTES****RESOLUTION CO2021/16**

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Sophie Handford

The minutes of the Council meeting of 28 January 2021 be accepted as a true and correct record.

CARRIED

10 PUBLIC SPEAKING TIME

- Covering other items if required
- Public Speaking Time responses

11 CONFIRMATION OF PUBLIC EXCLUDED MINUTES**12 PUBLIC EXCLUDED REPORTS****RESOLUTION TO EXCLUDE THE PUBLIC****PUBLIC EXCLUDED RESOLUTION CO2021/17**

Moved: Mayor K Gurnathan

Seconder: Deputy Mayor Janet Holborow

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
11.1 - Confirmation of minutes	<p>Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice</p>	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	or disadvantage, commercial activities	
CARRIED		

RESOLUTION CO2021/18
Moved: Deputy Mayor Janet Holborow
Seconder: Cr Jackie Elliott
That the Council moves out of a public excluded meeting.
CARRIED

The Council meeting went into public excluded session at 5.57.

The Council came out of public excluded session at 5.59.

The Council meeting closed at 5.59.

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CHAIRPERSON

10 PUBLIC SPEAKING TIME

- Covering other items if required
- Public Speaking Time responses

11 CONFIRMATION OF PUBLIC EXCLUDED MINUTES

Nil

12 PUBLIC EXCLUDED REPORTS

Nil