

From: [Kristy Rusher](#)
To: [lgoima](#)
Subject: FW: LGOIMA 579193 Warehouse Precinct - Extension of request
Date: Tuesday, 4 July 2017 02:10:28 p.m.
Attachments:

[image001.png](#)

From: Kristy Rusher
Sent: Tuesday, 4 July 2017 1:43 p.m.
To: 'Elizabeth Kerr'
Subject: RE: LGOIMA 579193 Warehouse Precinct - Extension of request

Hi Elizabeth,

Please see the responses attached in respect of your follow up questions.

We also advise:

- 1) There is no economic impact study;
- 2) Stages 1-4 are more clearly set out in the attachment;
- 3) See attached for information about inclusion in the LTP;

We believe that we have provided you with all the information requested, and we have now closed your request on this matter.

Regards, Kristy.

From: Elizabeth Kerr [REDACTED]
Sent: Tuesday, 25 April 2017 1:21 p.m.
To: lgoima; Arlene Goss
Cc: Elizabeth Kerr; Kristy Rusher; Sandy Graham
Subject: Re: LGOIMA 579193 Warehouse Precinct - Extension of request

Dear Arlene

I note that there are several issues arising from the DCC response below.

Being that Kristy and Sandy are both absent this week, as communicated to me by Sandy on Friday, I'm copying them for their file information.

The response is unsatisfactory.

Regards

Elizabeth Kerr
[REDACTED]

Sent from my smartphone network

----- Original message -----

From: lgoima <lgoima@dcc.govt.nz>
Date: 25/04/17 10:54 AM (GMT+12:00)
To: Elizabeth Kerr [REDACTED]
Subject: Extension of request

25-Apr-2017

Elizabeth Kerr
[REDACTED]

Dear Ms Kerr,

Official information request for: 579193, KERR, WAREHOUSE PRECINCT

I refer to your official information request dated 23-March-2017 for:

Does the DCC hold on file any recent estimate or analysis (within the last 5 years) of 1. the number of individual businesses, 2. the number of workers, 3. the number of apartments (permanent and short stay), and 4. the number of residents or households in the area known as the Warehouse Precinct (which includes those street areas already budgeted for amenity improvements such as Bond St and the laneway off Bond St running parallel to Princes St with two minor alleyways onto Bond St).

The Local Government Official Information and Meetings Act requires that we advise you of our decision on your request no later than 20 working days after the day we received your request. Unfortunately, it will not be possible to meet that time limit and we are therefore writing to notify you of an extension of the time to make our decision, to 23-May-2017.

This extension is necessary because your request necessitates a search through a large quantity of information and meeting the original time limit would unreasonably interfere with our operations.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Governance Support Officer
Dunedin City Council
50 The Octagon, Dunedin; P O Box 5045, Moray Place, Dunedin 9058, New Zealand

Telephone: 03 477 4000



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REQUEST

Does the DCC hold on file any recent estimate or analysis (within the last 5 years) of

- 1. the number of individual businesses*
- 2. the number of workers*
- 3. the number of apartments (permanent and short stay), and*
- 4. the number of residents or households in the area known as the Warehouse Precinct (which includes those street areas already budgeted for amenity improvements such as Bond St and the laneway off Bond St running parallel to Princes St with two minor alleyways onto Bond St).*
- 5. Can DCC provide official information (facts or estimates) to confirm or deny the above claim/opinion – in order to justify the continuing programmed spend for the Warehouse Precinct (stages 2 & 3).*
- 6. Any further DCC amenity and infrastructure spend associated with the proposed redesign of SH1 through the area to Queens Gardens, in order to accommodate any NZTA project for same (such as reinstating two-way streets).*

RESPONSE

Q 1- 4 Data relating to numbers of households and workers etc. (Questions 1-4)

Census data (2013) is publicly available via <http://www.stats.govt.nz/> providing data on numbers of people resident within the Warehouse Precinct.

Rates data

Council's rating data showing the ratio of commercial to residential properties within the warehouse precinct for each of the past five years is reproduced below. The ratio of residential properties to commercial properties has increased over the past five years.

Rating Year	Commercial	Residential
2012	58	27
2013	58	27
2014	61	41
2015	61	42
2016	62	42
2017	65	53

NB: Because the Council's rating system only contains details of current properties, the rating information is only in relation to those. There will be properties in existence five years ago that don't exist now through normal subdivision processes. For example one property may have been subdivided into two or more new ones. In the property and rating system the old property gets ended and two or more new ones get created in its place. Therefore the data shows the proportion of properties that are commercial / residential each year, rather than providing a comparison between years.

Building consents data

Building Consents issued for the past 5 years and the value of the work are summarised below:

Year	Number of Building consents issued	Value of work
2012	11	\$1,835,120
2013	13	\$8,411,700
2014	8	\$10,431,000
2015	11	\$2,452,000
2016	13	\$5,247,000
2017 (to March)	1	\$12,000
Total		\$28,388,820

The total value of work over the past five years, relating to these consents, is \$28,388,820.

Programmed spend on Warehouse Precinct (Q5).

The DCC has to date spent approximately \$1.2 million on Stage 1 of Warehouse Precinct upgrades, compared with the significantly larger figure above spent on the same area from Dunedin's private sector. Warehouse Precinct regeneration has been driven financially by the private sector and only partly by DCC project spend. By end of the 2017/18 financial year, the DCC plans to spend a further \$1.85 million on Stages 2, 3 and 4 of Warehouse Precinct upgrades (see map below).

Further planned spend relating to redesign of State Highway 1 (Q6)

The DCC has no current plans for the redesign of SH1 within the Warehouse Precinct area, although it does maintain an active interest in revisiting the conversation with NZTA about reinstating two-way traffic along Crawford St.

REQUEST:

Please elaborate and or provide any reports that were completed by staff or consultants to justify the 4-stage budget spend via its inclusion in the Long Term Council Community Plan / Annual Plans (LTP/AP).

RESPONSE:

On 9 January 2012, MWH presented a methodology for completing a project feasibility report for the *Strategic Corridor: Warehouse Precinct Improvements* project.

On 24 January 2012, report entitled *Citywide Amenity Upgrades and Draft Central City Plan* was presented by City Development Manager and Policy Planner (Heritage) to the Council (https://www.dunedin.govt.nz/_data/assets/pdf_file/0007/235762/ma_council_r_amenityup_grade_2012_01_24.pdf). Summary as follows:

This report discusses the Citywide Amenity Upgrades capital budget and the implications of the Draft Central City Plan. The report presents estimated costs and a potential prioritisation and forward programme of capital works for Citywide Amenity Upgrades. Two options for funding the Citywide Amenity Upgrades are presented.

1. Re-instate the Citywide Amenity Budget for the 2012/2013 - 2014/2015 years. This will enable the ten-year staged implementation of Central City Plan initiatives and suburban/rural centre improvements programme to commence.
2. Defer the Citywide Amenity Budget until 2015/2016. This option would mean no upgrade work could take place in the central city or in any suburban/rural centres until 2015/2016.

We note that from year three of the programme (2014/15 in Option 1 or 2017/18 in Option 2) there is an unfunded component of the draft programme and either the programme timing or funding will need to be reviewed. Options related to this decision are not presented at this stage. It is proposed to defer this decision until a later Annual Plan, for a discussion on the desired size and scope of amenity upgrades at that time.

In March 2012, MWH released a *Project Feasibility Report* for the *Strategic Corridors: Warehouse Precinct Improvements* project.

On 15 May 2012, report entitled *Warehouse Precinct Plan* was presented by the Transportation Planning Manager to the Planning and Environment Committee (https://www.dunedin.govt.nz/_data/assets/pdf_file/0006/264066/ma_council_r_warehouse_2012_05_15.pdf). Minutes for this meeting – with Council decisions – can also be found online (https://www.dunedin.govt.nz/_data/assets/pdf_file/0011/269840/ma_aphear_minutes_2012.pdf). Summary of report as follows:

The report presents the results of the Warehouse Precinct Plan Feasibility Study for consideration by the Council (Attachment 1). The Council and the New Zealand Transport Agency have been working in partnership to complete this investigation, which considers the impacts on the transport system of the removal of the one-way system south of Queens Gardens and the reconfiguration of the roads to take two-way traffic. The report addresses only the feasibility of the proposal. It does not advocate for or against the proposal.

The report shows that the changes are technically feasible. Modelling out to 2041 showed that the option offers overall network efficiency improvements with no loss of level of service at any particular intersection or link. It results in a significant reduction in vehicle volumes on Crawford Street which allows the opportunity for the development of the Warehouse Precinct and Queens Gardens. It also offers a definite improvement in facilities for cyclists. The preliminary economic analysis showed that the project benefits are expected to be approximately three times greater than the project costs.

On 20 November 2012, report entitled *Warehouse Precinct Parking Review* was presented to the Executive Management Team. Summary as follows:

The report presents options for parking changes within the Warehouse Precinct. The options are from recommendations from the Dunedin Warehouse Precinct Parking Study prepared by Abley Transportation Consultants based on existing land uses and Council's intention to further develop the area as a mix of residential, business and commercial uses. The report presents advantages and disadvantages for each option, and recommends that EMT approve both options for consultation. Consultation on the parking changes will be included in the overall consultation on the wider Warehouse Precinct Plan, being co-ordinated by City Development.

On 15 February 2013, MWH presented a memorandum to provide additional information about the project profile for the *Strategic Corridors: Warehouse Precinct Improvements* project, to be read in conjunction with the *Project Feasibility Report*.

On 5 March 2013, report entitled *Warehouse Precinct Revitalisation Plan* was presented by Acting Urban Design Team Leader to the Planning and Environment Committee (https://www.dunedin.govt.nz/_data/assets/pdf_file/0018/309213/mar_pe_r_warehouse_2013_03_05.pdf). Summary as follows:

Over the last seven months, staff have been working on a long-term Warehouse Precinct Revitalisation Plan, including a proposed Final Concept Plan for physical amenity improvements in 2012/13 to be funded from the \$500,000 Long Term Plan allocation. Public feedback on both components of the Plan has been received and a number of minor changes have been made.

This report discusses the long-term Warehouse Precinct Revitalisation Plan and the Final Concept Plan, which focuses on the Vogel Street area for implementation in 2012/13. It outlines and summarises the consultation undertaken as part of this process and seeks endorsement to move to detailed design and implementation phases.

On 8 April 2013, Council approved the *Warehouse Precinct Revitalisation Plan* (<http://www.dunedin.govt.nz/your-council/council-documents/policies/warehouse-precinct-revitalisation-plan>).

In Section 2 (pp. 137-140) of the *Long Term Plan 2012/13 - 2021/22 and Annual Plan 2012/13* document (http://www.dunedin.govt.nz/_data/assets/pdf_file/0009/271458/Section-2.pdf), the following items can be found relating to Warehouse Precinct work within Central City Plan budget planning:

p. 137:

The Council has included the following previously unfunded items in the Long Term Plan (2012/13-2021/22):

Central City Plan

Following consideration of submissions on the draft Long Term Plan, the Council resolved to initiate work on the Central City Plan in 2012/13 by making funding available for the following project elements:

- Provision of a short term amenity implementation budget to leverage the private investment underway and to create a compelling physical space (\$500,000 capital expenditure for 2012/2013 only)
- Funding for further investigation into roading changes in order to leverage future NZTA funding for the project (\$80,000 operating expenditure for 2012/13 only)
- Funding to facilitate the re-use of buildings in the precinct (\$70,000 operating expenditure for 2012/2013 only)
- Council officers are instructed to work with building owners and key stakeholders in the Warehouse Precinct to investigate the development of a "Business Improvement District" in the area to fund further future amenity enhancements
- Council officers are instructed to develop a policy for council consideration for heritage building that guarantees maintaining existing rates levels for a set time period for building owners who invest in earthquake strengthening and building re-use, to ensure capital improvement does not act as a disincentive.
- A Central City Plan Steering Group is to be formed to report back to Council on a revised Central City Plan implementation plan for the Annual Plan deliberations in 2013/2014.

p. 139:

The draft Central City Plan also includes a revitalisation plan for the 'Warehouse Precinct' south of Queens Gardens which is currently much less vibrant than other parts of the city. The revitalisation plan aims to turn this area into a bustling hive of creative industries and central city living.

As well as management and planning changes the draft Central City Plan proposes a programme of physical improvements and changes, staged over a ten-year period. These include:

- Reinforcing the George Street Retail Precinct as Dunedin's main retail area through improvements to the pedestrian environment
- Improving the appearance of streets in Bond Street and Vogel Street to recognise growing residential and business activity in the area
- The potential two-waying of Crawford Street and Cumberland Street
- Enhancing Queens Gardens and Exchange Square as public spaces and improving connections with surrounding areas
- Upgrade of the Octagon to better reflect its role as the central city's most important public open space
- Improving the appearance of Princes Street and south Princes Street to encourage a flourishing arts precinct and increased investment in the area
- Creating more attractive small public spaces throughout the central city as places to spend time and relax.

At this stage no specific designs or concepts have been proposed. These would be developed and consulted on individually as projects are implemented.

The Council has resolved to initiate work on the Central City Plan in 2012/13 by making funding available for the project elements described on page 137.

p. 140:

City Amenity Upgrades

In the past ten years the Council has carried out urban amenity upgrades for St Clair and parts of the central city including the Octagon and Exchange area as well as a range of minor improvements. Most recently a retail centre revitalisation has been completed in South Dunedin. The work carried out in this programme includes improvement of pedestrian crossings; traffic calming; parking design and management; cycling infrastructure; planting of street trees; installation of paving, seats and other streetscaping; creation of pocket parks or improving links to neighbourhood reserves, installation of rubbish bins, toilets, water fountains and other amenities; signage; public art; and gateways and other treatments to build identity. Providing high levels of amenity, safety and making city and suburban areas more attractive to people, attracts business in the area and creates higher levels of activity and vibrancy.

For the next ten years it is proposed to focus citywide amenity upgrades on the central city and other activity centres to ensure the social and economic success of centres. This will be achieved by ensuring that the centre provide and support an appropriate range of services and activities, create a place for social interaction and a focal point for the community. A ten year programme of work has been developed for the following areas of activity:

- The central city: this work is described in the draft central city plan
- The principal suburban centres: Mosgiel, South Dunedin, Green Island and Port Chalmers
- Suburban centres: Caversham, Gardens, Mornington, North Dunedin and Roslyn
- Neighbourhood centres: Terminus (Shiel Hill), Brockville, Forbury, Maori Hill, Musselburgh, Kaikorai North, Hillside, Larnach, Corstorphine, Mosgiel South, Brighton, Macandrew Bay and Wakari
- Rural Centre: Middlemarch, Waikouaiti, Outram and Waitati
- Destination Centres St Clair, Portobello

The budget for Citywide amenity upgrades has been deferred to 2015/16 resulting in a delay of three years to the planned work programme.

On 14 April 2014, report entitled *Warehouse Precinct Revitalisation Plan Amenity Improvements Works* was presented by Acting Urban Design Team Leader to the Council (https://www.dunedin.govt.nz/_data/assets/pdf_file/0003/415308/ma_council_r_2014_04_14_WarehousePrecinct.pdf). Summary as follows:

The first section of staged amenity upgrade works is currently underway in Vogel Street. As a result of the lowest tender being much higher than the cost estimate and a number of unforeseen additional works required during construction it appears that one further section of these works may need to be deleted to remain in budget. This report presents options for Council to consider, including allocating funding from any year end surplus to completing this stage of the works.

Relevant Council decisions on the Warehouse Precinct from this 14 April 2014 report:

- That a further \$20,000 from the Transportation Operations budget underspend be allocated to the project for additional work at the northern Bond Street section, as decided by the Acting Urban Design Team Leader. (CNL/2014/021)

- That Council approve Option 2 (northern Bond Street section to be included in the works currently underway, as originally planned at a cost of \$60,000) for additional funding related to Section One of the Warehouse Precinct Revitalisation Plan amenity upgrade. (CNL/2014/021)

On 18 May 2015, report entitled *Adoption of the Central City Plan* was presented by the City Development and Transport Departments to Council (https://www.dunedin.govt.nz/_data/assets/pdf_file/0018/500445/Item-4-Adoption-of-the-Central-City-Plan.pdf). Executive summary as follows:

1. This report discusses the development of the Central City Plan and provides a completed Central City Plan for the Council to consider and adopt.
2. The Dunedin Central City Plan is designed to guide development of the central city area for the next 10-15 years. It establishes a vision for the central city area and an integrated series of initiatives and changes designed to work towards this vision. The vision is aspirational and aims to support the city's goal of becoming "one of the world's great small cities". It seeks to create a central city space that is vibrant and compelling, safe and accessible, environmentally sustainable and a hub for the community and economic activity. The Plan aims to assist in the creation of a compelling and memorable city centre.
3. The report recommends adopting the Central City Plan, subject to any changes or amendments the Council would like to make.

The following DCC website links may provide additional useful information:

http://www.dunedin.govt.nz/_data/assets/pdf_file/0014/571001/Contract-6295-Jetty-Street-Pedestrianisation-Design-and-Building-10-August-2016.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0019/222607/Urbanismplus-Dunedin-Central-City-Framework-Appendices.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0005/222584/Urbanismplus-Dunedin-Central-City-Framework-Section-6.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0008/222569/Urbanismplus-Dunedin-Central-City-Framework-Section-1.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0004/222574/Urbanismplus-Dunedin-Central-City-Framework-Section-5.2.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0019/222571/Urbanismplus-Dunedin-Central-City-Framework-Section-3.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0018/222570/Urbanismplus-Dunedin-Central-City-Framework-Section-2.pdf

http://www.dunedin.govt.nz/_data/assets/pdf_file/0015/331008/Section-3-Funding-Impact.pdf