

## Tuesday 10 May 2016 Annual Plan Hearings

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10:30	459	Arie Moore	Lyall Bay Surf Life Saving Club Inc	126
10:40	460	Chris McDonald and Morten Gjerde	Victoria University, School of Architecture	130
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12:25	511	Sharon Ellis	Individual	145
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20 April 2016

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 Wellington City Council  
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**Annual Plan 1916/17  
 Submission on behalf of Waterfront Watch inc**

We wish to be heard in support of this submission.

**Capital Works Programme**

This submission relates to two components of the Capital Works Programme:

**8. Frank Kitts Park upgrade**

Frank Kitts Park plays an important role in the city as a gathering place and site for waterfront events. The park was completed in the 1980s, with a design aimed at allowing spectators to safely watch the annual waterfront street car race that ran at the time.

The Council is proposing to redevelop the park, re-orienting its focus towards the harbour and including a long planned Chinese Garden. The park will keep large areas of open lawn, along with a much improved children's play area.

The redeveloped park is due for completion in 2018 and will cost \$5.5 million during 2015/16 and 2016/17. The redevelopment will create a more diverse and attractive harbour-front space, suitable for a range of uses including events, walking, relaxing and play.

Waterfront Watch remains opposed to the Council's intention to "upgrade" Frank Kitts Park. We appreciate that the project is subject to an advertised resource consent hearing, but the questions that can be considered under the Resource Management Act are limited to the direct effects of the proposal.

In our view:

- a) The project would destroy the amphitheatre which is very well used
- b) There are better locations for the Chinese garden.
- c) The project is a waste of money.

These concerns need to be addressed as political questions by elected Councillors. They cannot be considered through the resource consent process.

Our reasons for opposing the work are:

- Because the amphitheatre provides shelter from the Northerly wind and provides extensive seating, it is well used by people enjoying their lunch either on the lawn or on the harbour side against the wall, and by groups including visiting school children. The proposed flat lawn would be totally exposed to wind, whether Northerly off the harbour or Southerly.
- The location proposed for the Chinese garden would remove one of the Waterfront's main thoroughfares. At the end of each working day there is a constant stream of people walking from Stuart Dawson's corner, across the Quay to the Waterfront Promenade using the wide pathway across Frank Kitts Park aligned with Williston St. How does the removal of this path comply with the "Pedestrians First" principle in the Waterfront Framework?
- Frank Kitts Park is an inappropriate place to locate a Chinese garden. There is no reason to locate the garden on the Waterfront where it would compete with other demands on the limited space, block views, lock off an area from public access at night, and has no connection with the harbour. The "Garden of Beneficence" would be close to six lanes of traffic and adjacent to a park used for many noisy activities including concerts. There are more appropriate places in the city where a Chinese garden could be located. It would work well if it were associated with the proposed new Chinese Embassy in Rugby St, between Government House and Pukeahu Memorial Park. If it must be on the Waterfront, a location has already been agreed within the transition zone of Waitangi Park.
- While improvements to the children's playground would be welcome, we are concerned that many of the best features of the existing play area would be lost. Also, we have had no assurance that the new location would not be in the shadow of the Events Centre building.
- The cost of the planned makeover is excessive. We are constantly being told that commercial buildings must be allowed on the Waterfront in order to pay for the development of the public space. (This despite an agreed Principle stated in the Waterfront Framework that "Public space development does not depend for funding on commercial development".) If this money is not wasted on changing Frank Kitts Park, perhaps we could have one less building taking open space away from the Waterfront.

### 13. North Kumutoto public space

The North Kumutoto precinct is located around the entrance to the car and motor home park area at the corner of Whitmore Street and Waterloo Quay. This area is north of the Meridian building and south of the Shed 21 Apartments.

There is a preliminary design proposal for a building on Site 10 and the associated development of public space, subject to the following design issues being taken forward:

- undertake wind effect investigation, so it can inform planning and location of shelter for public open space users
- undertake shade diagrams, so these can inform planning and location of shade for public open space users
- continue to seek input from iwi and the Council's Accessibility Advisory Group
- ensure that the Creative Business Hub feature is retained as the building design is developed
- ensure that issues of vehicle and pedestrian movement, lighting and safety are addressed.

Waterfront Watch participated last year in the resource consent hearing relating to the Site 10 building and the surrounding open space. We are pleased to see that a work program is proposed to address some of the design issues that are of concern to us. Again, issues of these types could not have been addressed through the consent hearing process. Waterfront Watch would like to have opportunities to contribute to finalizing the plans.

Commenting on the design issues identified in the Annual Plan as still to be taken forward:

- We support additional work being done to mitigate the wind and shade effects that the proposed building will have on the surrounding public spaces. This issue received a lot of attention at the hearing and was not satisfactorily resolved. One question that concerned the Environment Court was their inability to require wind mitigation measures if they needed to be sited outside the construction site.
- The proposed work plan commits the Council to "continue to seek input from iwi and the Council's Accessibility Advisory Group". Waterfront Watch would like to be included in this. We must express our continuing frustration at being sidelined by the Council. This despite the strongly worded comments of the Environment Court in its decision upholding our objection to Variation 11 in which they said, among other comments:
  - = "Given the history of this particular organisation [Waterfront Watch] in the planning of the Wellington waterfront we find it rather extraordinary that the council chose not to consult it. .... Engagement with Waterfront Watch would have informed the Council of matters clearly missing from its own analysis, as we have come to learn through this hearing ..." (para 131)

= “While consultation was undertaken to meet the statutory minimum, a key party to the formulation of waterfront policy [Waterfront Watch Inc] was excluded from consultation.” (para 140(b))

Even these rebukes by the Court have not resulted in any discernable change in the Council’s willingness to listen to the views of the public regarding the Waterfront outside of our statutory rights to appeal to the Environment Court. We have been told that the criticism expressed in the Court’s decision has not even been discussed within the Council.

- We are pleased to see that efforts are going to be made to retain the proposed “creative business hub” during the development of the building design. It should be noted, however, that there is no mechanism within the resource consent process to ensure that this feature is retained after the building is completed.
- It is pleasing to note that the plan includes more work on vehicle and pedestrian movements. Again, this was not satisfactorily addressed at the resource consent hearing. At that stage the design would have allowed vehicles to access almost all of the open space at Kumutoto, shared with cyclists and pedestrians. In particular, the gates at the Whitmore Street intersection were proposed to remain open, allowing cars to continue entering the Waterfront from Customhouse Quay, traversing the new Plaza and driving the full length of the lane past Sheds 11 & 13 to enter the underground carpark at Queens Wharf.

A proper traffic study will identify that the carpark and buildings could be readily accessed using only the entrances at Brandon Street and Bunny Street. The Whitmore Plaza would then be free of vehicles in line with the “Pedestrian First” principle of the Waterfront Framework. No evidence was available to the Environment Court hearing to indicate that any study of existing traffic movements had been carried out, or that any effort had been made to reduce the impacts of vehicle movements on other users of the Waterfront. Again, Waterfront Watch would like opportunities to contribute the final design of this area.

- We are pleased that the Council has adopted the suggestion from the Environment Court and abandoned any proposal for a building on Site 8. The area is now to be incorporated into the landscaped public open space. However Site 9, the future of which is awaiting the possible receipt of a commercially and environmentally acceptable proposal for a building on the tight area, is slated to remain indefinitely as carpark. Waterfront Watch asks that the Council extend the planned landscaping to include this area.

Throughout the hearing on the proposed Site 10 building there was universal condemnation of the existing “unattractive, at-grade parking” at Kumutoto. The Waterfront Framework suggests the retention of some parking on the Waterfront, but only as needed to meet the demands of Waterfront users.

The continued use of the Waterfront to provide commuter carparking cannot be justified. The difficulty of removing supposedly temporary parking is evident at Waitangi Park, in the “transition” zone near Te Papa and in the area between Clyde Quay Wharf and the Dockside Apartment building, where no decision has been taken to recombine the areas with Waitangi Park – they were both included within the boundary of the original park design competition area – despite the absence of any viable plans for buildings on the sites. The large areas of sealed, at-grade carparking could have been avoided if the proposal put forward by Waterfront Watch to the resource consent hearing, that the areas be laid in grass pending approval of any buildings, had been adopted.

We ask that the same philosophy be applied to Site 9 at Kumutoto, so it is landscaped pending a decision on any possible building. If necessary, the amount proposed to be budgeted for landscaping the area may need to be adjusted, preferably by reallocation of funds budgeted for changing Frank Kitts Park.

Patrick McCombs  
President  
Waterfront Watch Inc

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Wishes to be heard:

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

Correspondence to:

- Submitter  
 Agent  
 Both

**Submission**

# Low-carbon capital

1. Do you support Wellington City Council's aspiration to be the "low-carbon capital"?

- strongly support  
 support  
 neutral  
 oppose  
 strongly oppose

Comments

It is good to see vision for a Low Carbon capital, with planning that will increase cycle-ways, electric charging stations, higher density building, ongoing smart energy challenges and phasing out minimum parking requirement. I like the statement 'acting to reduce emissions helps the city as a whole' P.6. When setting emission targets we need to keep mindful of: If we don't meet said targets, we will get further behind, and the damage to infrastructure, roads, seawalls, and coastline property will require further council funds and no doubt fossil fuel construction emissions to repair. Hence the targets are only realistic if we stick to them every year. The changing situation (as outlined by scientific consensus) and the need to adjust our targets if changing climate and sea-level rise predictions worsen. With this in mind I would like to recommend the following action points from WCC: Adoption of a reliable means of being accountable for set targets, preferably carried out by a non-WCC expert body. This is to help ensure WCC doesn't continues miss it's targets as occurred 2013, when the target of 3% reduction resulted in a 1.5% increase in emissions. (p.15 Draft annual plan). Investigation of why this occurred needs to be undertaken, and addressed. (p.12 Draft annual plan) states 'Whilst we implemented or completed nearly every action point in the 2013-15 Climate Change Action Plan we still failed to meet our targets. This implies that our targets were not sufficiently linked to the actions that were chosen'. Given the accelerated climate change we are currently seeing, all targets should be checked with scientific experts, and the 2020 target is dubious. WCC have changed the base year to 2014/15 (previously 2003). This seemingly is used to justify a change from the original 40% 2020 target to the new 10-15% 2020 reduction. However emissions only dropped by 1.8% between 2000/01 and 2014/15, so we have 4 years to make up

the 38.2% reduction to meet the 40% target that was set. So let's target 38.2% reduction by 2020. If we never try to make up for the missed targets, it's like a dieting person reducing their target weight loss after every failed dieting week. Emissions need to be honest so inclusion of International aviation and agriculture are essential (much produce consumed by Wellingtonians is grown elsewhere and transported to Wellington). Domestic aviation was 17.5% of emissions (2010) and 19% (2015), but didn't include international, which stats show international travel rose by 11% in 2015/16. We are told there is no data, so let's get some. The Council's disproportionate support of the Wellington airport runway extension also flies in the face of a plan to have a low-carbon capital. All forecasts and the cost benefit analysis are based on increased international flights, not a reduction for not flying via Auckland or Christchurch. Other issues, such as bad economics, safety concerns or the local environmental impacts aside, if the Council is serious about becoming low-carbon, it simply cannot support this runway extension. A team of people dedicated to working with the community to provide accurate data, and positive options for Wellingtonians to contribute at a personal, local and national level to slow the rate of climate change. People need to be assisted to move from a mindset of unfettered consumerism and waste production, toward the real environmental cost of purchases, activities and waste. Making a difference to the transport emissions will only happen if there is an urgent change in people's attitudes, expectations and behavior. An example may be a move toward more skype conferences rather than air travel where travelling is not essential. WCC to fully commit to divesting from fossil fuels in their own investment portfolio, in order to take a stand against Fossil fuel exploration and extraction. The books of Fossil fuel companies already have 5 times the amount of Fossil fuels capable of raising the global temperature by the critical two degrees. Dunedin City Council has already made the commitment to this, and we understand is currently being considered by Auckland Council. Real Incentives be devised this year (not over the next 2 years as stated on p.25) for people to build sustainably, to reduce wastewater and waste. Incentives should also be in place for decreasing vehicle usage and fostering cycling, walking and using public transport. Public transport should be significantly cheaper than car travel... at present many journeys are actually cheaper in a car. Whilst the plan quotes that one fifth of all vehicles should be electric by 2030 if we wish to keep 2 degree limit, developed countries ought to make the switch more quickly, as developing nations have less capacity to do so, and growing populations. Perhaps as cars come up for replacement, there should be more incentive/compulsion to replace with electric. WCC work with regional council to put more effort and funding into creating a reliable, affordable public transport system including a green alternative to diesel buses. There needs to be a faster system to get across town than the half hour crawl up Lampton Quay, along Courtney place. Further exploration of the benefits of light rail, and avoidance infrastructure that may preclude it's development as an option in the future Further separate bus lanes could be another alternative. Better and safer Cycle routes for getting across town, especially East to West and South to North, considering separation from vehicles. Allowance for bikes on train at peak hours, given that many people use a bike for the trip between train and workplace. WCC to work together with existing groups who have expertise in these areas. Copenhagen for example has converted some roads to one way, with the other lane being used as a bi-directional cycle-way. Actively discourage induced traffic by opposing the building of further motorway infrastructure within the city, and provide appropriate park-and-ride facilities on the city's outskirts to encourage private vehicle users entering the city by motorway to park outside the inner city and use public transport or active modes within the inner city Relinquish the airport extension plan as it runs counter to reducing emissions. No figures have been provided to back up the notion that somehow this plan will reduce emissions, but there are projected figures that indicate the opposite (2014 URS greenhouse gas report). If you add international flights but don't decrease domestic how does that result in decreased emissions. Surely overseas visitors will wish to visit Christchurch or other centres whilst holidaying here. We should be encouraging people to begin reducing their air-travel not making it easier for them. Air travel is usually the largest emission source for the individual if they make one overseas flight to London equivalent per year. The climate change initiatives must not work in isolation, but be supported by other arms/policies of council. The airport runway extension team, for instance, need to be working with the climate change team. See P13: Action on climate change mitigation and adaptation makes sense economically as well as environmentally. Further thought also needs to be given to the needs for adaptation. How is coastal-lying infrastructure and residents being prepared for future changes.



2. Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?

- Yes  
 No

If not, what else could be done?

Do not support the airport extension!

---

3. Do you agree with the recommended emission reduction targets for the city?

2020: 10 percent reduction

2030: 40 percent reduction

2040: 65 percent reduction

2050: 80 percent reduction

- Yes  
 No

Comments

But not if the baseline keeps getting moved, then it's meaningless!

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## Urban Development Agency

Should the Council establish an Urban Development Agency to:

4. lead and co-ordinate the regeneration of strategic parts of the city?

- Yes  
 No
- 

5. parcel land together and increase the supply of affordable housing?

- Yes  
 No
- 

6. deliver large-scale Council developments?

- Yes  
 No
- 

7. demonstrate good practice in housing development urban design and sustainability?

- Yes  
 No
- 

8. take a leadership role in areas where earthquake-prone building issues are preventing a timely

market response?

- Yes  
 No

Comments

## Food Act fee changes

9. The Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. Do you support this approach?

- Yes  
 No

If not, what is your preferred approach?

## Zealandia Governance

10. Do you support the Trust Board's proposed governance arrangements, which would define Zealandia as a Council-controlled organisation?

- Yes  
 No

If not, what should happen to the governance of Zealandia?

11. Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?

- Yes  
 No

If not, how should the Trust's balance sheet pressures be addressed?

## Kilbirnie Business Improvement District

12. Do you support the use of a targeted rate for the Kilbirnie Business Network to be able to fund the establishment of their BID?

- Yes  
 No

If not, how should the BID be funded?

## Other Initiatives

13a. Councillors have proposed a number of initiatives to be considered for funding in 2016/17.

Do you agree the Council should fund this initiative in 2016/17? Yes No

Lyall Bay Foreshore Resilience Plan

Toitu Pōneke Sports Hub	<input type="radio"/>	<input checked="" type="radio"/>
Ngauranga to Airport – minor capital projects	<input checked="" type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input checked="" type="radio"/>	<input type="radio"/>
Community Grants changes	<input checked="" type="radio"/>	<input type="radio"/>
New Outdoor Events Series	<input checked="" type="radio"/>	<input type="radio"/>
Toi Pōneke support	<input type="radio"/>	<input type="radio"/>
Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input type="radio"/>

13b. Is this one of your top five preferred initiatives?

Initiatives	Yes	No
Lyllall Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input type="radio"/>
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Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input type="radio"/>

14. If you think the Council should continue to limit rates increases to the 3.6 percent stated in the LTP, where should we find the savings?

Comments

## Private wastewater pipes (laterals)

15. Should the Council take responsibility for the maintenance and renewal costs of private wastewater connections in the road reserve?

- Yes
- No

Comments

Other issues/ matters or general comments

Comments

### Who are we reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male  
 Female
- 

My age is

- under 18 years  
 18-29 years  
 30-39 years  
 40-49 years  
 50-59 years  
 60 years or older
- 

Have you ever made a submission on a draft annual plan before?

- Yes  
 No
- 

Which best describes you?

- Residential ratepayer  
 Commercial ratepayer  
 Residential and commercial ratepayer  
 I rent  
 Other
- 

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European  
 Māori  
 Samoan  
 Cook Island  
 Tongan  
 Niuean  
 Chinese  
 Indian

Other (such as Dutch, Japanese, Tokelauan, Somali)

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Attached Documents

File
Annual Plan 2016/17 Consultation

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Wishes to be heard:

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

Correspondence to:

- Submitter  
 Agent  
 Both

**Submission**

# Low-carbon capital

1. Do you support Wellington City Council's aspiration to be the "low-carbon capital"?

- strongly support  
 support  
 neutral  
 oppose  
 strongly oppose

Comments

Unless we get this one right, nothing else really matters, because over time, problems related to climate change will dwarf any other problems that Wellington has. It can only get worse over time and the longer we leave it, the harder and more expensive it will be.

2. Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?

- Yes  
 No

If not, what else could be done?

But they don't go far enough. Climate change is non-negotiable and is totally dictated by the laws of physics and chemistry. We only get one go at this and they only measure is how much greenhouse gases we are emitting in to the atmosphere.

3. Do you agree with the recommended emission reduction targets for the city?

2020: 10 percent reduction  
 2030: 40 percent reduction  
 2040: 65 percent reduction  
 2050: 80 percent reduction

- Yes  
 No

#### Comments

Targets mean nothing unless there is an absolute plan to lower emissions at the targets outlined, and that plan is absolutely implemented. It is therefore vital to have an accurate measuring and communication strategy. It is also important to manage expectations. That people in Wellington know that there is no easy answer, and the kind of change that are needed from people, both in attitude and behavior.

## Urban Development Agency

Should the Council establish an Urban Development Agency to:

4. lead and co-ordinate the regeneration of strategic parts of the city?

- Yes  
 No

5. parcel land together and increase the supply of affordable housing?

- Yes  
 No

6. deliver large-scale Council developments?

- Yes  
 No

7. demonstrate good practice in housing development urban design and sustainability?

- Yes  
 No

8. take a leadership role in areas where earthquake-prone building issues are preventing a timely market response?

- Yes  
 No

#### Comments

In order to address transport emission, people need to be able to live close to the city. The council should encourage this before anything else.

## Food Act fee changes

9. The Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. Do you support this approach?

- Yes  
 No

If not, what is your preferred approach?

## Zealandia Governance

10. Do you support the Trust Board's proposed governance arrangements, which would define Zealandia as a Council-controlled organisation?

- Yes  
 No

If not, what should happen to the governance of Zealandia?

Also, the previous board members, who made these appalling decisions should be publicly held to account. It is ratepayers who are paying for the mistakes of this board and I believe we deserve to know who they are and have an assurance that they will not be put into positions of power again.

11. Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?

- Yes  
 No

If not, how should the Trust's balance sheet pressures be addressed?

Once again, the people responsible for the design and borrow to build this underused and over capitalised building should be the ones working out how to balance the balance sheet, not the ratepayers. If the council owns it, the tax payer will have to continually put money.

## Kilbirnie Business Improvement District

12. Do you support the use of a targeted rate for the Kilbirnie Business Network to be able to fund the establishment of their BID?

- Yes  
 No

If not, how should the BID be funded?

I don't know enough about this to have an opinion

## Other Initiatives

13a. Councillors have proposed a number of initiatives to be considered for funding in 2016/17.

Do you agree the Council should fund this initiative in 2016/17? Yes No

Lyall Bay Foreshore Resilience Plan

Toitu Pōneke Sports Hub

Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input type="radio"/>
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13b. Is this one of your top five preferred initiatives?

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Middleton Road	<input type="radio"/>	<input checked="" type="radio"/>
Council art collection	<input type="radio"/>	<input checked="" type="radio"/>

14. If you think the Council should continue to limit rates increases to the 3.6 percent stated in the LTP, where should we find the savings?

Comments

For Wellington to reach its lowering of emissions targets, it is going to take money. I therefore believe that rates need to be whatever it takes to do this.

## Private wastewater pipes (laterals)

15. Should the Council take responsibility for the maintenance and renewal costs of private wastewater connections in the road reserve?

- Yes  
 No

Comments

Other issues/ matters or general comments

Comments

### Who are we reaching

You don't have to complete this section but this information helps us to know who we are reaching



(Note: the information you provide is open to public view.)

I am

- Male  
 Female
- 

My age is

- under 18 years  
 18-29 years  
 30-39 years  
 40-49 years  
 50-59 years  
 60 years or older
- 

Have you ever made a submission on a draft annual plan before?

- Yes  
 No
- 

Which best describes you?

- Residential ratepayer  
 Commercial ratepayer  
 Residential and commercial ratepayer  
 I rent  
 Other
- 

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European  
 Māori  
 Samoan  
 Cook Island  
 Tongan  
 Niuean  
 Chinese  
 Indian

Other (such as Dutch, Japanese, Tokelauan, Somali)

---

Attached Documents

File
Annual Plan 2016/17 Consultation

## Talava Sene

---

**From:** Hadyn Smith <hadynsmith@surveyors.org.nz>  
**Sent:** Wednesday, 27 April 2016 10:52 p.m.  
**To:** BUS: Annual Plan  
**Cc:** Glenn McGovern  
**Subject:** Submission from Alex Moore Park Board re WCC Annual Plan  
**Attachments:** Alex Moore WCC Annual Plan submission aimed at 2016 Draft.doc

Hi

I tried to make a submission online as I did last year but I was unable to attach the Alex Moore Park Board submission document. I assume we can achieve the same outcome by emailing this to you – as attached. Please acknowledge that this is the case. We wish to speak to our submission please.

Kind regards - Hadyn Smith  
Chairman  
Alex Moore Park Board  
Cell phone: 0221088928  
Work: 4711774  
Home: 4797314  
Email: [keirsmith@xtra.co.nz](mailto:keirsmith@xtra.co.nz)  
Website: [www.alexmoorepark.org.nz](http://www.alexmoorepark.org.nz) (click on the logo to hyperlink)

“Our community needs moore – Alex Moore Park Development”





## **WCC 2016-17 Annual Plan Submission**

### **Alex Moore Park Sport and Community Project and Sports Field Development**



27 April 2016

#### **1. Introduction**

The Alex Moore Park Board (AMPB) would like to acknowledge the support and guidance given to this project to date by both the Wellington City Council Councillors (WCC) and Officers. The recent release of funds to support the development of detailed plans as an example of that commitment to our community and the priority needs of the Northern Ward from a community and individual sport perspective.

The primary purpose of this submission is to update Councillors and Council Officers on progress of this project to date, to recognise the demands of our high density suburbs (many that follow on from the development of the artificial turf) and to seek continued dialogue with both Councillors and Council Officers in finding the ideal pathway forward and completing what is an important Community Facility for the Greater Johnsonville and Northern suburbs of Wellington.

#### **2. Alex Moore Park Building overview**

The Alex Moore Park Building is not only a strongly supported community project. It is also the major support infrastructure for the new artificial turf and whole of park improvements that have been completed on Alex Moore Park to date. Our recent direction has included a needs analysis on our project, progressed by WCC – The Lumin Report, that supports the direction and recognises a real need for such a complex in the Johnsonville area.

The AMPB “Sportsville” style project involves Olympic Harriers, Johnsonville Cricket, Johnsonville Softball, North Wellington Junior Football and North Wellington Senior Football Clubs.

The voluntary AMPB has been working hard for seven years and consists of: Hadyn Smith (Chair); Mel Smalley (Deputy Chair); Mike Collett; Lynda James; Leigh Halstead; Jeff Guerin; Ian Hutchison; and David Hibberd.

The objectives and work of AMPB as a whole of park and community support organisation has also been recognised with the granting of charity status for the project. The following are whole of park project outcomes to date.

- i. Money was raised for resource consent costs by the founding clubs generously aided by WCC and the Johnsonville Charitable Trust.
- ii. Resource consent for the new building and for the artificial turf development was granted in August 2013.
- iii. The stage 1 redevelopment works were funded by the Council and completed in May 2014. The redevelopment works included:
  - i. a full-size artificial turf on the northernmost field
  - ii. a car park at the north end of Alex Moore Park
- iv. The Plimmer Trust beatification was completed in 2014 and the paths and planting have greatly supported the ready use of the park and the facilities by walking traffic.
- v. Usage of the park has increased significantly since the artificial turf has been installed, ensuring our community is more active and involved. By our calculations the artificial turf is available for an extra 50 hours a week over the winter than the old grass ground. This has resulted in an extra 1200 hours a year of usage time. With an average of 20 people on the ground at any time regardless of weather or conditions – by our calculations the result is an additional 24,000 activity hours for the community. We should all be very proud of that outcome.
- vi. AMPB has secured a lease from WCC (and DOC) that includes a 33-year lease provision along with a five-year operational forecast.
- vii. The focus for the AMPB project is to progress the Fund Raising strategy and the build estimated at \$5.2 million.
  - a. A key item in the Fund Raising Strategy is community fund raising for facilities in support of the users of the park. The target from this community is significant for an all of community resource and a huge challenge.
  - b. This facility will significantly support the use of the park and in particular the year round use of the artificial turf by large groups and schools.
- viii. Sport Wellington are aware of our project and are part of the consultation and support mechanism we have used and are currently using to formulate and test inputs into our project

- ix. New architectural updates to concept plans – funded by the Johnsonville Charitable Trust, Hutt Mana Trust and WCC, are a current focus of the facility as we head towards building consent and final plans.

### **3. Urban growth**

The AMPB is solutions focused and it is pleasing indeed to see in the WCC Urban Growth Plan (UGP) that Johnsonville is a major focus of that paper. From targeted regeneration and the creation of what has been termed a liveable and vibrant centre Johnsonville ticks virtually every long term box. Even the existing Softball and Football club rooms in Phillip Street, when vacated by the creation of the new build, will release a section that is larger than most land packages currently found in close proximity to the Johnsonville CBD.

The UGP states that WCC must have a platform to support growth in areas such as Johnsonville. Without doubt we have an exploding youth population and as such we need improved community recreation facilities to support the communities needs. We believe the vision and strategy of the AMPB is not only in tune with current Northern Ward thinking but also supports the vision that is currently being created for this city.

### **4. Community support**

This community is incredibly supportive of this building project as reflected in the Lumin report. That position is reflected by the finding that, in nearly 11 years of formulation, the only negative raised (outside of the volunteer time involved) has been the loss of a small area of grassed space on the park for the provision of a carpark. As residents who live in close proximity to the park will confirm, that was a small sacrifice for the provision of some comfort to their lifestyle and improved relationship with the day-to-day park users.

From community groups such as Rotary, the Johnsonville Charitable Trust right through to local primary and secondary schools the support is overwhelming and has only grown as a result of the opening of the artificial pitch in 2014. The community now want to see progress on building the facility and we are well advanced with that goal and funding initiatives.

### **5. Delivering WCC Objectives**

We are very conscious that this complex will be a community hub and not just a sport venue. We believe our facility at Alex Moore Park will help WCC meet their community outcomes of being a:

- “People-centred city” and promoting people’s health and well-being by increasing access to recreation opportunities
- “connected city” and strengthening social cohesion by providing recreation options and bringing people together

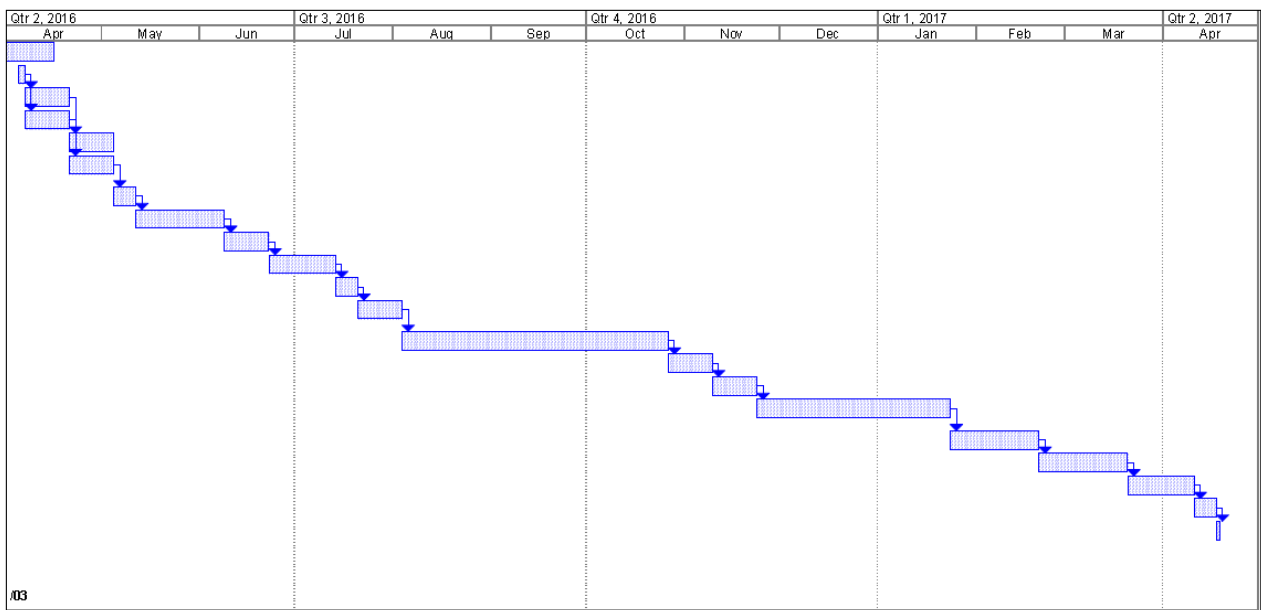
The AMPB is also committed to environmental sustainability and talking to suppliers of solar energy, water reticulation prospects and other areas where this complex can meet our community responsibilities.

**6. Build timelines**

We do not wish to make statements regarding build times without supporting evidence and so we have evolved a project plan that outlines build development timelines (April 16 to April 17) and all required stages. The build will commence in April of 2017 with an estimated end date in late 2017 or early 2018. The following are timings as developed by the Board:

	Task Name	Duration	Start	Finish
1	Ground lease finalised	20 days	Mon 21/03/16	Fri 15/04/16
2	Prelim meeting with HDT to establish terms of the brief	2 days	Tue 5/04/16	Wed 6/04/16
3	Board to discuss brief to HDT	10 days	Thu 7/04/16	Wed 20/04/16
4	HDT to confirm costs for design moving forward	10 days	Thu 7/04/16	Wed 20/04/16
5	Discussions with member clubs' / stake holders regarding brief	10 days	Thu 21/04/16	Wed 4/05/16
6	Discuss brief with WCC	10 days	Thu 21/04/16	Wed 4/05/16
7	Confirm brief for HDT	5 days	Thu 5/05/16	Wed 11/05/16
8	HDT develops prelim plans based on brief	20 days	Thu 12/05/16	Wed 8/06/16
9	Quantity surveyor to estimate cost	10 days	Thu 9/06/16	Wed 22/06/16
10	Present to stakeholders and confirm design and revised costs	15 days	Thu 23/06/16	Wed 13/07/16
11	Confirm to architect with changes	5 days	Thu 14/07/16	Wed 20/07/16
12	Consultation period after revisions have been drawn - revisions confirmed so working drawings can be commenced	10 days	Thu 21/07/16	Wed 3/08/16
13	Working drawings prepared	60 days	Thu 4/08/16	Wed 26/10/16
14	Quantity surveyor to check costs	10 days	Thu 27/10/16	Wed 9/11/16
15	Adjustments / discussions as necessary	10 days	Thu 10/11/16	Wed 23/11/16
16	Tender documents prepared	20 days	Thu 24/11/16	Mon 23/01/17
17	Tendering process	20 days	Tue 24/01/17	Mon 20/02/17
18	Prices received	20 days	Tue 21/02/17	Mon 20/03/17
19	Tenders assessed and negotiated	15 days	Tue 21/03/17	Mon 10/04/17
20	Board enters into contract with Contractor	5 days	Tue 11/04/17	Mon 17/04/17
21	Construction commences		Tue 18/04/17	

Note: Period 21 Dec to 20 January 2017 have been noted as "non-working times"



## 7. Build linked to financials

With the community's help AMPB has to raise \$5.2 million to fund this building project. AMPB has the following broad funding commitments of \$5.2 million made to the build:

- Approx. \$800,000 - Sale of assets (Phillip Street building site - this funding source must be the last element in the process as the building currently houses Football and Softball);
- \$1,745,000 - WCC LTP commitments (we remain unclear on financial commitment to the southern carpark, that is not included in our total cost estimation);
- \$500,000 - NZ Lotteries (secured);
- Approx. \$1,255,000 - Gaming and Trust investments;
- Approx. \$900,000 - Community funds from events, individual donations, contra items (no cost) support, sponsorship, - naming rights, sports clubs, etc;

The clubs who are the foundations for this project have already committed to capitation fees of \$10 per adult and \$5 per child in order to fund day to day operational costs of the project. This is on top of existing year to year operational costs from their mainly junior membership.

## 8. WCC LTP funding timelines

The Alex Moore Park Board is about to sign off on a WCC funding agreement that includes the following funding plan, as per the WCC Funding Agreement:

- i. 2015/16 - \$120,000 (towards detailed design – complete)
- ii. 2016/17 - Nil
- iii. 2017/18 - \$1,545,000

We acknowledge that any further funding under the WCC LTP – due in 2017/18, will be dependent on our own funding outcomes to a significant levels, perhaps aimed at 80% of our full build targets. We also wish to state that if our fund raising strategy goes according to plan then the final release of WCC funds may well be triggered earlier than anticipated.

## 9. Conclusion

The AMPB Sportsville project is a part of the WCC LTP and needs to be recognised in the Annual Plan. In supporting that proposition we wish to confirm that our project is on track for a 2017 build. Following the Lumin report, public meetings and newspaper reports the local community in the Northern Suburbs of Wellington are very aware of this “whole of park” project and there is strong local interest in this building development that will support the increased use of the park and particularly use during inclement weather or major on-park events.

On behalf of the five founding clubs and our community I thank WCC for your continued support and enthusiasm for the development of this community facility. I know that the board is looking forward to your continuing involvement and I am sure that it won't be too long before the project develops well beyond a set of detailed drawings and the commitment and enthusiasm of the board and clubs involved.

### *Summary*

1. The plan for a modern "Sportsville" on Alex Moore Park satisfies the vision as stated in the draft Wellington Urban Growth Plan.
2. We believe that a Johnsonville Sportsville is a priority community project that can be significantly and positively influenced by WCC.
3. WCC, as part of its 2015 LTP, accepted that a contribution of \$1,745,000 should be contributed to this key community project that will support high density population areas – as per the Lumin Report. \$120,000 was contributed in April 2016.
4. The AMPB will fund raise to the total target of \$5.2 million towards this significant community project.
5. Please formalise your continued support and involvement with the Alex Moore Park initiative through the next and subsequent Annual Plans.

Our submission reflects the view of our key partners Olympic Harriers, Johnsonville Cricket, Johnsonville Softball, North Wellington Junior Football and North Wellington Senior Football Clubs.

Thank you for WCC support for Alex Moore Park.

Yours sincerely



Hadyn Smith

Chairman  
 Alex Moore Park Board  
 C/- 63 Ranui Crescent  
 Khandallah  
 Wellington 6035  
 Cell phone: 0221088928 Home: 4797314 Email: [keirsmith@xtra.co.nz](mailto:keirsmith@xtra.co.nz)





**New Zealand  
Institute of Architects  
Wellington Branch**

27 April 2016

Urban Development Agency Consultation 2016  
ATTN: Neil McInnes  
Wellington City Council  
101 Wakefield Street  
Wellington

**RE: Establishment of an Urban Development Agency**

On behalf of the Wellington Branch of the New Zealand Institute of Architects (NZIA) we support the establishment of an Urban Development Agency to encourage strategic land development within the city.

We appreciate your acknowledgement of the value members from the architecture profession can contribute in the appointment to the Board of Directors and the Independent Review Group. These are significant roles to communicate with the community. We believe a significant role for this body will be the implementation of good quality design.

We hereby offer our assistance to the council to ensure the role is filled with the relevant skill sets to contribute to the wider conversation about our city. We are available to speak to this submission.

Thank you for this opportunity to participate in the Wellington City Council's 2016/17 Annual Plan consultation. If you have any questions, please do not hesitate to contact us.

Yours faithfully

A handwritten signature in black ink that reads 'Katherine Skipper'.

Katherine Skipper  
For NZIA Wellington Branch  
katherine.skipper@wam.co.nz

**Submitter Details**

First Name: **Donna**  
 Last Name: **Sherlock**  
 Organisation: **Porirua Harbour Catchment and Community Trust board**  
 On behalf of: **also self, and on behalf of Growlock Trustees Limited**  
 Street: **110 Rowells Road**  
 Suburb: **Glenside**  
 City: **Wellington**  
 Country:  
 PostCode: **6037**  
 Daytime Phone: **(04 4788917)**  
 Mobile: **021 162 9704**  
 eMail: **okar09@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter  
 Agent  
 Both

**Submission**

# Low-carbon capital

1. Do you support Wellington City Council's aspiration to be the "low-carbon capital"?

- strongly support  
 support  
 neutral  
 oppose  
 strongly oppose

Comments

Yes, and I think that the urban development agency offers financial opportunities to put pay to the policies.

2. Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?

- Yes  
 No

If not, what else could be done?

Climate change reference document - 'greatest potential in areas of impact ... point four reduced emissions from refrigerants and other products.' If serious about affordable housing, and good quality housing stock, look towards savings in refrigeration for housing. Double glazing, locally manufactured or globally sourced. Items such as triple glazing in areas of high noise and urban density has applicable to Wellington but there is a scarcity in supply and affordable options. If these

materials became more standardised, you create a simplified market which should make repairs and maintenance more affordable. For a regular family building a new house, there is a deficit of market and product knowledge about many aspects of the building design. Bringing in good quality materials from overseas is expensive by the one off - and less so by the container load. Consider lifecycle analysis on purchase, ie building materials. Low emission products, bulk purchased through the Urban development agency, or other locally managed organisation. Encourage more roof harvesting of water supplies for new developments, to reduce burden on municipal supply, increase emergency preparedness supplies and to help reduce the water flow and flooding risks during extreme weather periods.

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3. Do you agree with the recommended emission reduction targets for the city?

2020: 10 percent reduction

2030: 40 percent reduction

2040: 65 percent reduction

2050: 80 percent reduction

- Yes  
 No

Comments

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## Urban Development Agency

Should the Council establish an Urban Development Agency to:

4. lead and co-ordinate the regeneration of strategic parts of the city?

- Yes  
 No
- 

5. parcel land together and increase the supply of affordable housing?

- Yes  
 No
- 

6. deliver large-scale Council developments?

- Yes  
 No
- 

7. demonstrate good practice in housing development urban design and sustainability?

- Yes  
 No
- 

8. take a leadership role in areas where earthquake-prone building issues are preventing a timely

market response?

- Yes
- No

#### Comments

The objectives for encouraging development, affordable and quality homes, sensitive to surroundings sounds very positive. 'Liaising directly ... to encourage development' is a bold statement when also referring to Wellington's limitations and market failures. The market failure I think could be linked to a lack of planning and sensible adjustments, and an ad-hoc response to housing demands. I think that the rural chapter needs an overhaul for the good of the city and it's people, (refer to point 3.1 land scarcity, prepared by The Property Group). Wellington has been less than progressive in this area and now we have a very un-equal development playing field and a misfit with chapters of the district plan. What development would do (page 16 business case) - 'development attraction and advocacy... demystifying and assisting major developers through the regulatory process'. What constitutes a major developer? The major developers are doing fine in Wellington, it's the smaller potential - would-be developers who need more support. I will use my own lifestyle block example, at just over half a hectare in size, and we are able to live largely self sufficient and are still just 10mins from the Wellington CBD. It is in our views, the good life, with market shortages, represents what others have gone further north for. We own the neighbouring block 9.1ha, and this is uneconomic for farming, but ideal for people like us who want more space for hobby farming and not be in a intensely built up space, like that offered by the medium and high density suburbs of close proximity (Jville, Newlands, Tawa and Churton Park. We are two km to the motorway and village shops, one km to a principal road (Middleton). There are no street lights. Crime and commercial dumping and personal safety are real concerns for the few residents. Methamphetamine drug use on the public road, burglary, freedom camping, trespass and wilful damage unfortunately comes with this low traffic volume - easy access territory. Police records can verify this, for the first four months of this year. We have the choice of three secondary schools, and three intermediates. Our local primary school has increased capacity due to the opening of Amesbury School. Yet, we are not deemed rural enough in nature to be supported with a free rural bus service, like the farming communities of Takapu, Makara and Ohariu. And why should we have a bus service? The local school is a walk-able distance (<2.5km). I use this as an example to point out how we are clearly not an isolated rural community. We have ultra - fast broadband! Glenside is not alone, Brooklyn has rural land of similar access and nature that can handle greater allowance for lifestyle blocks. I'm sure there are others across town that can be considered as a whole and meet some of the housing and lifestyle demands. It is only the self-sufficient management of our water and wastewater that separates us from most suburban examples. All rural properties (that I know of), are of size greater than 3000m2 and large enough to support self-management of water and waste water needs, reducing the municipal burden. Our area example meets the code of practice for development (2012) but the district plan is limited in the rural chapter by permitting subdivision for a balance lot size of 30ha or more. Where are these land parcels, and who owns them? There can't be very many of them and yet we have a land shortage. This is an area that needs addressing or the 'northern leak' will leave Wellingtonians short of choice. Council has addressed this, issue within the rural chapter by various appendices but I think for the sake of Wellington, the whole chapter should be reviewed in a modern context. Particularly so, as the council is focusing on Special housing areas and the housing accord and addressing market failures. The council refer to development north of Tawa as a 'northern leak', but it should be seen as an affordable option for home-buyers and it generally comes with a much bigger section. WCC should be leading the region to attract the developments. Only developers would see it as a competition. Other points about the proposed UDA I would like to make include: Support in using it to champion a low -carbon capital economy (refer to my points around climate change and procurement). I have concern about areas of the proposal related to procurement and managing private partners to deliver agreed developments. I would like to highlight the boutique nature of Wellington and voice my concern that it will all be big tender stuff, with even insurance premiums outside of the reach of small and medium businesses. This has been the case for council development - the housing upgrade and the Halfway House. Did big business serve Wellington well? Did it run to time and budget? I think the council could and should lead procurement and

centralise the supply and availability of quality building materials used in these developments, and include whole of product life-cycle analysis, in the procurement analyses. I also think by encouraging smaller build contracts, it will reduce the overall risk off development. Council is then in control of what standard of material goes into these buildings and how things are installed. The trickle down effect with big business may have an impact on the local economy, but still be inefficient and a negative financial benefit for the city. I think as this cost will be ultimately born on the home owners, council should reduce risk and go for smaller more flexible and accountable contracts. In regards to the UDA board, I think there needs to an environmental/sustainability representative. In summary, use this self-funding entity to bring in and supply quality green building materials. Lead the development of Wellington, and respect the city nuances. There are land constraints for Wellington, but no public discussion around low intensification of rural land which is an overdue conversation. In general, I support this initiative to bring about positive development in Wellington.

## Food Act fee changes

9. The Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. Do you support this approach?

- Yes
- No

If not, what is your preferred approach?

## Zealandia Governance

10. Do you support the Trust Board's proposed governance arrangements, which would define Zealandia as a Council-controlled organisation?

- Yes
- No

If not, what should happen to the governance of Zealandia?

11. Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?

- Yes
- No

If not, how should the Trust's balance sheet pressures be addressed?

## Kilbirnie Business Improvement District

12. Do you support the use of a targeted rate for the Kilbirnie Business Network to be able to fund the establishment of their BID?

- Yes
- No

If not, how should the BID be funded?

## Other Initiatives

13a. Councillors have proposed a number of initiatives to be considered for funding in 2016/17.

Do you agree the Council should fund this initiative in 2016/17? Yes No

Lyll Bay Foreshore Resilience Plan	<input checked="" type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input type="radio"/>	<input checked="" type="radio"/>
Ngauranga to Airport – minor capital projects	<input checked="" type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<input checked="" type="radio"/>	<input type="radio"/>
Living Wage	<input checked="" type="radio"/>	<input type="radio"/>
Community Grants changes	<input checked="" type="radio"/>	<input type="radio"/>
New Outdoor Events Series	<input checked="" type="radio"/>	<input type="radio"/>
Toi Pōneke support	<input type="radio"/>	<input checked="" type="radio"/>
Placemaking	<input checked="" type="radio"/>	<input type="radio"/>
Middleton Road	<input checked="" type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input checked="" type="radio"/>

13b. Is this one of your top five preferred initiatives?

Initiatives	Yes	No
Lyll Bay Foreshore Resilience Plan	<input checked="" type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input checked="" type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<input checked="" type="radio"/>	<input type="radio"/>
Living Wage	<input type="radio"/>	<input type="radio"/>
Community Grants changes	<input type="radio"/>	<input checked="" type="radio"/>
New Outdoor Events Series	<input checked="" type="radio"/>	<input type="radio"/>
Toi Pōneke support	<input type="radio"/>	<input type="radio"/>
Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input checked="" type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input type="radio"/>

14. If you think the Council should continue to limit rates increases to the 3.6 percent stated in the LTP, where should we find the savings?

Comments

## Private wastewater pipes (laterals)

15. Should the Council take responsibility for the maintenance and renewal costs of private wastewater connections in the road reserve?

- Yes  
 No

Comments

Council should be doing more to connect the water/waste water user with their own responsibilities, not take on board private problems. If there is a private wastewater pipe and the lateral performance compromises and pollutes the environment, the council should look at affording the remediation costs, and clawing this additional cost back through individual properties' rates. I think that on-site waste water management should be more encouraged in new development areas, and that the council could do more to encourage efficient and effective clustering of local waste water

treatment solutions in new development areas. This will reducing pressure on the network and increase the stakes of concern (eg disposable wipes blockages) and behavioural change to see improvements that will have a positive spill over effect of user information and education over the existing network. I also think that water should be metered, and charged out when exceeding certain supply limits based on unique household factors. This should be used as a mechanism to engage the user with the utility or it becomes too removed to have any sense of consideration, conservation and connection.

---

#### Other issues/ matters or general comments

##### Comments

As a Trustee of the Porirua Harbour community catchment is my duty to point out the publication omission in point 19 of the work programme. I noted a mention of committing resources to improve the quality of the Wellington harbour and the south coast. What about the Porirua Harbour and its water catchment? Given the challenges facing the north/Porirua harbour, I expect the council is investing in improvements in this area to water quality and encouraging sensitive urban development and low impact design for all new developments, across Wellington.

---

#### Who are we reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
  - Female
- 

My age is

- under 18 years
  - 18-29 years
  - 30-39 years
  - 40-49 years
  - 50-59 years
  - 60 years or older
- 

Have you ever made a submission on a draft annual plan before?

- Yes
  - No
- 

Which best describes you?

- Residential ratepayer
  - Commercial ratepayer
  - Residential and commercial ratepayer
  - I rent
  - Other
- 

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian

Other (such as Dutch, Japanese, Tokelauan, Somali)

---

#### Attached Documents

File
Annual Plan 2016/17 Consultation



**Submitter Details**

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 Country: **New Zealand**  
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 Daytime Phone: **+64210364443**  
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 eMail: **agsmith37@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter  
 Agent  
 Both

**Submission**

# Low-carbon capital

1. Do you support Wellington City Council's aspiration to be the "low-carbon capital"?

- strongly support  
 support  
 neutral  
 oppose  
 strongly oppose

Comments

But this must be followed through by action. All projects should consider the impact on carbon emissions. For example facilitating car traffic through the basin reserve will encourage more fossil fuel emissions, and should be discouraged in favour of public and active transport.

2. Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?

- Yes  
 No

If not, what else could be done?

Most of the activities are general and non-specific. Phasing out the minimum parking requirement is a good idea, but should go further. We should be following the policy of the Cycling Framework and making traffic a priority on roads rather than parking. I suggest that over the next 2 years, parking should be removed from the uphill side of arterial roads (for example Aro St, Adelaide Rd) and replaced by bike lanes. Other initiatives that would encourage active transport and reduce carbon emissions: - Equip parking wardens with eBikes: this would give them greater mobility, and a better

understanding of cycling issues, for example cars parked in the Evans Bay bike lanes. - The road around the Miramar Peninsula should be closed to motor traffic on Sundays, encouraging people to experience biking and walking in a motor free environment.

---

3. Do you agree with the recommended emission reduction targets for the city?

2020: 10 percent reduction

2030: 40 percent reduction

2040: 65 percent reduction

2050: 80 percent reduction

Yes

No

Comments

With CO2 levels already at dangerous levels, we need to be more ambitious.

---

## Urban Development Agency

Should the Council establish an Urban Development Agency to:

4. lead and co-ordinate the regeneration of strategic parts of the city?

Yes

No

---

5. parcel land together and increase the supply of affordable housing?

Yes

No

---

6. deliver large-scale Council developments?

Yes

No

---

7. demonstrate good practice in housing development urban design and sustainability?

Yes

No

---

8. take a leadership role in areas where earthquake-prone building issues are preventing a timely market response?

Yes

No

---

## Comments

## Food Act fee changes

9. The Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. Do you support this approach?

- Yes  
 No

If not, what is your preferred approach?

Safe food is a public good

## Zealandia Governance

10. Do you support the Trust Board's proposed governance arrangements, which would define Zealandia as a Council-controlled organisation?

- Yes  
 No

If not, what should happen to the governance of Zealandia?

11. Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?

- Yes  
 No

If not, how should the Trust's balance sheet pressures be addressed?

## Kilbirnie Business Improvement District

12. Do you support the use of a targeted rate for the Kilbirnie Business Network to be able to fund the establishment of their BID?

- Yes  
 No

If not, how should the BID be funded?

## Other Initiatives

13a. Councillors have proposed a number of initiatives to be considered for funding in 2016/17.

Do you agree the Council should fund this initiative in 2016/17? Yes No

Lyllal Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input checked="" type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input checked="" type="radio"/>	<input type="radio"/>
Community Grants changes	<input type="radio"/>	<input type="radio"/>

New Outdoor Events Series	<input type="radio"/>	<input type="radio"/>
Toi Pōneke support	<input type="radio"/>	<input type="radio"/>
Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input checked="" type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input type="radio"/>

---

13b. Is this one of your top five preferred initiatives?

Initiatives	Yes	No
Lyllall Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input checked="" type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input checked="" type="radio"/>	<input type="radio"/>
Community Grants changes	<input type="radio"/>	<input type="radio"/>
New Outdoor Events Series	<input type="radio"/>	<input type="radio"/>
Toi Pōneke support	<input type="radio"/>	<input type="radio"/>
Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input checked="" type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input type="radio"/>

---

14. If you think the Council should continue to limit rates increases to the 3.6 percent stated in the LTP, where should we find the savings?

Comments

I think we get good value for rates

---

## Private wastewater pipes (laterals)

15. Should the Council take responsibility for the maintenance and renewal costs of private wastewater connections in the road reserve?

- Yes  
 No

Comments

---

Other issues/ matters or general comments

Comments

---

### Who are we reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male

Female

---

My age is

- under 18 years  
 18-29 years  
 30-39 years  
 40-49 years  
 50-59 years  
 60 years or older
- 

Have you ever made a submission on a draft annual plan before?

- Yes  
 No
- 

Which best describes you?

- Residential ratepayer  
 Commercial ratepayer  
 Residential and commercial ratepayer  
 I rent  
 Other
- 

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European  
 Māori  
 Samoan  
 Cook Island  
 Tongan  
 Niuean  
 Chinese  
 Indian

Other (such as Dutch, Japanese, Tokelauan, Somali)

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Attached Documents

File
Annual Plan 2016/17 Consultation

Annual Plan Submission  
 Robert Murray  
 34 Hornsey Rd  
 Melrose  
 Tel 970 2175

I would like to make an oral submission if possible

Overall, I'm disappointed that the rates increase does not mirror the current rate of inflation and I'm totally opposed to WCC having any financial input into extending the runway.

#### Zealandia proposal

In the current Annual Plan there is a proposal from Zealandia to sell that building to Council to eliminate that debt because they can't afford it. This appears to be either, blatant manipulation of the political process to employ public funds for private use, or sheer inability by Zealandia governance to make reasonable forecasts. If Zealandia Governance is so grossly incompetent in its ability to make reasonable forecasts over a decade, are they competent to be running an organization with a lifespan of hundreds of years?

If it is blatant appropriation of public money then perhaps WCC should reject the deal and allow Zealandia governance to founder on its own grandiose plans allowing better qualified people to run it. Or perhaps the rental for the building should ensure that there is no ongoing cost to the ratepayer!

#### UDA proposal

The only advantage for developers in this proposal is that the UDA may be able to employ the Public Works Act (1981) to force purchase of private property in order to facilitate private developers' ambitions. I disagree strongly with this intent and have yet to see an example of a CCO exhibiting accountability to residents and ratepayers. Developers don't seem to have any difficulty finding places to redevelop without your help – judging by the activity I see. Is the problem that developers aren't developing where Council wants them to ie Adelaide Rd

Why are you exchanging a tax free structure for a taxable one? That just increases costs and is contrary to standard business practice. If you feel you have so much money that you can afford to give it to the government perhaps you could reduce your debt or reduce our rates instead.

You are proposing a new Johnsonville library: wouldn't this be an ideal opportunity to incorporate some medium density housing by putting flats above it?

I register again my disapproval of your desire to redevelop lower Adelaide Rd rather than widening it as the arterial route it was always intended to be.

#### Low Carbon Capital plan

Another example of woolly thinking. Wellington already has a low carbon consumption – if you want to make it lower, perhaps agitating for reintroduction and expansion of the trolley bus network should be your first step.

The second step would be to assess our methane and nitrous oxide consumption and see whether that can be reduced – especially since those gases are 20 times more effective in increasing climate change: a 1% reduction in methane emissions equals a 20% reduction in carbon dioxide emissions, a 1% reduction in NOX corresponds to 300% reduction in CO2!

In your advocacy of biofuels are you aware that biodiesel has 10% more NOX emissions?

Lead by example: 80% of WCC's emissions come from landfills: concentrate on that first. Why is

transport not the major contributor as it is elsewhere?

In general, WCC preparation for climate change is dismal and counter productive: why allow any waterfront development (eg Greta Point or Overseas Terminal) when they are most susceptible to sea level rise: surely Council should be discouraging all coastal development. What plans are being proposed to protect the road round the bays: or are you praying for another uplift from the next major earthquake?

Geraldine Murphy  
 Apt 2B, 126 Wakefield St,  
 Te Aro, Wellington  
 0274 507804  
[innercityassociation@gmail.com](mailto:innercityassociation@gmail.com)



**INNER  
 CITY  
 ASSOCIATION**

Representing  
 Wellington  
 Inner City  
 Residents and  
 Businesses

Yes, I want to speak at a submission hearing.

I am making this submission as an organisation – Inner City Association, Chair

This submission represents the views of 35 members in response to ICA's survey on the Draft Annual Plan (DAP). This is 10% of all members.

### Feedback on new initiatives proposed to be included in the DAP

Responses indicate support for six out of the 11 proposed new initiatives to be included in the 2016-17 Annual Plan. Of these, only two were ranked as high priority: Ngauranga to Airport minor capital projects and Living Wage. The remaining four (Lyll Bay Foreshore Resilience Plan, Community Grants changes, Johnsonville Library Kindergarten purchase, Middleton Road cycleway/walkway) were ranked as Medium priority.

The remaining five proposed initiatives (which respondents did not support being included in the Annual Plan) were ranked as Low priority: arts sector activation programme, new outdoor event series, Toitu Poneke Sports Hub, Council art collection, Placemaking).

**Table ranking initiatives:** (Note: Numbers do not total as not every respondent ranked every initiative or priority:

Rank	Initiative	Yes	No	Priority (two highest rankings)
1	Lyll Bay Foreshore Resilience Plan	94% (30)	3% (1)	Medium (60%); High (16%)
2	Community Grants Changes	69% (20)	21% (6)	Medium (55%); Low (17%)
3	Ngauranga to Airport minor capital projects	67% (20)	23% (7)	High (43%); Medium (23%)
4	Living Wage	63% (20)	28% (9)	High (38%); Medium (28%)
5	Johnsonville Library Kindergarten purchase	56% (15)	37% (10)	Medium (33%); Low (19%)
6	Middleton Road (cycleway/walkway)	48%(13)	41% (11)	Medium (22%); Low (22%); High (19%)
7	Arts sector activation programme	43%(12)	46% (13)	Low (25%); Med/Low (18% ea)
8	New outdoor event series	41% (12)	52% (15)	Low (28%); Medium (17%)
9	Toitu Poneke Sports Hub	37% (11)	53% (16)	Low (33%); Medium (20%)
10	Council art collection	32% (9)	58% (16)	Low (36%) Med/Low (11% each)
11	Placemaking	21% (5)	71% (17)	Low (25%); High (4%)



### Proposed advisory role to help Body Corporate progress earthquake strengthening projects

This initiative is proposed in response to a growing need for advisory services to help progress earthquake strengthening projects in a body corporate environment. The proposal put to members was that the service would develop guidance, contract templates, deliver seminars, etc at an estimated cost of \$120 - \$150,000 pa.

This was supported by 66% (23) of respondents with 34% (12) not in support. 47% ranked it as high priority, 32% medium priority and 21% low priority. The majority of respondents to the survey are residential property/apartment owners. However, the majority of respondents are not owners of an earthquake-prone building or of a building where further strengthening is being considered.

This new initiative will support the Resilient Wellington objectives.

Comments in support of the proposal were:

- ‘... needs to be a link between body corporates and council to make the strengthening process less stressful .... It’s time Council took some responsibility for their lack of action over the years and be part of the solution going forward ...’
- ‘... has a public good benefit as strengthening primarily driven by public safety outcomes. Potential for projects to be delayed, incur additional costs as each body corporate reinvents the wheel and learn same hard lessons ... reliance is placed on volunteer groups to provide support which is not sustainable ...’
- ‘it’s time the Council started to help building owners and stopped trying to obstruct them..’
- ‘... there are some important steps in getting acceptable results from BC issues that are often stymied by inexperience and ignorance that could be better handled with experienced WCC advice’
- ‘as non-professionals, Body Corporates need independent, inexpensive assistance’

Comments against the proposal were:

- ‘surely templates are done. This has been around for ages’
- With MBIE and Council these resources already exist. Is this not duplication?’
- ‘Good Body Corporates can do this for themselves without WCC help’
- ‘this is nanny state stuff and not necessary. Expertise is available and many BC have already done the work or are in the middle of it’
- ‘Rates relief is priority’
- ‘this is not needed as much as rates relief’

While the need to do the strengthening has been ‘around for a while’ there are no templates, no guidance or support structures in place. ICA agrees that MBIE should be providing this authoritative guidance, but it isn’t. There is still an argument for WCC to provide a service for its ratepayers as some body corporates of buildings between 34% and 67% NBS are considering further strengthening, which supports WCC’s resilience objectives but are not under MBIE’s regulatory scope. ICA has supported the rates relief (limited though it is) but this is only available when the work is completed. It can – and is – taking body corporates years to get through the work. Some of this is due to funding, while others are due to project challenges. WCC has an interest in ensuring the projects progress as efficiently as possible.

ICA supported the 2012-2022 Long Term Plan initiative of \$1.5m over five years to 'inform building owners and help develop and implement collaborative solutions to strengthen their buildings'. ICA has asked for further information on how this money has been spent as there is little evidence of the 'inform building owners' aspect. ICA notes the work in 2012, 2014, 2015 on collaborative solutions for Cuba St, Newtown and Courtenay Place, but it is unclear how the knowledge gained from these initiatives are being transferred to owners and body corporates.

ICA recognises that there is a tension between the WCC's regulatory role and an advisory role, but considers this can be managed by the appropriate placement and scoping of the position. This tension has not been a constraint in offering the Quakecheck service for residential house owners.

ICA, along with the Body Corporate Chairs' Group and WCC (primarily Building Resilience Manager) have been working together to deliver a series of seminars for owners facing earthquake strengthening. The first seminar was well attended (approx. 100) and higher numbers are expected for the future seminars. However, working across three organisations is an inefficient process and the proposed advisory role would provide a central organising point for future seminars.

### Scope of proposed role

#### What will this role do?

The key deliverables from this role are:

- develop a 'toolkit' of guidance, templates, checklists that help Body Corporate (BC) Chairs, their committees and their owners, progress through the seismic strengthening project, including the decision making processes under the Unit Titles Act
- proactively identify topics where guidance is required and liaise with other agencies and professionals to develop guidance material
- provide a central point where professional bodies could publish technical guidance to help owners (eg, a checklist for what should be in a Detailed Seismic Assessment proposal)
- proactively contact BC with a s124 notice to understand what the status quo is and what information is required and collect information about other buildings opting to do further strengthening to develop a network and facilitate sharing of knowledge and experience
- provide regular forums for information sharing to build the understanding of what is involved and an opportunity to ask questions of professionals
- liaise with MBIE to update them on barriers to progressing strengthening projects and ensure there is alignment with whatever guidance is provide nationally
- facilitate mediation where Body Corporate (BC) Chairs are experiencing difficulties with WCC units in progressing strengthening projects (eg, where heritage constraints are forcing unreasonable costs on owners); this is about ensuring the right people in WCC, at the right level, are involved in the discussion rather than the Advisor participating themselves.

#### How much will it cost and what skills are required?

- Estimated \$120,000 - \$150,000 pa to obtain the right skill sets and experience; knowledgeable about earthquake strengthening legislation, contract development, large project management
- It could be a person based in WCC who contracts in the required skills when needed
- This service should be free to Body Corporates given the public good outcomes of public safety and the city's economic resilience that are the primary drivers.

#### Why is this role needed for Wellington City?

*Some BC Committees do not know where to start:* Seismic strengthening projects are technically complex, financially challenging, logistically difficult if the building needs to be vacated, and difficult to manage in a multi-owner environment such as BC buildings. BC Chairs and their committees did

not take on these roles expecting to manage complex construction projects and for many individuals in these positions do not have the skills or experience necessary. Approximately 30% of the earthquake-prone buildings have a residential use; many of these will be a Body Corporate environment.

*The clock is ticking for owners of buildings with s124 notices:* the longer it takes to get started, the higher the risk that buildings may not be strengthened by the expiry date. This will have impacts on WCC and Wellington's CBD. MBIE does not have Wellington owners or properties as a priority.

*We need to minimise rework and wasted expense due to lack of guidance* as BC Chairs endeavour to obtain guidance from someone in a similar situation. Currently this role is being provided by individuals in the Body Corporate Chairs' Group who are generally BC Chairs themselves, in the middle of their own strengthening projects and are employees in senior roles or self-employed; they are busy people already. It is unrealistic to expect essentially volunteers to fulfil this role on an ongoing basis.

*The number of BC Chairs who need this guidance will increase:* BC Committees of buildings rated between 34% and 67% are having to consider further strengthening due to market pressures arising from the media coverage after Christchurch. Commercial units in mixed-use buildings cannot get tenants and some apartments cannot be sold or rental income and sale prices are well below market rates. MBIE will not be focused on these owners as there is not a regulatory requirement to strengthen, but it is in WCC's interest that they are strengthened to maintain the appeal of the inner city as a place to live and work.

**What this role will not do:**

- provide legal advice
- participate in decisions on a particular building (beyond facilitating mediation to occur)
- liaise with professionals (eg, engineers, architects, lawyers) on behalf of the Body Corporate
- mediate between owners and their Body Corporate where there are issues

**How long will the role be needed for?**

- Three years:
  - Year 1 – primarily set up and developing material for toolkit
  - Year 2 – consolidating the advisory toolkit and information forums
  - Year 3 – review and assess the ongoing demand: how many s124 buildings have not started; how many other buildings are facing market-driven strengthening; identify what guidance is available from MBIE and refine based on the information
- There is likely to be an ongoing requirement given the numbers of buildings affected by s124 notices, market-driven strengthening, and potentially the issues arising out of the MBIE survey of non-structural risk issues.

## Urban Development Agency

There is support for the establishment of an Urban Development Agency, though the level of support is neutral to limited for two activities:

Activity	Yes	No
Lead and coordinate the physical regeneration of strategic parts of the city	73% (24)	27% (9)
Take a leadership role in areas where earthquake-prone building issues are preventing a timely market response	71% (24)	29% (10)
Demonstrate good practice in housing development urban design and sustainability	62% (21)	38% (13)
Parcel land together and increase the supply of affordable housing	56% (19)	44% (15)
Deliver large-scale Council developments	50% (17)	50% (17)

Comments provided indicate concerns about Council's ability to deliver and whether it should be in the development space at all. WCC must heed these concerns to avoid economic disasters by undertaking roles that it may not have the necessary capacity and capability to deliver or govern.

- 'don't think Council should meddle in development, but rather leave that to the market, however I do think they could better support development opportunities by working with the market to achieve workable solutions for all concerned'
- 'Council is not a developer, but is a commissioner'
- 'support the concept but am concerned about the capability to deliver what sounds like a developer's role. WCC can require good practice in urban design and sustainability through the District Plan design guides. It is very unclear what the leadership role in dealing with market response issues is, and not convinced WCC has capability'
- 'again is an initiative joke that the Council introduced for the development of the Waterfront. Again and again this entity put forward proposals that Wellingtonians had to fight against at considerable costs to all parties'
- 'Council is not a developer and I doubt it has the relevant skills to be successful. It could help by relaxing zoning and ensuring nimby objectors can't scuttle developments'
- 'Council is not competent to lead'
- 'timely resource consents and stringent, timely and reliable building inspection services take priority'.

Despite the support for the activity '*Take a leadership role in areas where earthquake-prone building issues are preventing a timely market response*', 59% (19) of respondents agreed (41%(13) disagreed) that there is a potential conflict between WCC's regulatory role (approving demolitions in the CBD, resource consents and building consents, etc) and the leadership role activity in relation to earthquake-prone buildings.

Comments provided:

- 'stick with commissioning. Developers know how to manage their risk'
- '...heard of a refusal to approve a demolition of a s124 building as there were no plans for a replacement building [but the owner wanted to remove the risk]... is this a timely market response?'

- ‘... there is also conflict with parcelling land together. WCC could start influencing the market with competing drivers – to provide market price to owners but minimise costs to ratepayers’
- ‘.. what situations are contemplated and exactly how is the Council going to get a building upgraded or replaced if the owner doesn’t want to incur the expenditure?’
- ‘... there should not be [any potential conflict] .. if there is it should be fixed’.

WCC must provide more detail on how this agency will work to reassure owners concerned about the potential conflict of interest.

### WCC’s aspiration to be ‘the low carbon capital’

68% (23) of respondents agreed with the aspiration and to undertake activities such as investigating removal of minimum parking requirements for new buildings, increase car parks allocated to electric vehicles, continue cycleways, and deliver food waste reduction programmes to progressively reduce emissions in the capital by 10% by 2010. 32% (11) respondents did not support.

### Demographics of respondents

	Yes	No	Not applicable	Total
Residential property/apartment owner	91.18% 31	8.82% 3	0.00% 0	34
Commercial property owner	15.38% 4	69.23% 18	15.38% 4	26
Resident or tenant	78.26% 18	21.74% 5	0.00% 0	23
Business owner	50.00% 12	37.50% 9	12.50% 3	24
None of the above, just interested in inner city issues	5.00% 1	10.00% 2	85.00% 17	20
Own an earthquake prone building, apartment or commercial unit	29.63% 8	51.85% 14	18.52% 5	27
Do not have a s124 notice but considering further strengthening	12.00% 3	56.00% 14	32.00% 8	25

**Talava Sene**

---

**From:** VUWSA WVP <welfare@vuwsa.org.nz>  
**Sent:** Friday, 29 April 2016 5:01 p.m.  
**To:** BUS: Annual Plan  
**Subject:** VUWSA Annual Plan Submission  
**Attachments:** VUWSA WCC Annual Plan Sub Final (1).pdf

Kia ora,

Attached is VUWSA's submission on the Annual Plan.

We would like to speak to it during the oral submission process to please!

Nga mihi  
Rory

**Rory Lenihan-Ikin**  
**Welfare Vice President**  
**Victoria University of Wellington Students' Association**

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Level 4 Student Union Building, Victoria University of Wellington, Kelburn  
PO Box 600, Wellington 6140  
DDI: 04 463 7406 | M: 021 202 0979  
[www.vuwsa.org.nz](http://www.vuwsa.org.nz)

*Received this message in error? Please let the sender know. [Think about our environment before you print.](#)*

TO	Wellington City Council
FROM	Victoria University of Wellington Students' Association (VUWSA)
DATE	April 29 2016
SUBJECT	Submission to the Consultation Document on the on the Annual Plan 2016/17

1. Introduction
2. Key Recommendations
3. Cold, Damp Rental Housing
4. Low Carbon Capital Plan
5. Further Comments
6. Contact

## 1. Introduction

Victoria University of Wellington Students' Association (VUWSA) functions to represent and advocate for the interests of Victoria University of Wellington's 22,000 students.

VUWSA currently has over 15,000 members, representing some 70% of Victoria University students. VUWSA is a democratic organisation; run by students for students. We are committed to fair representation and work tirelessly to consult with our members on issues of campus, city, and national importance.

Students play a central role in maintaining and growing Wellington's thriving economy. Victoria University alone directly contributes \$1 billion to the city each year, and this figure is growing. When combined with other universities and PTEs in the region, the student contribution reaches \$2 billion.

Students are also an invaluable part of the Wellington community, and contribute strongly to Wellington's vibrant and dynamic culture. They also make up a significant proportion of the part-time workforce.

VUWSA believes that one of the key reasons students choose to study at Victoria is because they want to experience what the city has to offer. Students value Wellington.

However, there are some key issues that make being a student in Wellington a real struggle. Improving on these aspects will enhance liveability, attract more domestic and international students, as well as retain a larger number of talented graduates; transforming Wellington into a genuinely student-friendly city.



## **2. Key Recommendations**

### **That Wellington City Council:**

- 2.1** Include provisions in the Annual Plan 2015/16 to implement a Rental Warrant of Fitness (WoF) in Wellington.
- 2.2** Introduce separated waste stations around the city to encourage recycling and waste minimisation; and provide more information on how to reduce household waste.
- 2.3** Publicly throw its weight behind a tertiary student fair for public transport in Wellington, and allocate money in the Annual Plan to make a significant contribution to the funding of it.
- 2.4** Fulfil their commitment to becoming a Living Wage Council by matching the current NZ Living Wage rate, extending the Living Wage to all CCO staff and contractors, and put a plan in place to become fully-accredited as a Living Wage employer by June 2018.

### 3. Cold, Damp Rental Housing

The biggest barrier between current living standards for students in Wellington, and a decent quality of life, is inadequate housing.

The combination of a lack of supply, exorbitant rental prices, and poor quality, result in an extremely difficult situation for students in which a decent home is out of reach for all but a lucky few.

The Council can be congratulated for their efforts to improve the standard of housing in Wellington over the last few years through upgrades to much of the city's social housing, and installing insulation in low-income homes through the Government's *Warm Up NZ* scheme. The Annual Plan shows a desire to continue this effort by kick-starting new affordable housing projects through the Urban Development Agency, and continuing the insulation rollout.

Despite this positive work, students have missed out on these benefits, and will continue to be overlooked according to the draft Annual Plan. By and large we do not live in social housing, and such is the nature of short-term tenancies that there is little incentive for students to engage with Warm Up Wellington as they will see little or no benefit before moving house.

#### 3.1 Addressing the biggest issue

Of the three major housing problems facing students in Wellington (supply, cost, and quality), quality of housing is the area where Council can make the biggest difference.

This is widely known, and was reflected in a commendable step by the Mayor and other councillors to support the implementation of a Rental Warrant of Fitness (WoF) in Wellington, a move which is also advocated for by health experts. (1)

A Rental WoF is the only way to truly bring houses in Wellington up to a standard that is liveable by ridding them of the cold and mould that is currently making students and many other renters sick.

(1) <http://extra.shu.ac.uk/ppp-online/child-and-youth-fuel-poverty-assessing-the-known-and-unknown/>

### 3.2 The Government's 'Minimum Standards' do not go far enough

The move by Central Government to introduce some minimum standards for rental housing was credible in its intention at the outset. However, these intentions were poorly implemented, and as such, will not make any real impact on housing quality for students or other renters. This view is also endorsed by health experts (1).

Specifically, the Amendment to the Residential Tenancies Act has included:

- **Inadequate provisions for insulation** (of a standard that pre dates the current building code)
- **No provision for heating**
- **No provision for ventilation**

Without adequate insulation, ventilation and heating, the cold and mould that plagues student flats throughout Wellington will continue to make students sick, and undermine their ability to be successful at University.

**These student experiences help to demonstrate the dire reality that is the norm for many:**

*"... every night myself and my flatmates went to bed with two pairs of pants, a couple of jumpers, a puffer jacket, multiple socks and beanies on just to stay warm. There were nights in the middle of winter where I would shiver so much I couldn't sleep. Even with an electric blanket."*

**Tori Sellwood, Victoria University of Wellington student**

*"...when winter hit, an unwelcome guest began to creep into my room. Mould began to grow, rapidly and relentlessly. Black mould on the walls, blue mould on my furniture and green mould on my clothes. My room displayed a colour spectrum of mould, and despite all efforts, there was nothing I could do about it. My dehumidifier was taking out anything between one to two litres of water a day, yet the thick, cold air in my room never quite seemed to lift."*

**Kayla Healy, Ex Victoria University student**

The Council should not use this failed action by Central Government as a reason to put a Rental WoF on the back burner, or to put it in the 'too hard basket'. The need for it is as strong as ever before.

VUWSA recommends that the WCC includes provisions to implement a strategy that further improves the quality of housing in rental properties.

#### **4. Low Carbon Capital Plan**

Current and future students are part of the cohort of citizens who will most acutely experience the effects of climate change. It is imperative the WCC invest in environmentally sustainable initiatives and infrastructure in order to reduce the city's carbon emissions, as well as make it affordable for all to use the infrastructure. VUWSA commends the WCC on the city's emissions reduction of 2.1% since 2001, and the vast majority of the plans laid out in the Low Carbon Capital Plan are extremely positive and well thought out. However, we believe there are some areas that can be adjusted in order to give the city the best chance of reaching the 2050 targets.

##### **4.1 Leading by example**

The WCC states that one of its main sources of carbon emissions is from landfill. As such, there is certainly room for improvement here. VUWSA acknowledges the importance of waste reduction, as well as the need for better opportunities for recycling around the city before our rubbish reaches the waste management facilities.

##### **4.2 Waste separation and reduction**

VUWSA commends WCC's focus on the importance of reduction and efficiency when it comes to the use of resources. We strongly support ongoing initiatives such as the Smart Energy Challenge, Sustainability Trust, and education work by Council's waste minimisation team. Reduction is always the preferred option when it comes to the use of resources.

However, we also believe that recycling can play a more prominent role particularly in public spaces. Separated waste stations in public spaces are becoming the norm in cities around the world to replace the traditional rubbish bin. Introducing such stations around Wellington City would go a step towards the reduction of waste that ends up in the landfill. WCC should take a lead on this issue, which will encourage other businesses and institutions, such as the University, to follow suit. Introducing such bins would go some way in educating more people on the importance of separating and recycling.

As stated, VUWSA acknowledges the importance of waste reduction and supports the WCC's work towards getting a network of drinking fountains around the city. Particularly, the installation of more drinking fountains has reduced the need for single-use plastic bottles by giving people the opportunity to refill their bottles while out and about in town. Such initiatives incentivise environmentally responsible behaviour at the individual level, and will ideally encourage other institutions to follow suit.

A big part of implementing effective waste minimisation and reduction initiatives is providing the education on how to utilise them. Providing access to sufficient information about how to recycle and reduce waste will also incentivise good behaviour.

#### **4.3 Changing the way we move**

VUWSA supports the WCC's plan to invest in the public transport network, cycleways, and footpaths to reduce car use and ownership. A significant proportion of the student body already uses either active modes of transport, or public transportation. Investing in cycleways would increase the number of students and other residents cycling. It has been demonstrated in cities around the world that up to eighty-five percent of the effect on increasing cycling is the result of infrastructure.

Investing in the public transport system – especially with better connections between bus and rail – would also encourage students who live out of the city limits and who would otherwise drive to university, to opt for public transport.

#### **4.4 Affordable public transport**

Another barrier for students is the cost associated with public transport. For a student traveling to university and back five times a week, the cost of getting to class can be at the expense of paying rent or having a meal. Additionally, it encourages students to drive to university, as the weekly cost of taking the bus can be close to the cost of driving a car, or even more for students who live in some of the outer parts of the city.

This situation is not conducive with the city's goal of being a student-friendly city and attracting people from around the country and the world to study in Wellington. Nor does it align with the greenhouse gas emissions reduction targets as laid out in the Low Carbon Capital Plan.

While the provision of public transport is in the domain of the Greater Wellington Regional Council (GWRC), it is in the interest of WCC to throw their weight behind fairer fares for students.

VUWSA believes the 50 percent discount on all public transport that high school students currently get should be extended to tertiary students. Tertiary students are generally in a more difficult financial position what with balancing debts and the rising costs of living; and are also contributing to Wellington as ratepayers. This is in comparison to high school students, most of whom have their transport payed for by their parents. Tertiary students are equally deserving of receiving this discount. Extending the tertiary fares to all students is both the equitable and economically sensible thing to do.

## 5. Further Comments

VUWSA is supportive of WCC's decision to increase the allocation of funding to implement the Living Wage by \$250,000. As a member of the Living Wage Movement Aotearoa we see it as vital the Council take leadership to improve the lives of Wellingtonians by paying decent wages to its staff.

We support and endorse the recommendations made by Living Wage Wellington for the Council to fulfil its commitment to become a living wage organisation by:

- **Matching the minimum rate paid to the Council workforce to the current NZ Living Wage rate**
- **Extending the Living Wage to all workers in CCOs and workers employed via contractors in a staged implementation**
- **Putting a plan in place to become a fully-accredited Living Wage employer by June 2018**

## 6. Contact

We would greatly appreciate the opportunity to discuss this submission in more detail in person. Please contact us if further clarification of this submission is needed, or to arrange for VUWSA to make an oral submission.

**Rory Lenihan-Ikin**

**Welfare Vice President**

**Victoria University of Wellington Students' Association**

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PO Box 600, Wellington 6140

welfare@vuwsa.org.nz

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www.vuwsa.org.nz

To Wellington City Council attn Neil McInnes  
 From Molly Melhuish, [melhuish@xtra.co.nz](mailto:melhuish@xtra.co.nz), 5684873, 0272305911  
 29 May 2016

### **Personal Submission on WCC “Low Carbon Capital”**

**I wish to be heard in support of this submission.** I would also welcome a chance to discuss it further with your Resilience team

#### **1. Answers to questions on p. 18**

1. I support the WCC aspiration, Low Carbon Capital.
2. I believe the activities proposed would give rise to meaning reductions in greenhouse emissions. What’s missing is a serious move to replace fossil-fuelled electricity in winter, especially at peak times, with household wood burning,
3. I believe the four suggested emissions reduction targets are sensible and achievable.

#### **2. Household wood burning as a low carbon option**

Home heating with wood is the single best way to reduce fossil fuel electricity generation. Wood burners reduce the peak loads that are met with the least efficient power stations – gas turbines like Whirinaki.

MBIE’s electricity planning model predicts that at least eight new gas turbine power stations will be needed in the next four decades, even after new wind farms and geothermal stations are built.

New Zealand’s households got 45% of their useful space and water heating energy from wood in 2005 according to HEEP, the Home Energy End-use Project, by BRANZ. This proportion had fallen to 12% in 2015 according to MBIE’s submission to the International Energy Agency.

Wood burning is now suppressed by air quality regulation which requires councils to take actions to reduce household wood burning whenever their particulate air standard is breached more than once a year. I expect this onerous regulation to be changed with the review of the National Environmental Standard on Air Quality later this year. In any case, Wellington gets off free; it is not a polluted airshed.

Home wood burners work hand in glove with rooftop solar panels, which the Low Carbon document supports (page 29). Together these two technologies are far more effective in reducing carbon emissions than either by itself.

Solar panels DO NOT require to be supplemented by fossil fuel generation in the winter, as claimed in a report by Concept Consulting. Instead, appropriate pricing would ensure that winter peaks are met by clean wood burning, and they could possibly REPLACE the proposed new gas turbine power stations.

New-technology wood burners – Advanced Gasifier Burners (AGBs) have been demonstrated in Christchurch as early as 2002, and are now being manufactured in small numbers. These can burn poorly seasoned or even green wood, and are therefore able to meet demand in dry hydro years. Wellington is an ideal city to demonstrate this technology.

I would be pleased to work with your staff to help construct and improve the energy calculator, working out how the 31 levers ( p. 14) actually might impact on GH performance. I am aware of a number of issues in such calculations.

### **Targets, policy levers, integration with other policies (Page 12-13)**

The most important target: This winter, Council should demonstrate efficient wood burning! Three important things to demonstrate: perhaps at one or more of your community centres:

1. Efficient use of your existing wood burner: use lots of kindling for the start, and whenever large logs are smouldering. How to cut kindling easily. (photo to be supplied)
2. Commercially available wood burners, Pyroclassic the best.
3. Advanced Gasifier Burner, now manufactured in Kaitaia.

### **Targets for investment in renewable household energy**

1. a percentage (10%? 50?) of new houses have solar PV, water heat panels and/or efficient wood burners preferably with capability for central heating;
2. A percentage of institutions built or retrofitted with efficient wood- or woodchip-fired boilers – schools, rest homes, new commercial buildings;
3. A percentage of tourist facilities retrofitted, and a high percentage of new ones, fitted with advanced wood burning appliances: this promotes Wellington as a true Low Carbon Capital. Such burners are now entering the market in Germany and Austria, and both air quality standards and appliance designs make this straightforward. New Zealand designed appliances are virtually ahead of the game, but air quality standards suppress the full commercialization of them.

### **The three pillars of Low Carbon Policy**

The first and third are very relevant to renewable household energy:

**Greening of Growth:** ambitious targets, as outlined above, for new houses, hotels and institutions (especially rest homes) to include solar rooftops and efficient wood burners: These moves I believe could make earlier achievement of 80% reduction quite realistic.



The area of greatest potential is for both solar PV and wood burning to be installed and used in a way that defers expansion of both power generation, and transmission and distribution lines. Tilting solar panels towards the vertical, and pointing them NW instead of due N, helps reduce the seasonal variation with very small penalty for the overall energy. Wood burners of course offer their energy when peak loads are greatest, and fossil fuels including coal going flat out.

Wellington City Council needs to negotiate with Wellington Electricity to ensure that WCC promotion of renewable energy and low-greenhouse technologies are also rewarded for their deferral of distribution investment.

I would be happy to work with your officers in any such negotiations!

### **Leading by Example**

Wellington City is blessed with a remarkable palette of renewable energy options, in particular, land available for planting with woody species able to offer multiple-use benefits – recreation especially on the town belts, biodiversity especially on the permanent forest Initiative areas, and most interesting, firewood forests to be integrated with the other two objectives.

Two areas I consider as early priorities to increase forest area for such multiple use: The Tinakori pines, now mostly removed, a priority for recreational access, and the land surrounding the Owhiro Landfill.

Both of these would be ideal for planting native species not to try to restore a lost ecology, but rather to attract native birds and other native fauna while continuing to grow vigorously for decades, even centuries. Note that “climax forests” (older forests limited by climate not ecological succession) may store a lot of carbon but add little carbon storage per year; it is fast-growing forests that can be harvested continually and sustainability that we want – especially as that adds much organic material to soils.

I know from personal experience – a south-facing section in York Bay on what was sheep pasture 80 years ago – that certain natives grow almost the more the vigorously the more you cut them back (for sunshine, view, and firewood).

- Lacebark is probably the most vigorous firewood tree, and brings silvereyes and even bellbirds in its autumn flowering.
- Kowhai of course is medium-fast growing and brings kereru in bulk, in spring. And is excellent firewood.
- Five finger is slower growing, once established can be cut back hard, and re-grows well.
- Tree Lucerne is one of the best of non-natives – fast growing and superb firewood and munted by the kereru in spring,
- Mahoe grows like mad, low-density firewood but fills out the flowering season, and great for quick-burning firewood
- Manuka, any existing should be treasured, and a good idea to plant more of the high-value medicinal type

- Winter flowering eucalypts, non-native but great firewood and keeps birds and perhaps some bees happy in winter.

Any WCC initiatives to plant biodiversity-firewood forests – which also provide superb compost (leaves and twigs less than 2 cm diameter), could bring residents and tourists into the Wellington environs – perhaps Tinakori Rd “forest” the first and most important.

The Owhiro Tip also a wonderful potential, for firewood management and native fauna – the firewood harvest can be packaged for backloading into vehicles which have taken stuff to the tip.

I would love to show your officers our own inadvertent experiment in multiple-use forestry for ecology, gardening, sunshine and view.

Hoping to work further with your staff, -

Very sincerely, Molly Melhuish  
568 4873, 027 230 5911 melhuish@xtra.co.nz

## Annual Plan 2016/17 consultation

**Name:** Mr Barry Blackett

**Address:**

26 Glenside Road

Glenside

WELLINGTON

**Phone:** 04 478 7502

**Email:** [barry.blackett8@xtra.co.nz](mailto:barry.blackett8@xtra.co.nz)

I would like to speak at a submission hearing: **Yes**

I am making a submission on behalf of the **Glenside Progressive Association Inc (GPA)**.

### Introduction

Glenside is a largely rural suburb in Wellington City's Northern Ward. Streams and bush remnants (blue and green networks) are a major feature of our suburb.

Our residents play a large part working for the good of the community and environment including initiatives such as restoring the area around Stebbings and Porirua Streams and the new Westchester Link Road, developing a Heritage Garden for the Halfway House and participating in the Halo pest elimination Project through the Morgan Foundation's *Enhancing the Halo* initiative.

Our submission is specific to a few issues we feel passionate about, most of which we have lobbied for over many years now. All form part of the Environment Portfolio.

Despite golden opportunities for walking tracks within our suburb which could be enjoyed by Churton Park and Tawa residents as well as our own, there are few walking tracks in our part of the Northern Suburbs.

There are two opportunities that stand out.

### Middleton Road Walkway

A combined walkway-cycleway has been considered linking the Glenside Village and Willowbank to the south of Tawa for many years now but appears not to have progressed as the proposed width would be difficult to construct due to lack of space. However a narrower (1.5 m wide) walkway (with one or two pinch points of perhaps 1.3 to 1.4 m wide) could be constructed quite easily and inexpensively whilst cyclists could continue to use the road.

Under **Proposal 6: New Initiatives** we note that \$40 000 has been budgeted for sealing between the edge of the white line of the tarmac and the fence at the eastern side of the road. While this initiative is very welcome in principle, we would note that we have not been consulted about this and feel the money set aside would be better spent on a low fence or visual barrier separating the walkway from the road with priority being given to the narrower parts of the road.

This could be constructed in such a way that that it would remain in place or be detachable and re-useable when or if the walkway is later widened to form the proposed walkway-cycleway.

### **Marshall Ridge Track**

Marshall Ridge is a ridgeline separating the Glenside and Stebbings Valleys and is protected by WCCs Ridgeline and Hilltops policy. A walking track along the ridgeline would provide a wonderful recreational opportunity for residents of the three suburbs and visitors from elsewhere.

A farm track already exists for most of the length of the proposed walking track, so construction costs would be moderate. The track could be linked with the Stebbings Dam in the south and Brasenose Park in Tawa with a further link through Spicers Forest to the section of the Awarua Trail between Colonial Knob and Ohariu Valley Road.

There are no houses or proposed developments anywhere near the track other than a small section above Stebbings Dam, so disruption to current or future residents, or to residential developments in Stebbings Valley would be negligible.

The GPA recognises that Wellington City is generally well endowed with walking tracks so Council has been focusing in recent years on improving and upgrading existing tracks in preference to constructing new ones. However there is a big gap in the track network in the rapidly expanding northern suburbs and there are great opportunities for excellent tracks here so we urge Council to reconsider this and be willing to make considered exceptions to this policy.

### **Small Reserves**

The Glenside Restoration Group is currently engaged in ridding a number of areas along the Stebbings Stream of invasive weeds and planting these areas with natives.

We receive a lot of help and encouragement from Council with this work but a large portion of it is on private land where we must gain the approval of the landowner.

Generally, we have been supported by the relevant landowners but liaison with them imposes an additional burden on us and carries the risk as to what could happen to our efforts if the land is sold. This has in fact happened twice already on a bank in Glenside Road which belongs to two properties in Wantwood Grove, fortunately with no bad consequences so far.

In such cases, and where there is community interest, we urge Council to try to purchase these pockets of land and vest them in small Council reserves. This could be done in consultation with local communities who would play their part in planting and maintaining them.

The type of land we are talking about would normally be pockets of land adjacent to roads, walkways or streams which can be easily accessed by the public, ie land which most people would reasonably believe is already reserve land owned by either WCC or GWRC. They would normally be physically separated from the land owner's main residential property.

A high priority should be given to acquiring pockets of land that would improve the continuity of reserve land along streams, thereby enhancing the environmental value of the green and blue networks.

We note that provision for this type of purchase has already been made under activity component 2.1.1, project CX033 except that nothing has been allocated to it in the current Plan. We therefore urge Council to make an annual provision for this type of purchase.

We thank Council for the opportunity to comment on the Plan.

Barry Blakett

Vice President, Glenside Progressive Association

29 April 2016

**Talava Sene**

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**From:** Tim Shannahan - Tennis Central <tim.shannahan@tenniscentral.co.nz>  
**Sent:** Friday, 29 April 2016 4:24 p.m.  
**To:** BUS: Annual Plan  
**Cc:** Glenn McGovern  
**Subject:** Annual Plan 2016/2017 Submission - Tennis Central Region  
**Attachments:** TCRI Submission To WCC Annual Plan 2016 - 2016-04-29.pdf

To whom it may concern,

Please find attached the submission of Tennis Central to the WCC Annual Plan 2016/2017.

It is requested that a hearing be assigned to speak to councillors with regard to this submission.

It would be appreciated if confirmation of receipt of this submission could be provided.

Thank you.

Kind regards,



Tim Shannahan  
Chief Executive Officer

RENOUF TENNIS CENTRE 60 Brooklyn Rd nWellington 6011  
M 021 126 3322 nE [tim@tenniscentral.co.nz](mailto:tim@tenniscentral.co.nz) nW [www.tenniscentral.kiwi](http://www.tenniscentral.kiwi)



Submission to the:  
**WELLINGTON CITY COUNCIL**

on the:  
**WELLINGTON CITY 2016-17 ANNUAL PLAN**

Submission from:  
**TENNIS CENTRAL REGION (INC.)**

This submission is representing the 7,000+ members of Tennis Central Region Inc., including the 3,000+ that reside in Wellington City.

Date:  
**29 April 2016**

Representatives of Tennis Central Region (Inc.) wish to discuss the main points in this written submission at a hearing with Councillors.

Address for contact:  
Tim Shannahan  
Chief Executive Officer  
Tennis Central Region Inc.  
Email: [tim@tenniscentral.co.nz](mailto:tim@tenniscentral.co.nz)  
Mobile: 021 126 3322

## Introduction

Tennis Central Region (Inc.) is one of six regional tennis organisations recognised by Tennis New Zealand as responsible for the delivery of grass-roots tennis. Created in 2007, Tennis Central Region services the lower part of the North Island, specifically Taranaki, Manawatu, Wanganui, Wairarapa, Kapiti Mana, Hutt Valley and Wellington.

Tennis Central has four key focus areas, which are:

- Regional performance programmes and events;
- Game development – promoting tennis in all forms;
- Organisational excellence – off court performance and relationships with external partners; and
- Sustainability (e.g. financial management, asset management)

In the Wellington City context, Tennis Central works with its affiliated tennis clubs and tennis participants to promote tennis and tennis participation opportunities at all levels.

## The Renouf Tennis Centre

Tennis Central Region operates out of the Renouf Tennis Centre. That facility is owned by Wellington Tennis Inc., with the land leased from the Wellington City Council. The Renouf Tennis Centre is a critical asset to tennis in Wellington, providing the only indoor tennis facility in the city. It is used extensively throughout the year, most notably in the winter months. Local players use the facility for casual pay-for-play participation; professional coaches operate from the facility; and Tennis Central Region uses the facility for local, regional and national competition hosting, its regional high performance centre and for various tennis events.

The Renouf Tennis Centre is classified a tier 2 international facility, which allows national events and junior International Tennis Federation events to be held in Wellington. The facility currently meets Tennis New Zealand's requirements for hosting tournaments with its mix of six indoor and twelve outdoor tennis courts.



The Renouf Tennis Centre is more than just the home of tennis in Wellington City. It is a sport facility that is available for use to all residents of Wellington and is the envy of many other tennis communities throughout New Zealand.

### Long-Term Maintenance

Tennis Central Region has a long-term asset plan that identifies future requirements in relation to court and capital expenditure maintenance. However the capital maintenance aspect of the plan has been prepared by staff and volunteers and it would be highly beneficial to have a professional costed asset maintenance report prepared that either validates the current plan or proposes alternate timeframes and even projects to ensure the facility remains fit for purpose in the future.

It would be beneficial in 2016 or 2017 to have a suitably qualified independent professional review the Renouf Tennis Centre to verify the works required over the coming ten years and beyond. The purpose of the review would be to produce a report that identifies maintenance works required to ensure the facility remains fit for purpose and available to the people of Wellington for their on-going use well into the future, with the works required, and estimated cost and when they should be scheduled the desired information to be included in the report. Tennis Central Region has to date only obtained informal estimates of the likely cost of such a review, with \$50,000 an estimated upper limit.

It is asked that the Wellington City Council provide the funding for this report. Tennis Central Region has an amount of \$124,000 in its reserves for capital maintenance projects, but is faced with a major renovation on the plumbing in the changing rooms this year that will require the bulk, if not all, of this reserve to be applied. Therefore Tennis Central Region can not prioritise the report at this time, despite its importance to providing clarity about long-term maintenance requirements.

It is appropriate to note that the reserve of \$124,000 has been generated by implementing a building levy as a component of members' fees over the past three years. The establishment of this building levy is the tennis community's contribution to contributing to the long-term maintenance of the Renouf Tennis Centre. In exchange

for the building levy payments all contributing clubs receive free use of the facility for a specified number of hours at off-peak times.

As was identified by Councillors at the 2015 Long-Term Plan hearing specific to this same request, Wellington City Council currently invests minimal funds in the sport of tennis compared to the expense in providing fields and facilities for other sports. On that basis alone an investment by Wellington City Council in the Renouf Tennis Centre is an appropriate investment. It is hoped that line of thinking will enable the Wellington City Council to provide funding for this project in its 2016-2017 financial year.

Another reason it is believed that the Wellington City Council should be interested in taking the lead on this process reflects the view of Tennis Central Region that the Renouf Tennis Centre has capacity to be more than just a tennis facility. The review should also consider what needs to be done to enable the facility to be suitable to be used for other purposes. For example, the main indoor tennis court area has high quality acoustics, so it may be desirable to consider the true capacity for the indoor tennis courts to be a venue for small concerts and events.

Once the review is completed, then clarity will exist as to what needs to be done to maintain the facility and even enhance the facility for alternate uses. This can then be the foundation document used as the basis for further engagement between Wellington City Council and Tennis Central Region in the 2018 Long-Term Plan process to maintain the facility for future generations of Wellingtonians.

#### Alternate Source of Council Funding

Wellington City Council staff within the Parks, Sport & Recreation unit have indicated a general interest to support Tennis Central with this initiative and have invited an application for funding within the Sportville project fund for 2016-2017. That application is due to be submitted by 15 May, with a decision known by 15 June. On that basis this submission is seeking to maximise the prospect of achieving the desired outcome, whether that be funding through the Annual Plan or via the Sportville project fund.

### Future Funding Model

Tennis Central Region will continue to engage with its members and funders to generate revenue to provide for annual operational maintenance. Once there is clarity regarding the works required to maintain the facility long-term it will also be possible to consider options to realise increased funding levels from these sources. As a result, while Tennis Central Region may not have capacity to provide for all of the projected future capital maintenance costs, it is approaching this process on the basis of a partnership model. Tennis Central Region certainly expects to be a contributing partner to meeting the required costs.

### Conclusion

It is appropriate to recognise that the Wellington City Council has supported the Renouf Tennis Centre in the past. This has not only been through the provision of a suitable site 30 years ago to develop the facility, but also by way of financial contributions towards the development and expansion of the facilities. Most recently this was in the form of support to enable an additional two indoor courts to be developed in 2006, bringing the number of indoor courts to its current level of six. This support in the past has been greatly appreciated.

It is hoped that the Wellington City Council is willing to continue to support tennis in Wellington and the Tennis Central Region by contributing to the future capital maintenance of the Renouf Tennis Centre. This support would be in the form of:

- Undertaking a professional review of the Renouf Tennis Facility (estimated cost < \$50,000); and
- Contribute to the long-term capital maintenance costs from 2017 on an annual basis.

Thank you for the opportunity to make this submission. Representatives of Tennis Central look forward to the opportunity to discuss this submission in further detail with Councillors at the hearings process and with appropriate Council staff over the coming months.



# VOGELMORN PRECINCT

Co-op Cooperative Ltd.  
collaboration architecture and design



Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Wellington City Council Annual Plan 2016–17

### Vogelmorn Precinct submission

April 2016

#### Contact details:

**Name:** David Bagnall, *for and on behalf of the VPSG*

**Organisation:** Vogelmorn Precinct Steering Group

**Email:** bagndg@gmail.com

**Phone:** 021 170 3022

**We would like to speak at a submission hearing.**

## Requests

1. Recommend that the Council resolve to retain permanently the Vogelmorn Hall property as a community facility and the adjacent former bowling green as open space for public use.
2. Amend the Annual Plan to provide for funding of \$20,000 to meet the cost of the developed design phase and associated community engagement for the Vogelmorn Precinct.

## Introduction

This submission is made by:

### **Vogelmorn Precinct Steering Group**

Phil Clatworthy, Vogelmorn Tennis Club

David Bagnall, Ridgway School

Jeremy Macey, Vogelmorn Community Group Charitable Trust

Jaime Dyhrberg, Wellington City Council

### **Co-op Co-operative Limited**

Cally O'Neill, Architectural Designer, Co-op Co-operative Ltd

Collaborating with: Sam Donald, Architect

Nick Mouat, Architect

In 2014-15, the Kaka Project, a community-led and WCC supported consultation process, sought input and ideas from the wider Brooklyn community about how best to manage and organise its community facilities. The community engagement found that most submitters were supportive of a community precinct being developed around existing facilities in the Vogelhorn area.

The Council's Long Term Plan 2015-25 provided \$25,000 for work to examine how a precinct could best be implemented, based on the ideas and thoughts provided through a community engagement process.

A steering group was formed to oversee this process, with terms of reference agreed by Council officers. The aim was to procure design and other relevant professional services to consider the design and viability of options for a Vogelhorn precinct, while ensuring the community is consulted about those options.

The steering group, through the Council, contracted Co-op Co-operative Limited ("Co-op"), a collective of architects and designers with a passion for community-led development, to run a participatory design process and to prepare a concept design incorporating the community input received.

An independent Quantity Surveyor will be contracted to prepare a rough order of costs for implementing the concept design. This cost estimate is yet to be carried out.

## Community consultation process

Community consultation took place primarily through a series of four design workshops held in the precinct. These were widely advertised through social media networks, direct emails, posters and flyer drops to all the houses in the wider Vogelmorn area. This included Kingston to the south and north as far as Central Park. It did not include the upper parts of Brooklyn, namely Kowhai Park and Panorama Heights.

The events were designed to have broader value beyond simply undertaking an information gathering exercise, so that they had inherent value in promoting community participation and network building - the very thing the Precinct project set out to support and build on. Co-op arranged for local caterers to feed participants, so that each workshop was itself a community event.



# VOGELMORN

At the first workshop there was a close focus on the feedback and momentum generated by the Kaka Project as well as explanation of the process to be carried out. Values and ideas were expressed that framed the human-centred, Vogelmorn-specific design considerations that provided a basis for the subsequent sessions.



The second workshop envisaged scenarios for the precinct using the most widely supported initiatives as examples. Facilitators encouraged holistic thinking in regards to short-term, long-term and financial sustainability. The

participants had no problem contributing great scenarios that triggered the imagination and questioned assumptions of what the Precinct could be.

The third workshop featured an exhibition of images showing community initiatives from around the world as well as remarkable projects realised by participatory involvement. Participants were invited to post their dreams for the Vogelmorn Precinct on a huge aerial photograph, or to be interviewed by one of the Co-op designers.

The fourth workshop was facilitated by Anne Cunningham, a recognised exponent of participatory design from Te Pūtahi, Christchurch Centre for Architecture and City-Making. Anne led a series of scenarios designed to



# VOGELMORN

elicit a sense of community priorities for the site using the outputs from the previous workshops.



At the final event in the series, the Co-op design team presented draft concept design drawings and collected feedback that could be incorporated in a further iteration of the concept design, which is the basis of the proposal referred to here.

The steering group is grateful to the Co-op crew for the way in which they conducted four impressive community workshops, keenly sought out precedents and ideas, enthusiastically engaged with participants, faithfully documented feedback, and expertly reflected community preferences in the concept design which was presented at the fifth precinct event in early April.

A full presentation about the participatory design process and resulting concept design for the Vogelmorn Precinct is scheduled for the Council Committee of Community, Sports and Recreation meeting on 15 June 2016.

## High-level themes of community feedback

- Open space to enable community connections
- Open 24/7 access to green space
- Food and event capability
- Shelter, safety & storage
- On-going sustainable development
- Adaptable to allow for evolving community initiatives.

An energetic and positive crowd of support for the Vogelmorn Precinct Project has developed through the consultation process and feasibility study. Participants indicated strong support for the concept plans produced by Co-op Cooperative and for the collaborative process itself. It was continually remarked that the act of gathering as a community is of the highest value.

Feedback included support for the old Vogelmorn Hall and its beautiful timber interior; appreciation for the efforts and energy in developing the ex.Vogelmorn Bowling Club & the exciting opportunities that it presents as a community asset; the mutual benefit of co-existing with organisations such as FOOS (Friends of Owhiro Stream), The Vogelmorn Tennis Club and the Brooklyn Community Association who have all demonstrated support for this process and for the development of a community focused precinct. All of these were clear indications from the community that there is support for the Vogelmorn Precinct concept.

## Overview of concept design

The draft concept design as of April 2016 (*refer appendix A*) addresses openness, accessibility and site recognition. It values providing opportunities for exchange and for people centred activities whilst

# VOGELMORN



holistically considering the environment and our responsibilities; the community's shared vision for a more sustainable future. It seeks to provide the best platform for responsive short and long-term outcomes. It connects existing facilities to open space, landscaping and a network of community activity.

A preliminary cost estimate for the concept design will be obtained from an independent Quantity Surveyor prior to presenting to the Community, Sport and Recreation Committee on 15 June. Vehicular, cycle and pedestrian modifications and general traffic calming initiatives have been expressed but will not form part of the initial cost estimates for the concept design proposal for the precinct.

The engaged consultative process and concept design feasibility study have identified how best to align the existing facilities with community aspirations. Given the opportunity to continue into developed design this will result in a cost-effective plan for ensuring the facilities are fit-for-purpose and secure for the long-term benefit of the community.

## Developed design and community engagement

The Vogelmorn Precinct Steering Group and Co-op Cooperative Ltd. are eager to continue the momentum and proceed with developed design work. There is an immediate opportunity to continue building on the successful community engagement, to capture the enthusiasm that process has generated.

The developed design phase will progress the planning and proposed staging of the physical works and develop a structure for on-going governance. The design development will also identify opportunities for on-going participation by the community with appropriate parts of the project's construction.

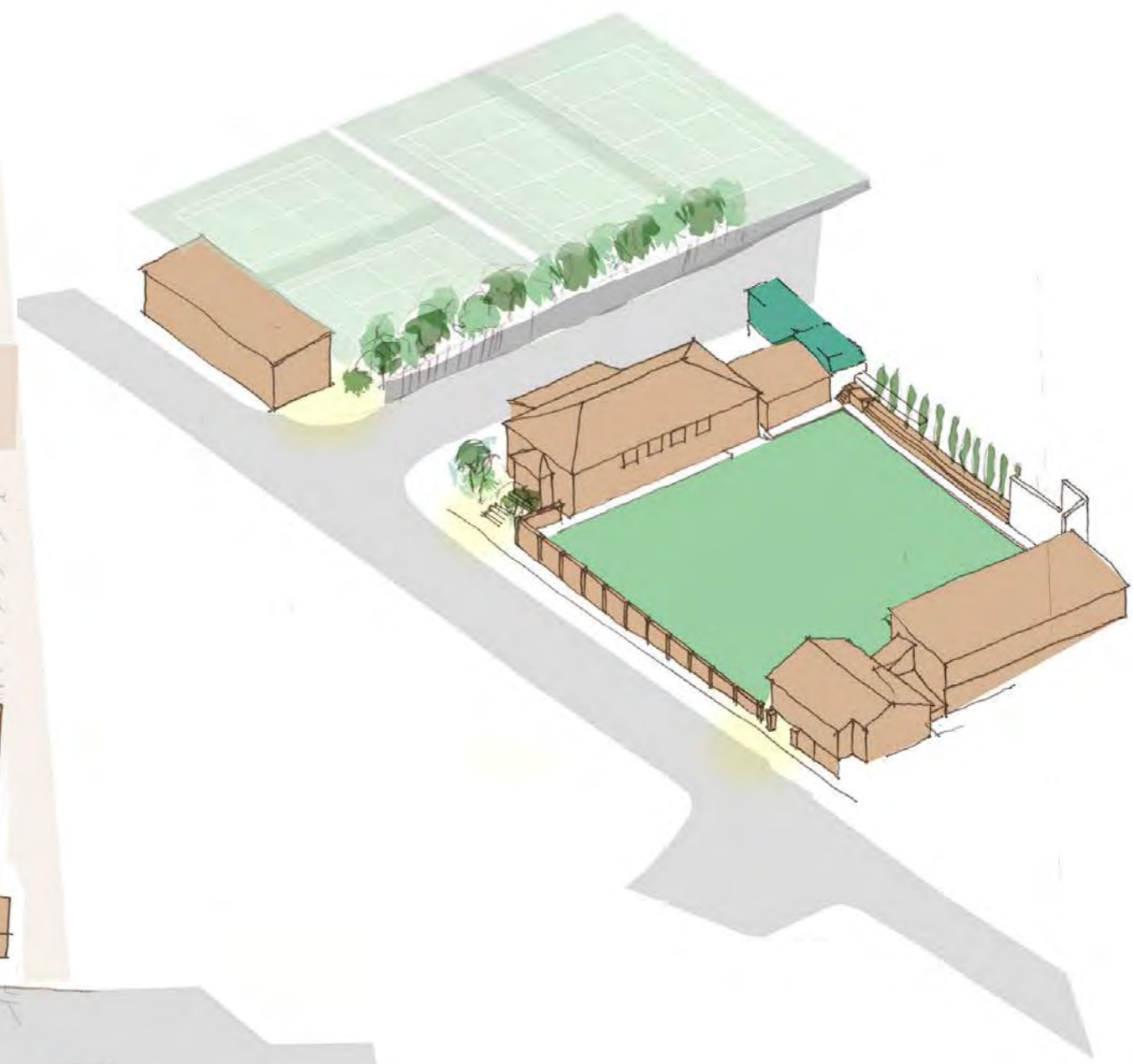
The Steering Group are in the process of obtaining cost advice for the implementation of the Precinct concept design proposal.



**Appendix A: (20pages)**

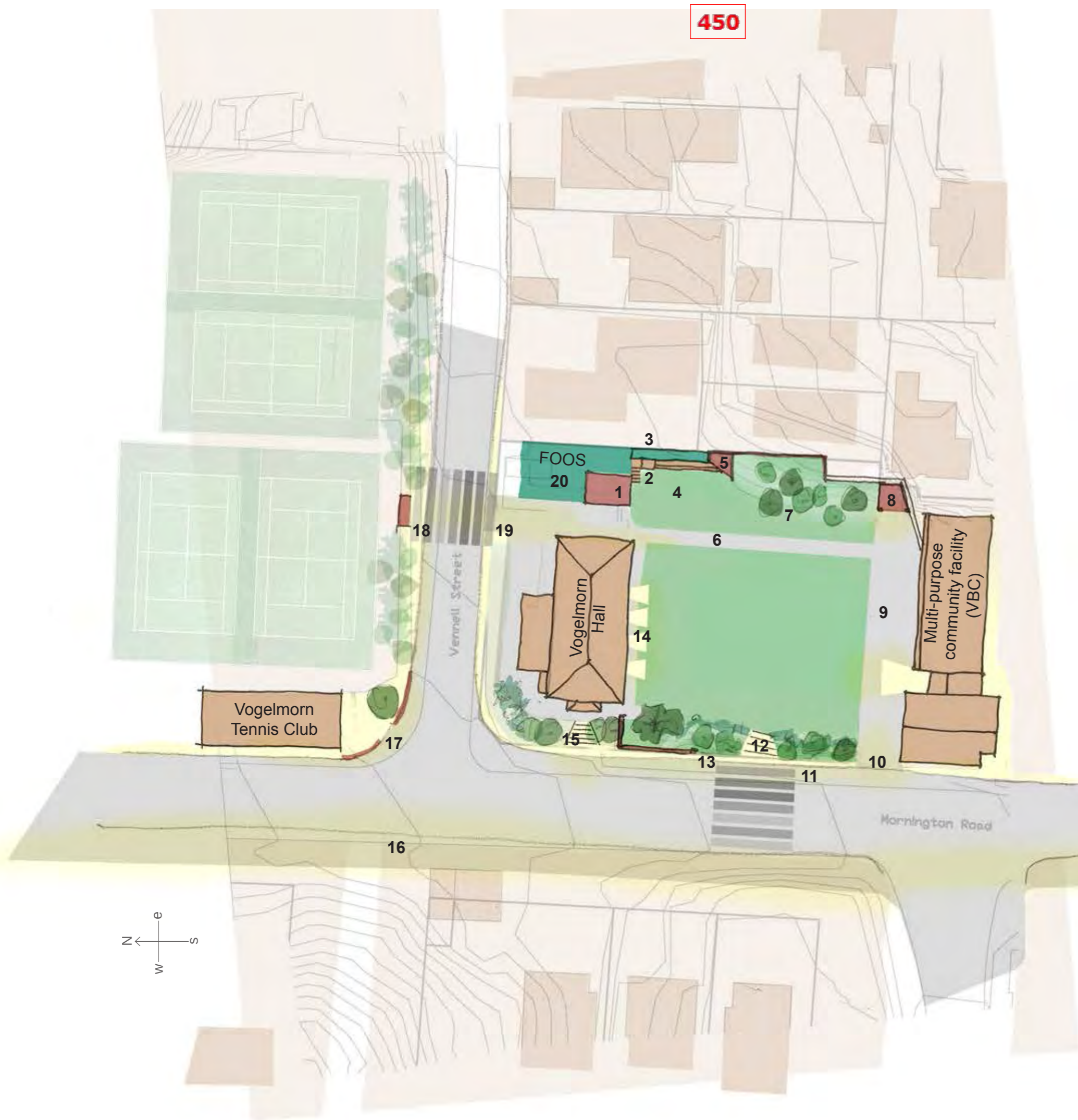
## Vogelmorn Precinct Draft Concept Plans

As presented to the community for feedback April 3rd 2016



**existing Vogelmorn Precinct**

**A**

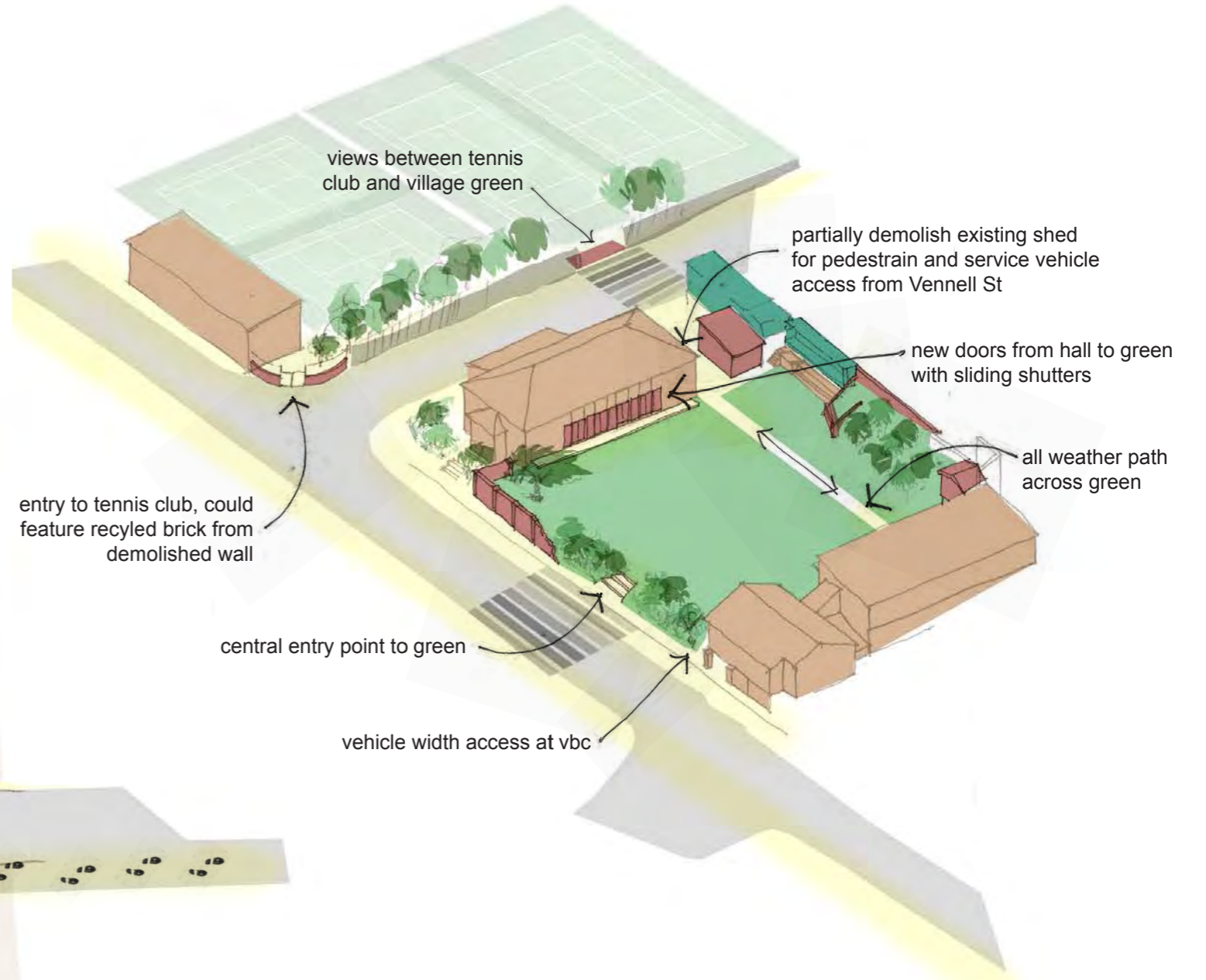
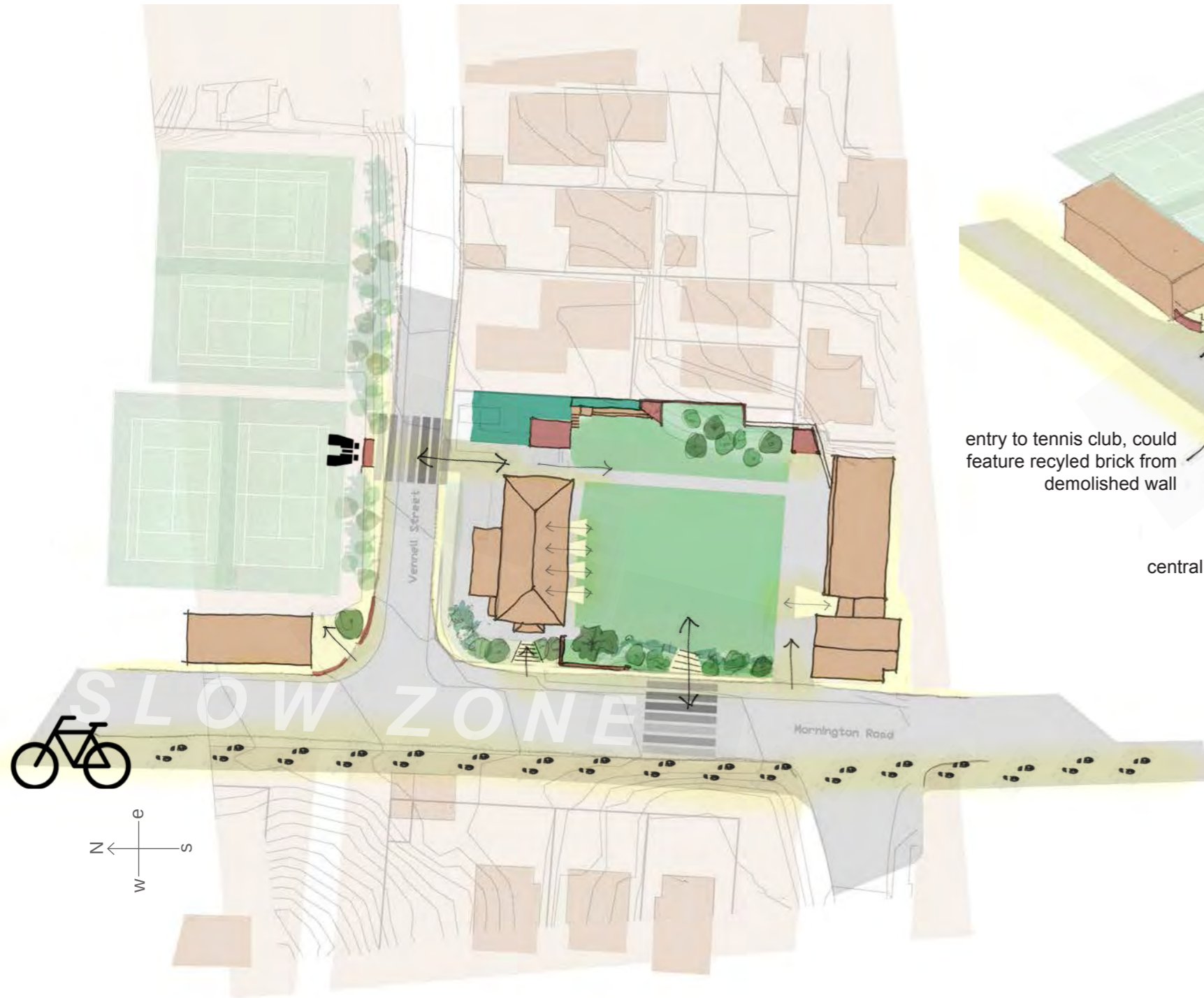


- 1 storage garage reduced in size to extend access from Vennell St, pedestrians and service vehicles
- 2 preserve corner of stairs, small store and portion of brick bench seats
- 3 community seed raising shelter
- 4 space for play structures
- 5 community size herb planter
- 6 hard surface path across green
- 7 orchard on a sloped ground
- 8 water tower, pataka, store with compost area below
- 9 hard surface between vbc and green
- 10 level entry
- 11 Vogelmorn artwork/identity with crossing
- 12 central entry to green
- 13 broken down wall with existing portion remaining as wind break and memorial
- 14 doors from hall to green
- 15 Vogelmorn artwork/identity
- 16 slow zone, potential cycleway - connective route
- 17 entry upgrade to tennis club
- 18 views between tennis club and village green
- 19 Vogelmorn artwork/identity with crossing
- 20 FOOS (Friends of Owhiro Stream) nursery



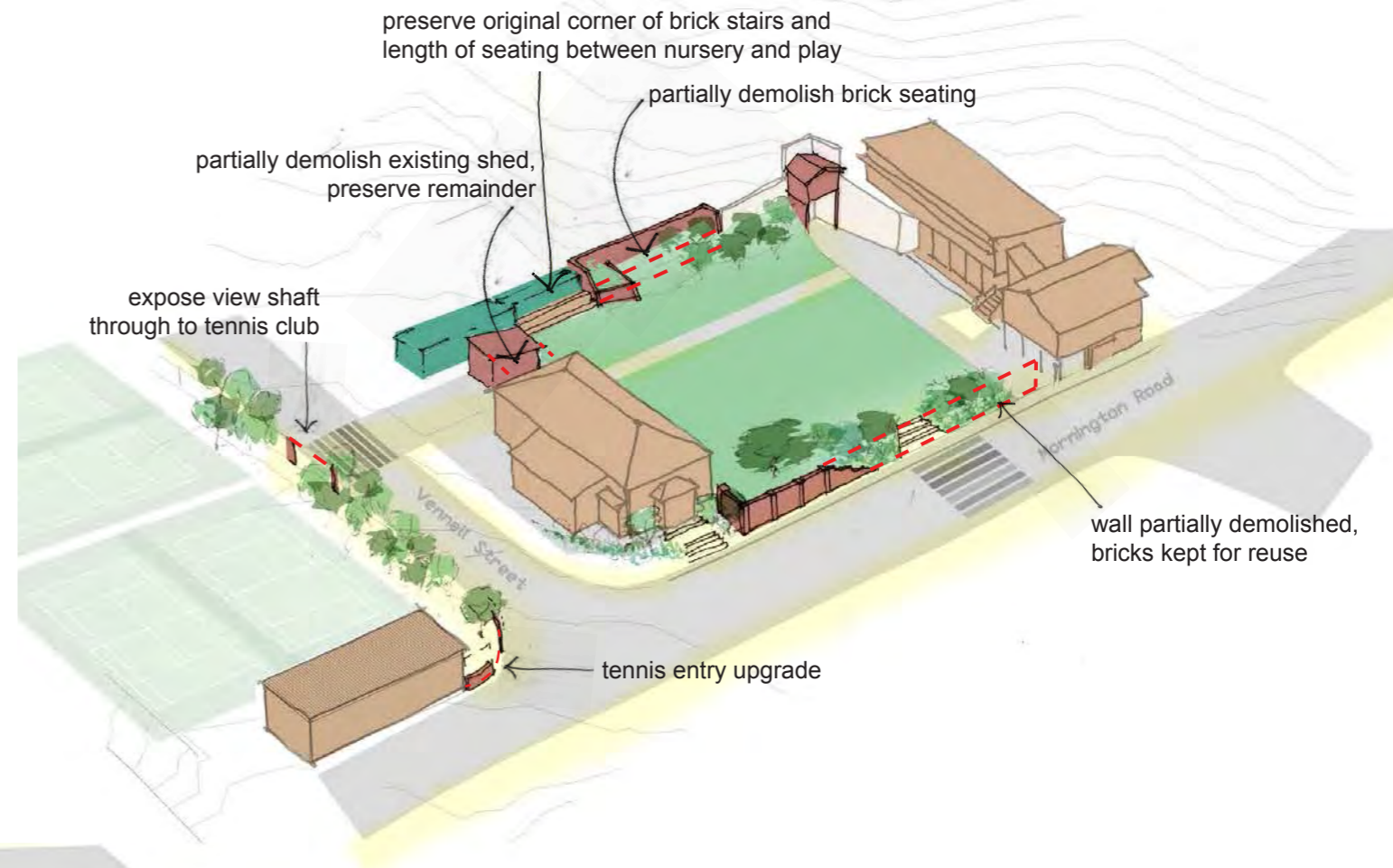
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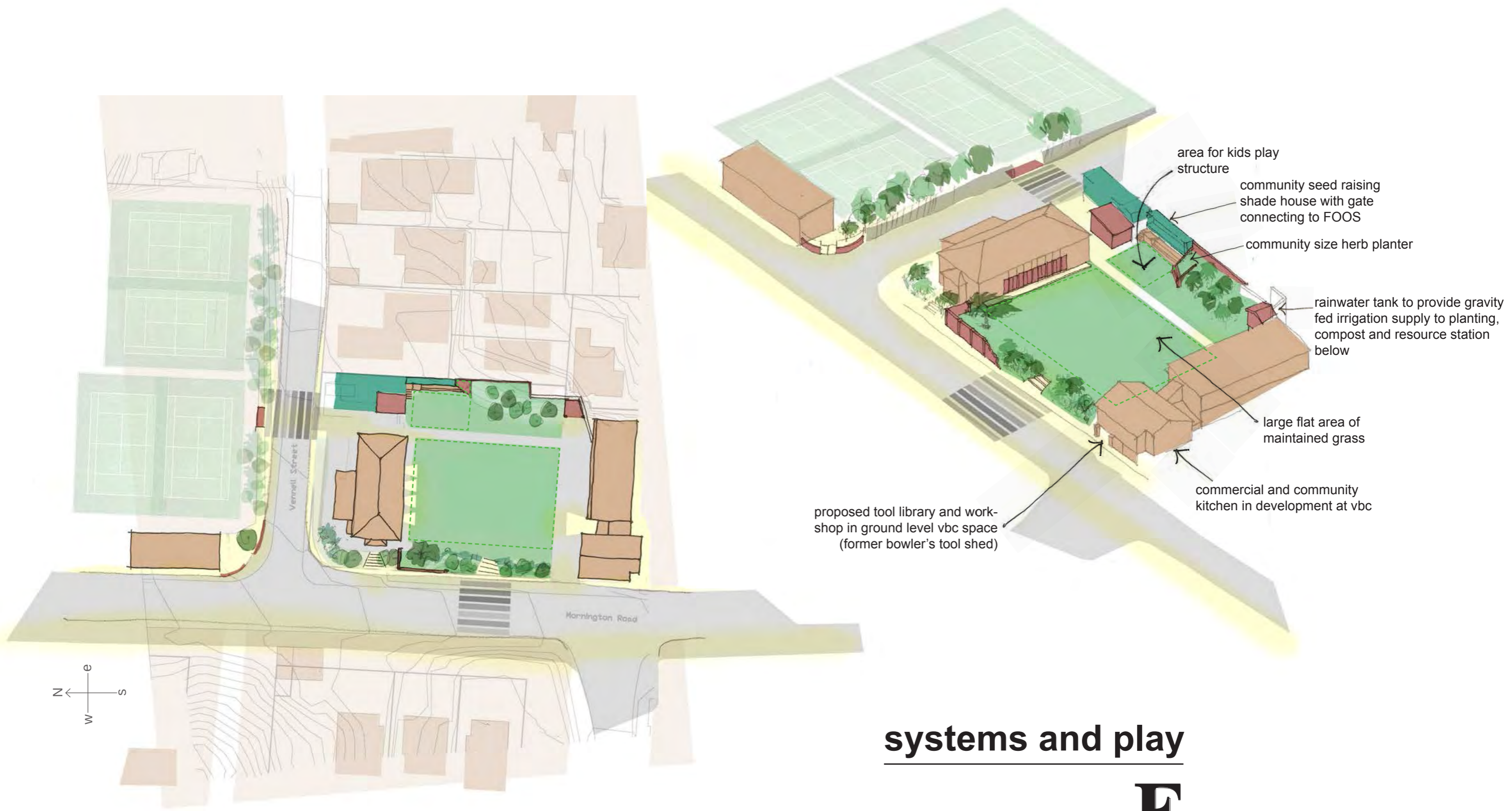
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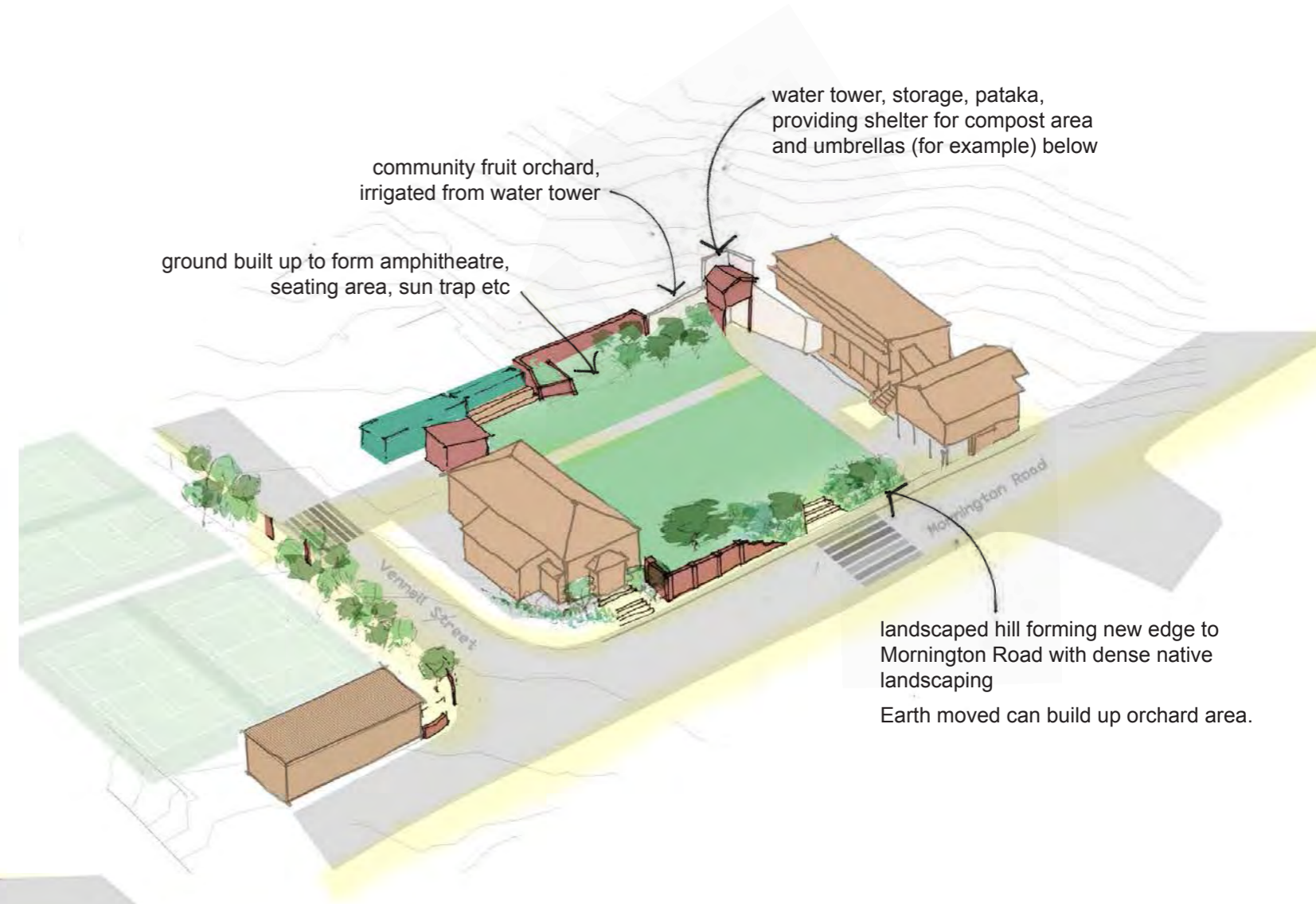
## preservation and demolition

# E



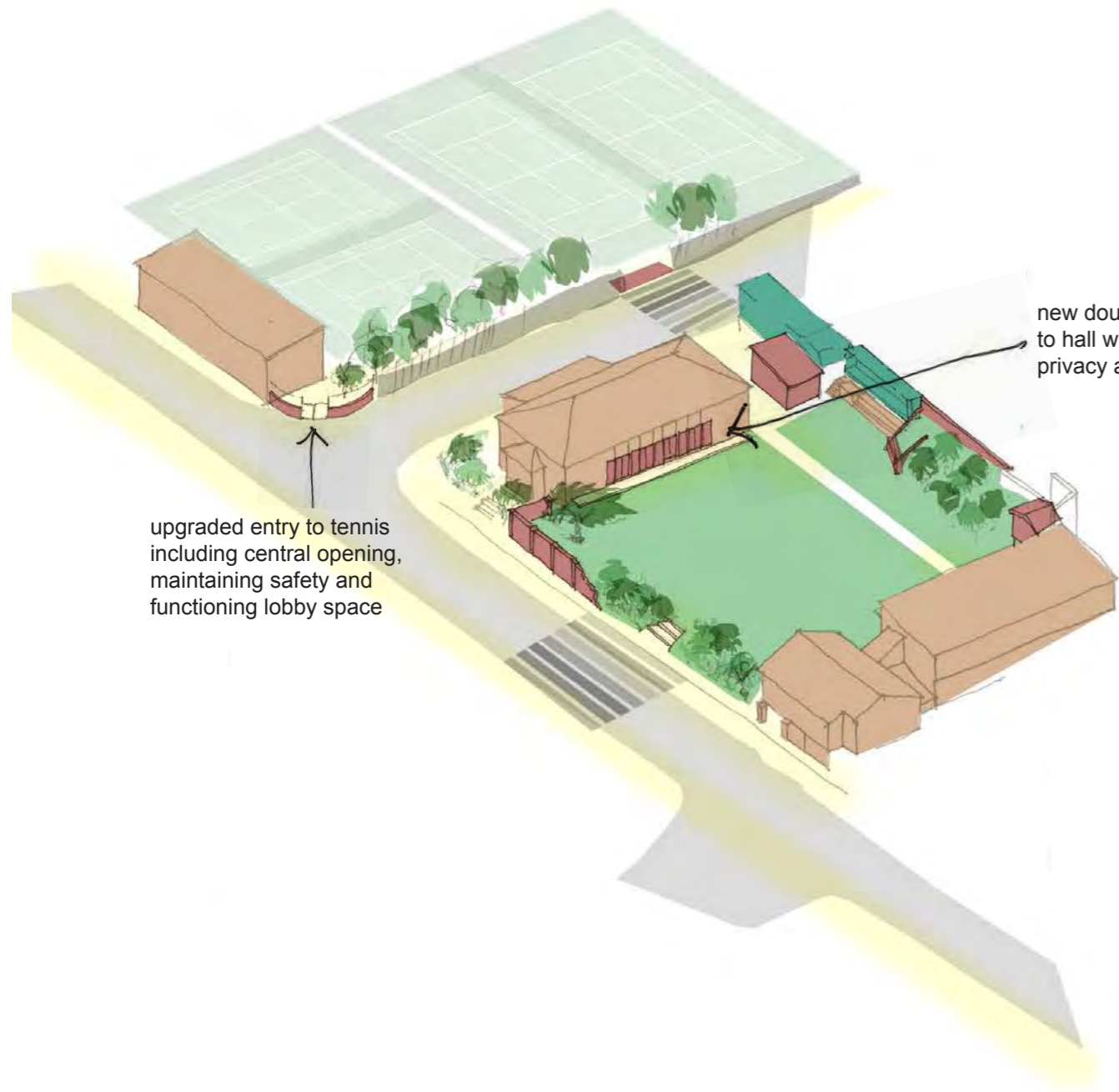
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# F



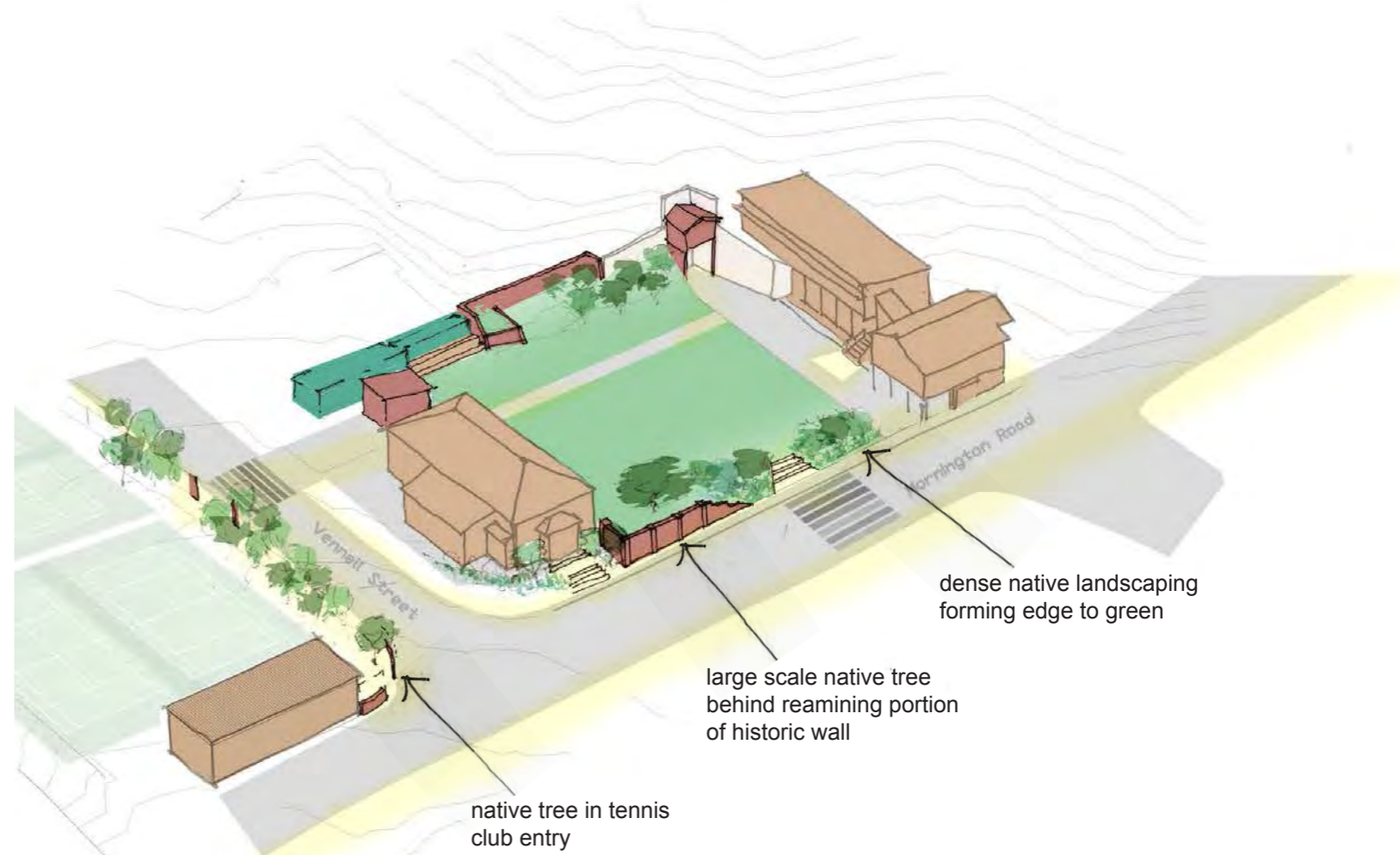
# orchard, water tower and landform

# G



**Hall doors, VBC apron, VTC entry**

**H**



# Mornington Road

# I











M

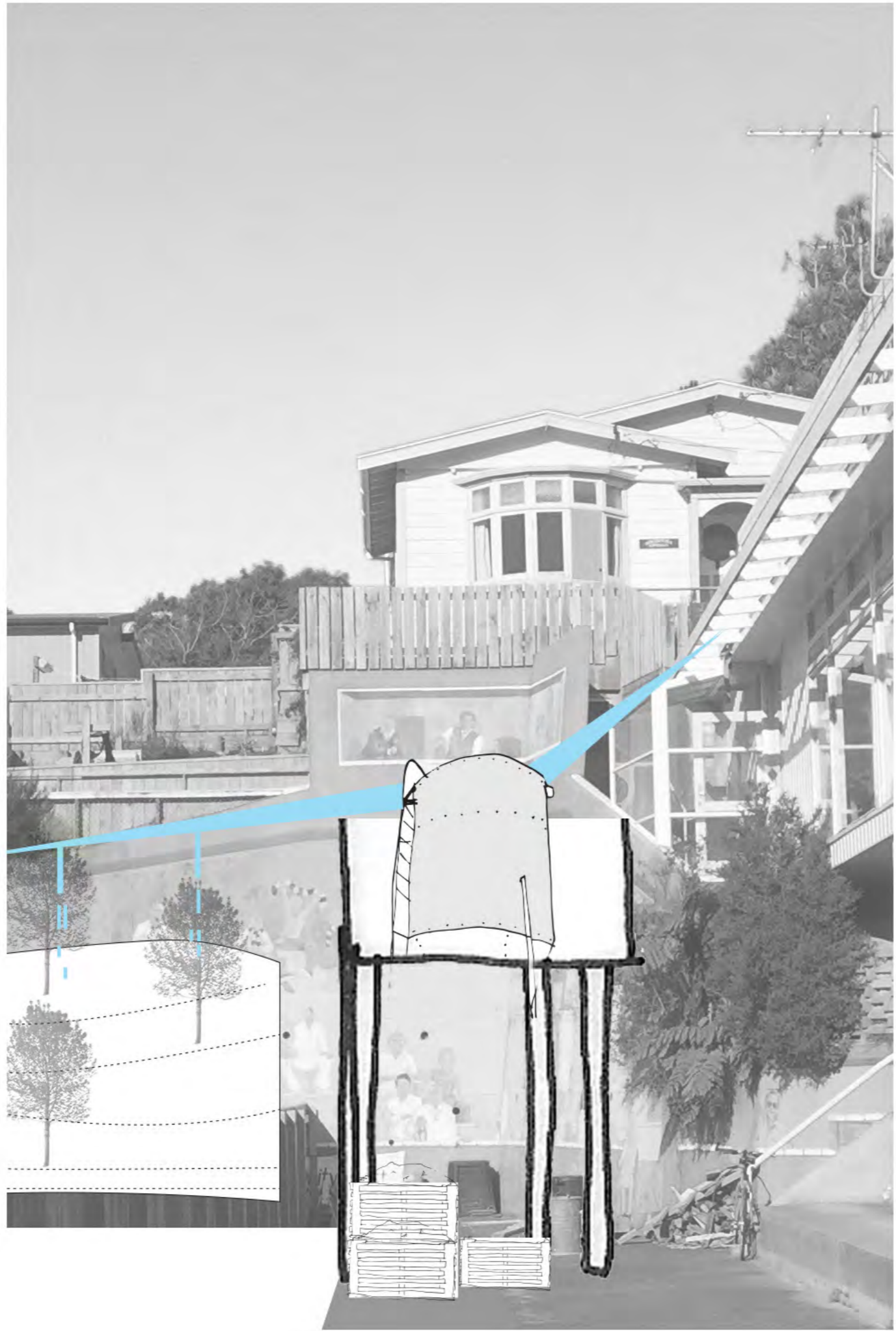




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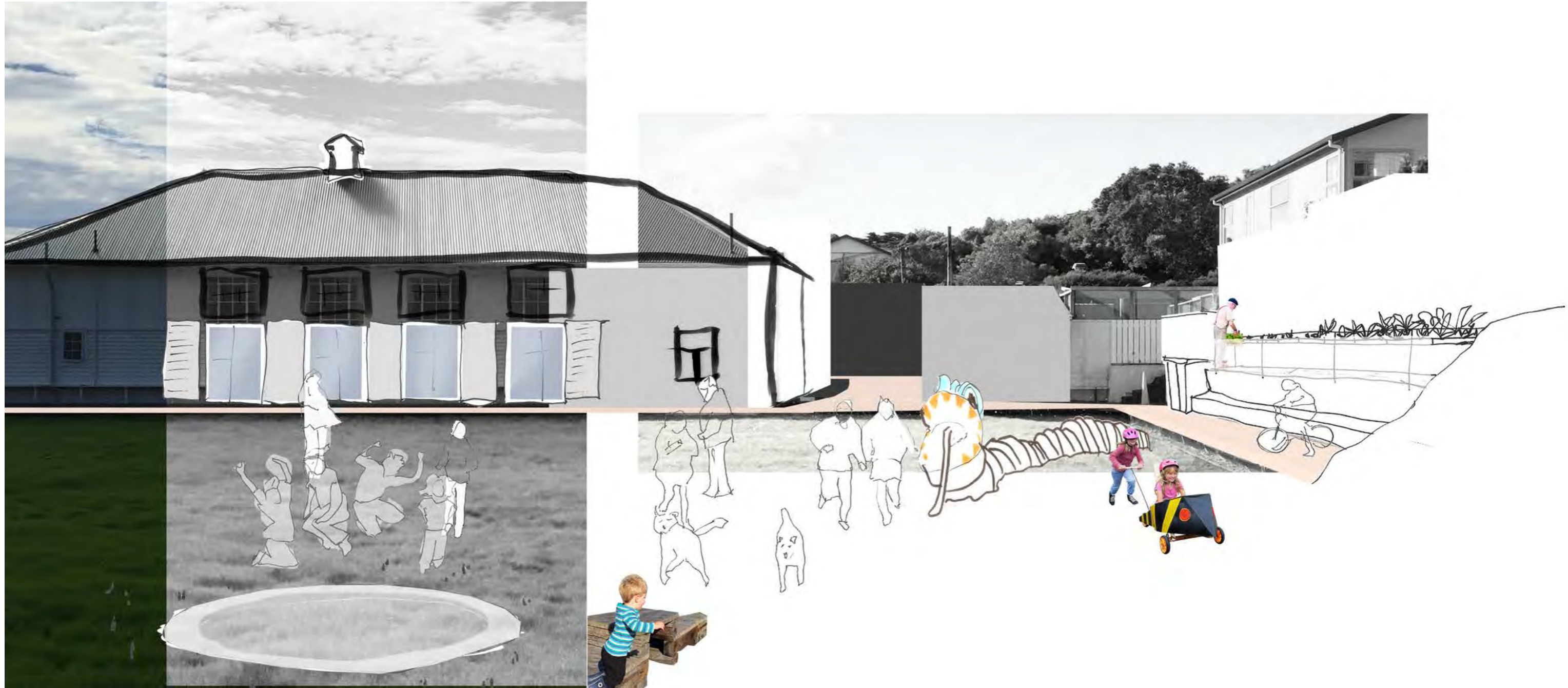
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**R**



S





T

**SUBMISSION ON PROPOSED WELLINGTON CITY COUNCIL ANNUAL  
PLAN 2016/17**

**TO:** Wellington City Council ("**Council**")

**SUBMISSION ON:** Proposed Wellington Annual Plan 2016/17 ("**Proposed Annual Plan**")

**NAME:** Property Council of New Zealand Incorporated ("**Property Council**")

**ADDRESS:** C/- Property Council, at the address for service specified below.

**1. INTRODUCTION**

- 1.1 Property Council is a member-led, not-for-profit organisation representing the country's commercial, industrial and retail property owners, managers, investors, and advisors. Our primary goal is the creation and retention of well-designed, functional and sustainable (including economically) built environments which contribute to New Zealand's overall prosperity.
- 1.2 Furthermore, Property Council supports the formulation and implementation of statutory and regulatory frameworks that enhance (and do not inhibit) productivity-driven economic growth and development. To achieve these goals, our advocacy and research focuses on urban strategy, infrastructure, compliance, legislation and capital markets.
- 1.3 Over the years, Property Council has built and maintained good rapport with central and local government agencies and is often relied upon for advice, comments and feedback on matters of local, regional and national importance.
- 1.4 Property Council values the constructive and collaborative approach adopted by the Council in publishing a robust consultation document. However, Property Council has a range of concerns in relation to the Proposed Annual Plan. Our submission is set out in detail below.

**2. SUBMISSION**

**General submission**

- 2.1 Property Council has a number of specific concerns relating to the Council's Proposed Annual Plan. In particular, Property Council considers that the Council needs to focus on its role in delivering core services for Wellington in an efficient, consistent and cost-effective manner.
- 2.2 Additionally, Property Council considers that the Annual Plan lacks an overall vision of how the proposed projects and services being funded will benefit Wellington, and how these projects relate to the strategic goals of the Council's Long Term Plan 2015-25 ("**Long Term Plan**").

- 2.3 In general, Property Council considers that the Council has proposed funding for too many small projects that are arguably unnecessary or could be deferred to a later date. There is also a lack of information provided as to why the Council has proposed such high levels of funding for several projects, such as the \$1.29 million proposed funding to promote safer vehicle speeds.
- 2.4 Overall, Property Council urges the Council to reconsider its core focus, and ensure the projects that are funded:
- (a) have robust and objective business cases;
  - (b) provide value for money; and
  - (c) bring tangible benefits to the wider Wellington community.
- 2.5 In particular, if a proposed project is to be funded out of commercial rates (raised either through the general rate business differential or targeted rates on commercial property) that project should bring demonstrable economic benefits to Wellington and the majority of commercial ratepayers who funded it. There is insufficient evidence in the Annual Plan to show that.

#### **Specific submission**

##### *Rates increase*

- 2.6 The Council has proposed to increase rates by 3.8% for all ratepayers. This is compared to the 3.6% increase anticipated in the Long Term Plan.
- 2.7 Property Council is concerned about the substantial increase in average rates for residential and commercial properties. Residential properties average rates are proposed to increase to 5.3%, and the commercial properties average rates increased to 4.3%.
- 2.8 Property Council urges the Council to use the rates assessment calculator and compare the commercial property rates of Wellington to those in other major urban cities.
- 2.9 Property Council understands the necessity of rates. However, we believe that major increases in property rates may deter businesses from staying in, or relocating to, Wellington.

##### *Proposed Change to the Long Term Plan: Convention Centre/Movie Museum*

- 2.10 Property Council notes that the Annual Plan consultation document refers to a proposed change to the Long Term Plan to bring forward \$54 million in capital spending on the proposed Movie Museum and Convention Centre into the 2016/17 financial year covered by the Annual Plan.
- 2.11 Property Council supports the project and bringing it forward given the huge economic benefit it should have for the city. However, it is unclear if the proposed spending for 2016/17 is included within the rates increase in the Annual Plan consultation document (and noted

above). If the change to the Long Term Plan will result in rates rises in 2016/17 above those indicated in the Annual Plan, Property Council submits that the entire 2016/17 Annual Plan, and the projects it contains, be re-consulted to ensure that appropriate trade-offs between projects can be made to keep rates increases to a minimum. This should be done with a view to some of the project proposed in the current Annual Plan being deferred to allow the Movie Museum and Convention Centre funding to be bought forward.

*Draft Low-Carbon Capital Plan 2016-18*

- 2.12 The Council has indicated that it plans to make Wellington the "low-carbon capital".
- 2.13 Property Council conditionally supports the proposal and the three pillars as stated in the Proposed Annual Plan. Property Council endorses a sustainable approach to city shaping, but does so on the basis that implementing the three pillars does not add additional costs for development or carrying out business in Wellington (particularly in light of the proposed rates increase mentioned above).
- 2.14 As mentioned, Wellington has a small carbon footprint, and therefore it needs to be considered whether such a radical emissions reduction over 30 years is necessary.
- 2.15 Property Council supports the Council continuing to work collaboratively and effectively with stakeholders about building resilience, of which climate change is only a small part. Use of the framing 'resilience' is an appropriate way for Wellington to consider the risks it faces economically and from earthquakes and climate change. We therefore strongly encourage the Council to continue taking this broader approach.

*Urban Development Agency*

- 2.16 The Council proposes to establish an Urban Development Agency ("**UDA**") which would allow the Council to be more active in unlocking development potential in the city.
- 2.17 Property Council supports the establishment of the UDA and believes that it can remove potential barriers to development such as the fragmentation of land ownership and the requirement to provide master-planning.
- 2.18 It is crucial that the UDA is able to operate at arm's length from political imperatives and conflicts of interest. The governance and operation of the UDA should not have political representation by Councillors and should have strong safeguards around commercial conflicts of interest.
- 2.19 Property Council supports both the Council-Controlled Organisation and the Council-Controlled Trading Organisation approach with the safeguards mentioned above.
- 2.20 Property Council believes that a partnership between the private sector and the Council is needed for the city to reach its full potential. The UDA will be hindered if the Council adopts a silo mentality. In particular, when establishing the UDA, the property industry should be

closely involved to ensure that a clear mandate and vision is ascertained, and that the outcomes will provide consistency and certainty for future developments. As it may not be appropriate to have local commercial property expertise in the governance of the board (because of the potential conflicts of interest), the UDA should set up a reference group or forum to ensure that local private sector experience can be used to ensure its success.

- 2.21 The Council must allow the UDA to fulfil its purpose to enable development. It should not be restricted by prescriptive design rules and council policies, bylaws and strategies, which will unnecessarily increase the cost of development.
- 2.22 Property Council submits that the establishment of the UDA creates an opportunity for the Council to streamline consent processes by reviewing the costs, charges and timeframes associated with processing consent.
- 2.23 Property Council supports the UDA actions outlined in Chapter 4 of the supporting documentation regarding:
- (a) land purchase, disposal and assembly;
  - (b) de-risking development sites;
  - (c) procurement; and
  - (d) projects.
- 2.24 Property Council believes that the introduction of the UDA will have major benefits for the future development of Wellington.
- 2.25 A paper prepared by Property Council regarding the establishment of a central government urban development authority is attached to this submission as **Appendix 1**.

*Zealandia*

- 2.26 The Council proposes to purchase Zealandia from the Board of the Karori Sanctuary Trust. Property Council supports the Council's proposed purchase of Zealandia, as we believe it provides a unique cultural and tourist experience for Wellington that sets it apart from other destinations.
- 2.27 While some subsidisation is required, the Council must ensure Zealandia maximises its tourism and financial potential to reduce costs for the ratepayers. Property Council therefore recognises that a new governance structure that provides strong and effective financial management and governance is required.
- 2.28 Property Council believes that the tourism industry is essential to the economy and will be beneficial to the entire city.

*New initiatives*

- 2.29 The Proposed Annual Plan includes a number of new initiatives to be considered for funding, such as the Lyall Bay Foreshore Resilience Plan and the Toitu Poneke Sports Hub.
- 2.30 Property Council submits that the spending rates of the Council must:
- (a) be executed in a transparent and effective manner, that has robust, rational and objective decision-making behind it;
  - (b) have value for money; and
  - (c) clearly link back to the overall strategies and visions outlined in the Long Term Plan.
- 2.31 The Council needs to clearly articulate why the projects have been chosen so that ratepayers are clear as to the primary projects that the increased rates are being put towards.

**Relief sought**

- 2.32 Property Council appreciates the opportunity to submit on the Council's Proposed Annual Plan, and seeks further engagement with the Council on the issues raised in this submission.
- 2.33 Property Council wishes to be heard in support of this submission.

**PROPERTY COUNCIL OF NEW ZEALAND INCORPORATED:**

**Signature:**


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**Mike Cole**  
 Wellington Branch President
**Date:**

29 April 2016

**Address for Service:**
 C/- Alex Voutratzis  
 Property Council New Zealand  
 PO Box 1033  
 Shortland Street  
**AUCKLAND 1140**

**APPENDIX 1**

**Property Council paper regarding urban development authority**

## A CENTRAL GOVERNMENT URBAN DEVELOPMENT AUTHORITY

### Issue

*Establishing a central government urban development authority which could facilitate development and also create opportunities in counter cyclical seasons to help smooth boom/bust cycles.*

The main purpose of such an organisation would be to identify market failures or regulatory or other barriers to viable development and work to rectify the issue where possible.

Establishing such a body was the recommendation of an Independent Taskforce (comprised of some Property Council members and central and local government) in 2009, to rectify the fact that generally higher density and more complex projects are too big for the market to deliver on its own. Rather, they require intricate co-ordination of central and local government infrastructure and the commercial and development skills of the private sector.

The body could also: be a repository for key information, knowledge and expertise accumulating best practice; implement strategies, policies and actions to benefit New Zealand as a whole; better ensure longevity, and decisions which endure over time, in urban planning and policy.

### Powers

The remit of any urban development authority, in defined areas, could include:

- powers to purchase/agglomerate land
- powers to Masterplan and up-zone
- obtaining consents/fast tracking projects/cutting red tape
- ensuring the coordinated provision of development opportunities with infrastructure
- the ability to sell on parts to private developers
- giving credit markets more confidence about the delivery and timescale for infrastructure, and timeframes for aggregating land and completing regulatory processes, assisting with private sector developers' access to finance.

*The body should not undertake development that can taken forward by the private sector.*

### Risks

#### **1. Undue interference from central government, in local issues**

This could be mitigated through legislation, which stipulates the body can only act in situations of market failure or where the private sector is not delivering.

For example, in Perth, the Metropolitan Redevelopment Authority (MRA) can only act in defined areas for a focussed period of time. Areas are defined via regulations. Once the particular project is finished, powers revert back to the local authority. Local authorities are consulted throughout the project, albeit the MRA has the final say.



## **2. *The body would interfere with the market***

In Australia the boards of such authorities can be predominantly made up of private sector participants. At the MRA, no elected members are on the board. This helps ensure objectivity and has meant the private sector generally regards the authority well and finds them easier to work with than local government.

The MRA does not receive government funding, although it can borrow through the government processes. As such, it remains at arms-length from government.

Arms-length regeneration bodies in the UK, such as New East Manchester, have reportedly good working relationships with local government and the private sector. They present themselves as private sector operations, and board members and partners are clear that the private sector would not have been so willing to work with New East Manchester if were a local authority organisation.

## **3. *The body would be subject to party politics***

In Perth and NSW both political parties support the authorities, well as the private sector. This is because they tend to benefit everyone e.g. they facilitate private sector activity via de-risking development, and they assist with social issues such as housing affordability and urban regeneration.

## **4. *Compulsory acquisition is a heavy handed interventionist approach***

These powers are infrequently used in Australia. Politically it's unpalatable and expensive. MRA, UrbanGrowth NSW and the Queensland Urban Land Development Authority all promote collaborate working and facilitating development to achieve the outcomes they want, rather than using compulsory acquisition powers. One possible issue however, is that the Australian bodies all have access to significant amounts of government owned land which helps with negotiations.

Work done by the NZ government indicates that international experience shows compulsory acquisition powers are used rarely, but the threat of them helps negotiations and collaboration. Limits in legislation could help ensure they are used sparingly and that compensation is adequate. Powers could also be restricted, e.g. to where 90% or 70% of requisite land has been acquired and now need to get the last 10% -30% for a project to get off the ground. There could also be an appeal mechanism.

## **Critical success factors**

Critical success factors based on a review of the Toronto Waterfront Revitalisation Corporation:

- Coordination among public sector stakeholders
- Viable funding model
- Control over land
- Comprehensive development plan
- Long-term planning horizon
- Visible champion and strong leadership
- Accountability mechanisms
- Authority to act
- Alignment between City and the independent corporation
- Mechanism to harness/ regulate private ownership interests
- Time-bounded intervention
- Desire for change

## ANNEX

### Australian authorities & NZ Government past work in this area

#### Australia

##### **Development Assessment Forum**

Formed in 1998 to create and identify leading edge approaches to development assessment in Australia.

Membership includes the state/territory local government associations in addition to Commonwealth, state/territory governments, the development industry and related professional associations. The Forum provides advice and recommendations through the Planning Officials Group (POG) to the Local Government and Planning Ministers' Council (LGPMC).

The DAF "Leading Practice Model for Development Assessment" provides a blueprint for jurisdictions for a simpler, more effective approach to development assessment. It achieves this by defining ten leading practices that a development assessment system should exhibit, and then by applying the ten leading practices to six development assessment pathways/tracks.

##### **Places Victoria**

Urban Renewal Authority Victoria (trading as Places Victoria) was established in October 2011. It facilitates large-scale urban renewal – for residential and mixed-use purposes – within established areas of Melbourne and strategic locations in regional Victoria.

Places Victoria drives major long-term urban renewal projects and is self-funding. It creates opportunities for the realisation of Victorian Government policy and private sector investment by making urban renewal sites development ready, including:

- a. master planning
- b. land preparation and site acquisition
- c. developing land
- d. partnering with land owners, developers and builders.

##### **Metropolitan Redevelopment Authority**

The MRA assumes planning, approval and redevelopment responsibility over key areas identified by State Government across the Perth Metropolitan Area.

It has been a key instrument in the delivery of complex redevelopment projects meeting government objectives (Regional Centres, Transit Orientated Development, Inner City Regeneration). Its ability to acquire land, and partner with the private sector, whilst also retaining approval authority from State and Local Government Authorities has been a key point of difference.

The MRA model combines local, state and private sector expertise and powers. The MRA has:

- Planning powers over land which has been identified as requiring intervention to facilitate development. As such, it works in a specific area (which is defined via regulations) for a limited period of time. It generally goes in to operate in areas where the government is satisfied the private sector will not deliver due to market failure (e.g. at contaminated sites, where there has been a breakdown on boarder of two local government authorities).

- Compulsory acquisition powers (but these are almost never used – they are expensive, and politically unpalatable). The MRA owns large tracks of Government land in any case.

The MRA uses its planning powers and the provision of infrastructure to negotiate with private land owners and facilitate development. The combination of its powers means developers/private sector deal with the same entity throughout the process which is a major benefit. It also provides investment certainty to the private sector.

The MRA does not compete with the private sector. It is privately debt funded, therefore can borrow through the deeper pockets of state government but pays back the debt through land sales.

Local Authorities can comment on projects and are consulted but the MRA has the final say. When a project finished, the MRA hands power back to Local Authority.

The MRA Board has a planning commissioner and a member with local government experience. The other 5 board members are from the private sector. As such the MRA is seen as being closer to private the sector than local government. It has a good culture and is used to working with the private sector. There are no elected members and is therefore seen as relatively objective.

The MRA achieves bipartisan support and buy-in from both of the main political parties. This is because it delivers for the private sector by facilitating and de-risking development as well as achieving community outcomes (e.g. housing affordability and urban regeneration).

#### **LandCorp (incorporating WA Lands Authority and Industrial Development Authority)**

Landcorp is central to the delivery of government objectives within the urban development sector. LandCorp deals with surplus government land, facilitating planning and development either itself or in partnership with the private sector. It has also assumed the role of managing the delivery of land within regional communities where the market would not enable development to occur.

It does not have planning powers, however has been able to leverage significantly in partnership with the private sector.

It was criticised at one point for duplicating private land developers, however it has largely removed itself from the mainstream residential market in Perth to address this.

#### **Queensland Urban Land Development Authority**

Queensland previously had the ULDA (Urban Land Development Authority) until the recently elected Newman Government came to power. The ULDA's power has been transferred to a body called EDQ (Economic Development Queensland).

The ULDA sat outside of government and had a board (EDQ does not). The ULDA declared UDA's (Urban Development Areas) where they wanted to get land and houses to market quickly. This was done for 3 new cities (Caloundra South, Greater Flagstone and Yarrabilba) as well as some infill areas in Brisbane (Bowen Hills, Brisbane Northshore and Fitzgibbon) as well as regional areas for mining and excess government land. All statutory plans for these areas were drafted in a year. There are no third party appeal rights and development is approved very quickly. The ULDA really promoted development and were very innovative. They have acted as a development manager in Fitzgibbon Chase which has resulted in great outcomes.

In brief, the Urban Land Development Authority was set up in 2007 with a remit of improving housing affordability. The ULDA Act's powers were limited to areas that were declared as Urban Development Areas (UDAs) but were very broad - with the ULDA replacing the local authority as the planning and

assessment agency and in addition having the ability to develop land if it desired (but being required to buy/sell land without any advantages).

The Act did not include compulsory acquisition powers. In those cases where it may have been required (e.g. for a piece of infrastructure) other government agencies would have been called upon to exercise their acquisition powers.

The business plan that the ULDA put together to address housing affordability contained a number of strategies, namely:

1. Unlock land for private developers to get land to the market quickly by doing the master planning, sorting out infrastructure and providing catalyst funding for those difficult sites.
2. Putting in place simple Development Schemes with a performance approach that minimised prescription and facilitated innovative outcomes.
3. Undertaking development where the market was failing to do so (some regional mining towns) and/or to demonstrate new housing innovations.

In late 2012, it was decided to effectively keep the legislative powers but refocus the approach of the organisation onto a wider remit of economic development, rather than just affordable housing. The organisation was brought into the department (instead of being a statutory body with a Board) and merged with the departmental agency responsible for developing industrial land.

The ULDA Act became the Economic Development Act which had all the same provisions of the ULDA Act and then some. So, areas still could be declared and EDQ could be the sole planning agency and/developer if that was desired by the Minister, or with the widened delegation provisions, local authorities could effectively use the Act's powers (obviously with Ministerial approval) to speed up the planning for a specific area.

Since the new Act came into being in 2012/13 the areas declared have been of the second type; i.e. ones that are being driven by local authorities.

### **Urban Growth NSW**

UrbanGrowth NSW was formerly known as Landcom. The new entity only commenced operating from mid-2012. The key difference from the old Landcom organisation is that they will not compete with the private sector in selling house and land in greenfields areas.

UrbanGrowth NSW's focus is to:

- unlock private sector investment by coordinating and delivering lead-in infrastructure and services in development areas, and by planning and fast tracking urban renewal projects
- drive the government's approach to housing delivery, including the current 10,000 homesites program
- lead development in identified projects across the state.

Their Longer Term Strategies to promote private sector investment in NSW and to increase housing supply include:

- identifying market failures or regulatory barriers to otherwise viable development
- addressing land fragmentation

- better utilising surplus government land as a catalyst to development
- assisting development by better coordinating the delivery of enabling infrastructure
- continuing to undertake development in our own right or in partnership with others
- providing additional focus on development in regional areas
- assisting in the provision of affordable housing

UrbanGrowth NSW operates like a privately owned business, but is owned by Govt. Treasury and Minister for Finance are shareholders, but members of the board is all from the private sector. The body can borrow from treasury but it does not get a better rate than the private sector. It is almost seen as a private sector body.

It does not have planning powers, and therefore works with local government or the department of Planning on this. UrbanGrowth NSW's main focus is on de-risk land for development and then letting developer do the rest.

It does not have compulsory acquisition powers. Rather, its major focus is on surplus or under-utilised land and it also leverages off government owned land.

In delivering urban renewal need head agency to then work with education, health, transport agencies etc and ensure collaborative approach and as a basis for planning.

#### Past NZ work

#### **Catalysing Positive Urban Change in NZ**

Ministry for the Environment 2006

Report concludes that new legislation is required to form urban development authorities (or what the report calls "New Zealand Urban Transformation Corporations"). The authority would be responsible *for the creation and implementation of spatial development policy, including the provision and management of the social and physical infrastructure required to support urban development.*

The legislation would equip the new authorities with powers in respect to land value capture, compulsory land acquisition for urban reform purposes, achieving greater certainty in the development approval process and the levying of infrastructure charges across local and district council boundaries. It would also provide central government with a mechanism to directly intervene in urban development issues when national issues are at stake.

The report recommends an institutional framework that operates at two levels, a national organisation responsible for large, nationally significant projects and for accumulating best practice, and regional organisations established by local authorities for local projects. The national organisation would advise on local projects as well as manage its own projects.

In respect of governance and mandate:

- full incorporation as a separate legal entity wholly owned by government
- operation to a strict commercial charter
- accountability to a competency based board.

In respect of municipal functions:

- power to take over the place management functions of the host territorial authorities
- power to take over the territorial local taxation function in the target area.

In respect of capitalization & development finance:

- provision for vesting of surplus government land holdings in the project area
- provision for debt underwriting and equity investment by government
- provision for payments by government to fund community service obligations to enable outcomes that would otherwise prevent the project from being commercially viable
- power to enter into joint ventures with the private sector and other agencies.

In respect of development powers & value capture:

- power to compulsorily acquire land
- power to levy surrounding territorial authorities to help fund the project
- power to levy infrastructure contributions or land value uplift taxes
- power to take over the strategic planning and resource consent functions with respect to the project area.

### **Building & Construction Sector Urban Intensification Taskforce**

Independent panel comprising developers, architects, local and central government representatives, 2009

The Taskforce concluded that higher density and more complex projects are too big for the market to deliver on its own. While making projects happen is the core strength of private developers, the Taskforce considered that urban regeneration projects require an intricate co-ordination of central government infrastructure, local government infrastructure and amenities, and the commercial and development skills provided by the private sector.

The recommended solution is an urban development agency based on a set of clear partnering principles. Two different models are considered.

#### *Model One: Urban Development Entity*

A specific urban development entity (UDE) is established for each development where:

- central and/or local government land is transferred to the UDE
- the UDE is owned by the crown and/or council – but with the potential inclusion of third party shareholders where they contribute land or equity
- the UDE specifies the development zone, prepares the initial area plan and obtains the required land use and planning consents (i.e. generally takes over the regulatory planning powers from the local territorial authority within the nominated zone)
- the UDE will also arrange for the delivery of appropriate public infrastructure and amenities – with this work (generally) being contracted to the private sector (this will also require utilities providers to prioritise upgrade work in this area)
- the central/local government investment in the development is land equity plus any infrastructure investment that would have been incurred anyway (roads/rail/services). The land provides equity able to be borrowed against to fund the development of the plan and the provision of infrastructure amenities.

Delivering the project:

- the land is tendered to private developers at market value – with development rights/consents and delivery of specified infrastructure/amenities – on the basis that the developer will build in accordance with an agreed area plan. (This sale stage includes the ability for agreed change to the area/master plan to achieve commercial viability and maximise quality outcomes.)
- the UDE retains commercial rights and remedies if construction does not comply with contracted quality/time standards
- private developers construct and sell completed buildings to end users/investors.

Risks and rewards:

- value uplift from land sales resulting from zoning consents, infrastructure services and land development provides profit to the government/council – which can be taken as profit/dividend, recycled as equity into the next project or used to fund the provision of social services/amenities. This means that:
  - o public agencies carry the risk that land sale values are lower than original (plus holding) costs plus improvements; and
  - o private developers carry the risk that house/building sale prices are lower than land purchase prices plus construction costs.

Central Government would need to have a further agency (possibly based in an existing department) that managed growth and co-ordination issues over a range of UDEs.

*Model Two: Urban Regeneration Company*

A company is formed by central and local Government, with the private sector. It oversees a complex urban development project from gestation to completion, and then disbands. The main difference from the UDE model is that the urban regeneration company has private sector shareholding – and thus the private sector is overseeing the development of both the area plan as well as the on-going monitoring of the project. This ensures that commercial disciplines underpin the development and oversight of the project, increasing banker confidence in the project's commercial viability.

Key features of an urban regeneration company (URC):

- A URC company is formed between central and local government, and private sector investors, each with a third shareholding.
- The URC completes a baseline market assessment of a proposed development, and prepares a resulting area plan for development.
- The URC enters into formal agreements with central and local Government for:
  - o the completion of regulatory and consenting processes – completed by local councils (for example, by establishing special teams)
  - o land aggregation (which may come in part from central or local government)
  - o the provision of national and local infrastructure and amenities, which are financed through normal means (central and local government borrowing and/or taxes)
- The URC, having overseen the completion of the land, regulatory/consenting and infrastructure issues, sells the rights to develop the property to the private sector on the basis that there is an agreed rate of return for the developer.
- The developer then develops in accordance with the agreed area plan, and markets and sells the resulting properties. However the URC monitors the completion of the resulting properties, to ensure that the developer builds to the agreed quality and standards set out in the area plan. There are set penalties and remedies if the developer tries to economise on

quality – although there is limited incentive to do so because the developer is facing an agreed rate of return on investment

- There is a risk and reward sharing arrangement between the URC and the developer:
  - If the developer sells the resulting properties at a price higher than the agreed rate of return, then the resulting “excess profit” is shared between the developer and the URC.
  - If the developer sells at a price lower than the agreed rate of return, the URC compensates the developer for part of the losses the developer has incurred.

The URC approach shares risk between the public and private sector in the event that there are profits, or losses. While this sharpens accountability and the incentives to perform, and ensures that a commercial perspective is applied to the project, it exposes public sector bodies to a level of commercial risk not seen in the UDE approaches.

### **Building Sustainable Cities**

The DIA’s discussion document explored a range of options for strengthening the ability of local authorities and crown entities to achieve positive sustainable urban development outcomes. Proposed approach is to allow for legislative tools and powers that can be used by an urban development organisation – such as a CCO, crown entity or joint venture company.

Adopt a place based approach, to overcome development barriers - e.g. increase capacity and capability of industry, increase co-ordination between local and central govt, encourage integration with infrastructure, consider funding and land assembly, shorten development and planning processes, assist with public resistance to intensification.





## Mt Victoria Residents Association

PO Box 19056, Wellington 6149

29 April 2016

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2016/17 Annual Plan  
 Wellington City Council  
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### Submission on draft 2016/17 Annual Plan

The Mount Victoria Residents' Association Inc (MVRA) has a long history of advocacy and consultation with the Wellington City Council, and appreciates the opportunity to supply our views on the council's Draft Annual Plan for 2016/17. Our comments are made in the context of how well the Draft Plan will move our city towards realising our community outcomes: a people-centred city; an eco-city; a connected city; and a dynamic central city. As the council's Long Term Plan 2015-25 was approved less than a year ago, we also bear in mind what it signalled for 2016/17 and its stated main objectives to:

- invest in projects that grow the economy and deliver returns on investment
- invest to maintain and improve existing services
- increase the use of existing assets rather than spending on new infrastructure
- improve asset management practices
- achieve ongoing efficiencies.

We would like to speak in support of our submission at a hearing.

### General comments

1. The MVRA is pleased to see Wellington City has become part of the 100 Resilient Cities project which will provide financial and logistical guidance, expert support, and membership of a global network of cities which can learn from and help each other. We note the project puts 'Health and wellbeing' at the top of its four dimensions.
2. We continue to be concerned the focus of the Draft Annual Plan on economic growth is very expensive, often for little benefit to ordinary residents, and seriously undermines progress on our city's community outcomes. The 2014 Wellington Region Genuine Progress Index (GPI) shows from 2001-2013 the economic and environmental well-being aspects increased by 11.1% and 11.6% respectively, but the social aspect improved by only 0.7%, and the cultural aspect declined by 7.6%. This suggests the Annual Plan should concentrate on developing our social and cultural capital as that is important for residents and attracting new residents and visitors. It is also required by section 10 of the Local Government Act 2002, ie. to meet the needs of our community for good-quality infrastructure and local public services.

3. As with the Long Term Plan, the Draft Plan lacks any sense of fiscal restraint. The Long Term Plan was already dominated by expensive big ideas and nine months later we find two more – building and ownership of a convention centre/movie museum, and an urban development agency - added to what was already a grandiose budget blowout. Nothing has been removed. Several of these big idea projects are essentially commercial and should be left to the private sector. If the private sector is not interested in pursuing such matters, this should be a warning signal that they are likely to be uneconomic. It should not be a signal for public money to be wasted on them. Such activities are rival and excludable and therefore do not meet the normal economic definition of a public good which might merit some public funding assistance. They are also contrary to the Council's stated objective of increasing the use of existing assets rather than spending on new infrastructure.

#### **Presentation of information for consultation**

4. Section 10 of the Local Government Act 2002 states one purpose of local government is to enable democratic local decision-making by local communities. The presentation of information in the suite of Draft Plan 16/17 documents is not transparent or coherent enough to enable good decision-making based on a proper understanding of the Plan by the community or Councillors. Nor do the apparent inconsistencies inspire confidence in the accuracy of the information. For example:
- a. The Consultation Document (page 8) shows total operating expenditure of \$464.7 million and total capital expenditure of \$243.6 million proposed for 2016/17, but the Year 2 work programme (pages 24-35) explains only \$11.4 million of the operating expenditure, and \$65.8 million of the capital expenditure. It does not appear to include the costs of Proposal 6 and some of the other Proposals in the Consultation Document. We have to glean what the majority of funding is being spent on from the mass of accompanying documents.
  - b. There is no Statement of Service Provision for the "Organisational" activity (nor is there one in the Long Term Plan). Surely organizational activities should also have to meet service performance standards, and the nature and cost of the activities made transparent.
  - c. Page 38 of the convention centre/movie museum proposal shows capital expenditure for 2016/17 is \$53.9 million, but the Economic Development – Activity Budget in the Statements of Service Provision (page 21) shows only \$21.297 million. Nor does this Budget show the \$21.5 million spent in December 2015 on purchasing the land (see Year 1 column on page 21).

#### **Rates and spending**

5. The consequence for ratepayers of the 'big ideas' is an increase for 2016/17 of 5.3% on an average residential property, and a total rates increase, after growth, of 3.8%. We do not support such large increases. They breach the forecast rates increase and are well above the BERL forecast average change in the Local Government Cost Index of 1.9% for the year to June 2017. Nor is this BERL change forecast to be higher than 2.5% in any year to 2025. Another consequence is a huge increase of \$71 million (41%) in capital expenditure for 2016/17 from \$172.6 million in the original Long Term Plan, to \$243.6 million. This places an even larger burden on current and future ratepayers for uncertain benefits to most of them.
6. Staff remuneration is a major contributor to large rate increases – remuneration increases show no attempt to 'achieve ongoing efficiencies'. The number of employees paid more than \$100,000 per annum rose from 174 in 2014 to 192 in 2015, and of the latter, 10 earned more than \$240,000, equivalent to the salary of a Minister of the Crown. In contrast, 1,084 employees earned less than \$60,000. We applaud the Council's Living Wage policy of a minimum wage of \$18.40 per hour and urge it to move employees still paid under this rate to at least the minimum as quickly as possible. In addition we urge Councillors to review staffing and pay rates, particularly the CEO's and managerial salaries, to reflect the responsibility levels of employees of

a city with fewer than 200,000 residents.

### Convention centre and movie museum

7. We comment on this project first as it is the main cause of the very large increase in capital spending over what was agreed to nine months ago and has major implications for other projects, especially the Town Hall. We support in principle the proposal for a film museum in central Wellington to increase the range of visitor attractions in the city, but not its public funding. From the beginning we have strongly opposed funding a new single-purpose convention centre and deplored the decision not to allow Council-owned venues to compete with it. It is contrary to the Council's objective to increase the use of existing assets - Positively Wellington Venues (PWV) has a suite of flexible, multi-purpose and closely-located venues which can adequately cater for most conferences and has created a good niche conference market for Wellington locally, nationally and internationally. In addition, there will be few benefits to most Wellington citizens, apart from mostly casual, low-paid hospitality jobs, and the growth in large conferences may not materialise in light of major government and local investments in Auckland, Christchurch and Queenstown.
8. We have serious concerns regarding the entire project including:
  - a. The latest proposal has been stitched up in haste and in secret with no presentation of viable options, which is contrary to democratic processes of good local government.
  - b. There is no evidence of any attempt to find private developers for what are essentially private operations; WCC simply states its preference to develop it itself. This is markedly different from what we were told in the 2015-25 Long Term Plan ie. the film museum and convention centre would be developed by partnerships with local and central government, businesses and other parts of the community.
  - c. There has been no tender process for the development and construction aspects of the project – Willis Bond and Studio Pacific have been handed the project and presumably are able to charge what they wish.
  - d. The costs and risks to Wellington's taxpayers have escalated exponentially compared with the original proposal to spend a maximum of \$4 million per year on the convention centre. The latest project's primary object is to grow Wellington's economy and so any benefits will be mostly private but the ratepayers must pay a very large amount for it and bear all the construction, ownership and operating risks.
  - e. It is not core business for local government to be in the business of building and owning convention centres, hotels, or apartment/commercial buildings (except for social housing).
  - f. There has never been any proper public consultation about whether Wellingtonians agree that existing PWV facilities, particularly the Town Hall and Michael Fowler Centre, not compete with a new convention centre. This has been another deal made in secret.
  - g. While the convention centre is expected to generate 67 new events per year, 291 events will be 'displaced' from current Wellington facilities which already have the capacity for them – there is no under-supply of venues. Although the business case does not say, presumably most of the 291 events will be raided from PWV's venues. The consequence is current venues may largely become white elephants - the costs of this are not included in the business case and WCC has not otherwise revealed the revenue lost to the Council.
  - h. This project should not be pursued further despite the Council's having already spent \$23 million, \$5.3 million over budget (although page 47 of the 2014-15 Annual Report states it was under-spent and has no explanation). We also call for an external review by independent experts of the combined proposal so the public can be assured of a balanced and professional assessment of the proposal. This should be followed by extensive public consultation. Otherwise there is a risk of the Auditor-General needing to intervene to examine the absence

of an open tender process and the inadequate analysis.

### **Other projects – to be dropped or reconsidered**

9. Although there is apparently no preparation for them in the Draft Plan, the following projects in the 2015-25 Long Term Plan should also be dropped immediately or reconsidered as the money could be better spent on improving existing assets.

#### ***Airport developments***

10. We strongly oppose Council spending \$90 million on the proposed airport runway extension and urge it is dropped altogether. Stated gains are mostly to private interests, including Infratil, it is very expensive, it is not supported by the airline industry itself (BARNZ), and financial support from central and surrounding local government is dubious. The Wellington community will have to pay for something of little benefit to many of them. If it's such a good idea, why is Infratil with its 66% ownership interest investing only the reported \$40-50 million in the proposal?
11. We also ask the Council to abandon its reported spending of \$800,000 a year on Singapore Airlines route to Canberra. Several airlines (including Qantas, Air New Zealand, Virgin and Jetstar) already fly directly from Wellington to Australia with no apparent subsidy. The subsidy implies the route is uneconomic and therefore why are Wellington ratepayers having to pay for something which is clearly not a 'public good' (in the economic sense), and which they neither need nor benefit from?

#### ***Indoor concert arena***

12. This project should be reconsidered as there is little benefit to Wellingtonians from spending \$65 million on a single-purpose concert arena for occasional large music events. Also, organisers of large events have mixed views on it. A strong case for the project must be presented publicly, including how it meets the Council's stated objectives, how it benefits ordinary Wellingtonians and is a 'public good', and whether public support is widespread for spending such a large sum.

### **Town Hall earthquake strengthening and other Civic Square developments**

13. Instead of the convention centre, airport runway extension, and indoor arena, the Council should give top priority to earthquake strengthening the Town Hall. The Town Hall has served Wellington very well over long years as a multi-purpose venue with wonderful acoustics for music, and this should continue as soon as possible. It is incomprehensible to the MVRA that the Council has rapidly committed to spending \$134 million immediately on a convention centre/movie museum with no apparent need to find the funding from elsewhere, and yet the Town Hall earthquake strengthening is dependent on selling off valuable public assets such as Jack Ilott Green, the Michael Fowler Centre carpark, and the Municipal Building through long-term leases.
14. We are very pleased to note in the Consultation Document and additional information about the project that work has proceeded with further geotechnical investigations and advice and a base isolation approach is considered the best option, bringing the Town Hall up to 140% of current building standard. However, it is not clear why the project is on hold as there is still \$47 million remaining in the Long Term Plan for it which should be brought forward. It appears more funding is required for the project, but we strongly oppose long-term leasing of our civic square assets. the integrity of the civic square area as a civic precinct must be preserved.
15. The earthquake strengthening could be more than funded from not proceeding with the convention centre, airport runway extension and indoor arena. The Green and small lawn above Capital E are the only larger green spaces in the whole Civic precinct. Leasing off the Municipal Office Building makes no sense when the Council will need to lease space elsewhere as Council staff cannot all be accommodated in the Civic Building and Central Library. Instead, Council could continue to occupy some of the Municipal Office Building and rent out the rest. We also disagree with spending large amounts of money on unnecessary workplace redesign and modernisation for Council staff. Although the Consultation Document does not mention it, \$16.7

million of capital expenditure is allocated in 2016/17 for “Civic Campus redevelopment/ office resilience and efficiency projects” (see page 19 of Funding Impact Statements). What is this for? Is it being spent unnecessarily on Council staff accommodation?

### **Other proposals that vary the Long Term Plan**

16. The MVRA comments on two of these proposals.

#### ***Draft Low-Carbon Capital Plan***

17. We are very pleased to see this Plan focuses on the reduction of carbon emissions as this is essential to minimising the extent of climate change’s adverse effects. We fully support the aspiration to be the low-carbon capital, and we are glad to see WCC plans to work with the regional and other councils, and other cities. The emission reduction targets for the city appear quite modest, but at least the WCC’s own targets are more challenging. We agree to the proposed activities, although any phasing out of minimum parking requirement for new buildings should be carefully explored in areas such as Mt Victoria where parking is already under pressure from daily commuters. The transport plan needs to be much more bold. It should include walking initiatives, school travel plans, better public transport to northern suburbs, and longer-term activities such as light rail, full electrification of the public transport network, and encouraging private vehicle owners not to bring their vehicles into the city (see ‘Transport choices’ below for further comment). In addition, WCC should not be pursuing the plan to extend the airport runway as both the construction phase, with an estimated additional 50,000 diesel truck trips across Wellington city, and possible subsequent increases in air travel and passenger traffic to and from the airport, will add to the city’s carbon emissions, negating any emissions savings elsewhere.

#### ***Urban development agency***

18. The Association is strongly opposed to WCC becoming effectively a speculator in the property market through the proposed agency’s being “an active participant in the Wellington property and development market”. We also disagree that the agency be at arms length from the Council, which means there will be minimal public accountability. It will have its own board of directors – the proposal is silent on the role of the board but states WCC will provide governance oversight and set strategic outcomes. Over time the agency is expected to become self-funding. Wellingtonians have heard that before with another CCO, Wellington Waterfront Limited, and that turned out to be a financial failure with no public accountability. Instead, citizens had to raise large amounts of money to take it to court to protect our waterfront from being built on and privatised.

19. This proposal is very high risk to ratepayers, on top of the high risk convention centre commitment, and is made at a time of nervousness as to when the property bubble will burst. If property developers are unwilling to create more housing in Wellington, this should not be interpreted as an indicator of market failure, but rather a sensible response to great uncertainty over how much longer the property market will hold up, and what central government might do. The business case has no analysis of the future property market or risk analysis but rather reads like a marketing document. WCC should not be bullied by central government into rash moves such as this proposal. Advice from economic experts such as the New Zealand Institute of Economic Research on changes necessary to making housing more affordable require central government action, although there is a role for local government in making land supply rules more responsive to demand. In our view WCC should be exploring the latter further, and looking at how it might reduce housing vacancy rates.

### **Specific projects**

#### ***Basin Reserve upgrade***

20. We note capital of \$3.085 million in the Draft Plan 2016/17. We urge some of this is used to fund

preparation of and consultation on a reserve management plan as required by legislation. This plan should reflect the 1884 Deed's requirement that the Basin Reserve be used as both a cricket and recreation ground. We do not support any further redevelopment of the Basin Reserve until a reserve management plan is completed. There was no consultation to develop the 'Master Plan' or on how to spend the \$21 million budgeted for it. In particular we strongly oppose demolition of the historic 1924 pavilion - it should be refurbished instead – and wasting \$1 million on upgrading the carpark. The subsequent axing of the flyover and accompanying players' pavilion provides an opportunity to consult on a revised 'Master Plan' and on how the budget should be spent, once the reserve plan is adopted.

### **Waterfront developments**

21. As an overall principle, our waterfront should be protected as public open space for the enjoyment of Wellingtonians and visitors.
22. We agree that the large areas of open lawn should be retained **at Frank Kitts Park**, along with the trees, and the children's playground could be expanded a little as it is very popular and one of the few inner-city playgrounds. We disagree with re-orienting the Park to face straight into the north-westerlies, and to adding a Chinese garden here. The Chinese garden does not need to be on the waterfront. It should be located elsewhere such as in the Botanic Gardens where it would greatly enhance visitors' experience of the Gardens (as does the Japanese Garden in the Brooklyn, New York, Botanic Gardens). A Wellington garden featuring local plants would be more appropriate.
23. It is regrettable the 'horse'float' building at **North Kumutoto** will proceed, given it still exceeds height limits, is out of character with its maritime surroundings, and will create major shading and wind-tunnel effects, all un conducive to public enjoyment of the area. We are surprised to see \$3.075 million in the Draft Plan for investigations of wind and shading effects, as these should have been conducted as part of deciding whether or not to consent to the building. This large amount of money is now needed for these investigations so as to mitigate these effects, and address issues of public safety including for pedestrians around vehicle movements. We also urge the Council not to proceed with proposals to put more structures in the space next to the Meridian building as this is a waste of money and ruins the open space feeling of this waterfront area.
24. We oppose any further development of buildings on **Chaffers/Waitangi Park**, including the proposed transition building adjacent to Te Papa. Wellingtonians have clearly stated for many years their desire to see the Park kept as public open space.
25. While the **Clyde Quay Boat Harbour** is not specifically mentioned in the Draft Plan, we continue to support improving public access around it, and preserving it largely as is. As an important publicly-owned historical feature, this marina deserves careful and widespread consultation if any changes are to be made.

### **Redevelopment of Adelaide Road, and Kent & Cambridge Terraces**

26. We urge that the 2016/17 Draft Plan earmark funds for a formal review of District Plan provisions for both Adelaide Road and Kent and Cambridge Terraces (and also of Taranaki Street). It is important that planning rules governing height limits, sunlight planes, view shafts etc. be thoroughly reviewed and consulted upon before concept plans and designs are finalised.
27. In our submission on the Long Term Plan we agreed in principle to funding for the upgrade of the city end of Adelaide Road, and of Kent and Cambridge Terraces. As parts of Kent and Cambridge Terraces are Canal Reserve land governed by a Trust Deed, a reserve management plan, as required by legislation, should be prepared prior to any development. We do not want to see a repeat of the development of Victoria Street with removal of large trees of various varieties, five lanes of traffic that are alienating and dangerous for pedestrians, and fringed with the same tussocky mono-culture that prevails across the city. The Terraces have the potential to be a

proper ceremonial route from the sea to the historic precinct including the Basin Reserve, Pukeahu Memorial Park, and Government House. Ideally, the New World supermarket could be relocated so the route looks down from the Basin Reserve across Chaffers/Waitangi Park to the sea, and the underlying stream opened up in parts of the Terraces, as historic reminders of the canal.

### **Transport choices**

28. If Wellington is to become the low-carbon capital, more needs to be done on changing the way we move within and to/from the city. Funding priority should be given to making our city accessible and safe for people on foot and bicycle, and encouraging public transport use. We are pleased to see the Draft Plan has funding to continue cycleway implementation, to reduce vehicle speeds, and to improve pedestrian flows in the CBD. However, we oppose funding for the latter being siphoned off from bus-priority planning – both activities should be funded.
29. Public transport plans should take a long-term view and include a light rail link between the railway station and the airport, utilising the Pirie Street bus tunnel. In the interim, we are pleased with recent media reports that Infratil is buying electric powertrain technology to fit to existing bus fleets, but oppose their being fitted first to trolley buses, which are already fully-electric. This makes no sense and will do nothing to support our low-carbon goal. Rather, the trolley buses should not be abolished, and the powertrains should be fitted to the diesel fleet as a first step toward full electrification of public transport. We also question the advisability of the larger buses for Bus Rapid Transit as these are more likely to increase bus congestion in the CBD because they will need to stop for longer to allow more passengers to enter and exit. Larger buses are also likely to be too heavy for our roads, too long to negotiate tight corners, and double-deckers potentially too high for our tunnels.
30. In face of some positive moves by WCC, we are concerned to see about half the operating and capital funding for transport in 2016/17 will be spent on the road network, primarily to support private car use. The funds should instead be invested in sustainable, long-term solutions which reduce dependence on car travel.
31. We appreciate the Council, and its Regional Council and NZTA partners, are now open to discussing plans for Ngauranga to Airport, including improvements to the Basin Reserve roundabout area so it functions as a proper roundabout. We continue to strongly oppose NZTA's short-sighted plans for a second Mt Victoria tunnel, the seizing of Town Belt land to widen Ruahine Street, and widening of Wellington Road. The severity of congestion in the area is exaggerated - some delay occurs only during a few peak times per week. We note with interest information in the WCC 2014/15 Annual Report on peak travel times for vehicles between the CBD and Miramar and Island Bay shows the upper times have been reducing since 2010/11. Upper times of 16.9 minutes and 15.3 minutes suggest no great delays in journeys. Any problems could be better addressed by encouraging people out of their cars and into active or public transport modes.
32. We would like to see funds allocated in the 2016/17 Annual Plan for air quality monitors in the inner city at bus stops and near schools (especially at the Basin Reserve) and by high-volume roads. WCC should reveal the number of school and university students who are subjected to diesel pollution in the city. Nanotechnology has significantly reduced the cost of air quality monitoring devices. Of great concern is the concentration of diesel exhaust near bus stops during peak hours. By having display panels on the monitors, the travelling public can be more informed on the long-term cumulative health impacts they are being subjected to.

### **Other improvements to be included in the 2016-17 Annual Plan**

#### ***Changes to District Plan to recognise two Heritage Precincts***

33. The Mt Victoria Residents' Association supports the Civic Trust's proposal to establish within the heritage section of Wellington City's District Plan two Heritage Precincts, both emphasising the

city's role as the capital:

- a. A Pukeahu Precinct would be the first area to be designated, to be followed by incremental expansion to include the Basin Reserve and the Governor-General's residence and grounds. This would constitute the nationally and internationally important Heritage Precinct on the southern boundary of the Central Business District (CBD).
- b. A Parliamentary–Justice–University Heritage Precinct. This would raise the capital city status of the area on the northern boundary of the CBD.

#### ***Improved training for council officers***

34. In our past experience, council officers have made decisions contrary to requirements in legislation, the District Plan and other policies and guidelines. For example, we had to spend \$6,000 for a Judicial Review regarding a brothel – the judge found in our favour as council officers had not taken account of the provisions of the Prostitution Act. The recent debacle over the flyover is another example. Also, in our discussions with Councillors and council staff we have expressed our concern that the District Plan rules are not being enforced to preserve the heritage character of Mt Victoria (see below). To address the problems, we suggest funds in the staff training budget for 2016-17 are directed to developing a training module so officers are properly cognisant of the legislative, District Plan and other relevant policies and requirements.

#### ***Protecting heritage buildings***

35. Specifically on the heritage issue for Mt Victoria, council actions are accommodating inappropriate demolition and new developments which do not comply with the planning rules on site coverage and on the North Mt Victoria Character Area. Such actions are undermining the amenity values which make our suburb attractive for residents and prospective residents, and which the Council itself values in promoting Wellington as a tourist destination. We urge the Council to play its part by opposing any demolitions of pre-1930s buildings, with demolition only as a last resort. Any assessment of structural integrity when considering demolition must be done by a truly independent structural engineer.
36. We do not agree with funding for rates remission being available where the owner chooses to remove the building. This is likely to encourage the removal of further character buildings from Mt Victoria, in particular, fine examples of art deco, rather than encouraging their owners to strengthen them.

#### ***Funding for improvements in Mt Victoria***

37. We suggest some funding is allocated in the 2016/17 Annual Plan for the following improvements in Mt Victoria:
  - a. *Road safety.* Many Mt Victoria children attend schools in the area and must cross some very busy streets. To encourage them to walk rather than be driven, we suggest a speed limit of 30kph is introduced using some of the funding set aside for this purpose. This is in line with similar limits in other city neighbourhoods.
  - b. *Public seating.* There are a few public seats in the neighbourhood and we would like to see more so residents and visitors can rest, reflect and enjoy shade or sunshine. We have surveyed the area and have suggestions as to suitable locations. We suggest funding of \$5,000 each for four new seats and two replacements.
  - c. *St Gerard's Monastery area.* The steps running up the side of the Monastery between McFarlane and Hawker Streets need repairing immediately as they are uneven, cracked and dangerous and must be particularly difficult to use at night. Some extra funding is also needed for the maintenance and improvement of the adjacent land reserve.
  - d. *Real-time bus displays.* We suggest adding display boards at the stops between Kent Terrace and the bus tunnel in both directions.



- e. *Pedestrian crossings and meridian shelters on Kent/Cambridge Terraces.* There are two crossings missing between the bottom of Elizabeth and Pirie Streets and the west side of Cambridge Terrace. Current crossing arrangements require some pedestrians to cross two or three sides of the squares at the intersections. Meridian shelters, such as the much-appreciated ones at Courtenay Place, would protect pedestrians otherwise exposed to strong winds and driving rain.
- f. *Minor street works.* Pedestrian safety would be enhanced by ensuring all corners have six-metre broken yellow lines, replanting trees in empty street boxes which people can otherwise trip over, and resurfacing the broken footpath between Ellice Street and the top of Paterson Street.
- g. *Filing and archiving of our Residents' Association's records.* We seek a grant so our records can be properly sorted, filed and archived.

## Talava Sene

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**From:** Neil McInnes  
**Sent:** Friday, 29 April 2016 3:55 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission on Annual Plan 2016/17  
**Attachments:** Background to Frank Kitts Memorial Park 2016.docx

**From:** Alexia Pickering [<mailto:alexiapickering@clear.net.nz>]  
**Sent:** Friday, 29 April 2016 3:43 p.m.  
**To:** Neil McInnes  
**Subject:** Submission on Annual Plan 2016/17

29 April 2016

To: Submission to Wellington City Council

### To whom it may concern

I am concerned that 5.5million is **now** going to spent on the redevelopment of **Frank Kitts Memorial Park** when this money could be better spent elsewhere especially on streetscapes. This expenditure keeps increasing in every Annual Plan when there is absolutely no need to change Frank Kitts Park in its current form when it provides a very busy activity space for thousands of Wellington residents as well as numerous visitors to our city.



Because this has been such a long standing proposal the public have forgotten what is likely to happen this year, until the bulldozers move in, and then there will be an uproar. Therefore in my submission attach I am including some background information on why Franks Kitts Park was built. New and some older Council Staff and some Councillors need to be reminded of this historical and significant event in the life of Wellington. It should not be destroyed.

Once again I would like to be given the opportunity to speak to my submission.

Sincerely **Alexia Pickering**

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## Background to Frank Kitts Park as recollected by Alexia Pickering cnzm

- The original Franks Kitts Park was created from a small area of reclaimed land in 1974.
- First known as Marine Park, renamed Frank Kitts Memorial Park in 1979 by Mayor Jim Bellich.
- Sir Frank Kitts was Wellington’s longest serving Mayor completing 18 years to 1974
- In 1989 the current construction was completed and the following features installed
  - **Children’s playground** of specially designed equipment including fantasy Lighthouse
  - **Sister City Tree** planted 1986 to mark friendship between sister cities of Wellington and Sydney
  - **A Commemorative Tree**, a Norfolk Pine, planted 1989 to mark the start of the billion-dollar Lambton Harbour Development Project
  - **A tree-lined boulevard** leads pedestrians from Queens Wharf across sweeping lawns to the Tanya Ashken Water Sculpture at the southern edge of this new park
  - **An amphitheatre**, created in the middle of the park, has seating for 600 people
  - **The carpark roof area** provides shelter plus outstanding views across the water
  - **A classic sundial** without which no park is complete is situated in this area
  - **The mast of the TEV Wahine** takes pride of place overlooking the promenade
  - **The Granite Wall displays plaques of historical significance.** It also provides shelter from prevailing wind plus seating for those wishing to rest whether city dwellers, office workers, or visitors to city.

### The Wellington Waterfront Framework

**Since the year 2000** numerous committees and advisory groups have been formed to review the development of the Waterfront. Mayor Blumsky approved the appointment of the Wellington Waterfront Leadership Group. They produced a report in April 2001 entitled “The Wellington Waterfront Framework. In the introduction it concluded with the statement “The framework reflects the need to provide **certainty** for the community for future years and yet allow for greater flexibility in prescriptive standards, but there also needs to be a strong, transparent implementation process in place that provides for public input” page 5

**The report** concluded that the promenade is the spine of the Waterfront and this connects the two largest green spaces: one at Chaffers and one at Frank Kitts Park. There was no mention of making any changes to FKP other than opening it up to water which meant provide an “intermediate harbour” for water activities which cannot take place among the currents rocks at the waters edge. No major work was proposed for the main part of the park and this work was not seen as a priority - page 35.

**Car parking** was an issue throughout the report. For example “Consideration should be given to parking and drop-off zones to allow access for a large number of people” page 35

**Waterfront furniture:** people are more likely to occupy a space if seating, lighting and other furniture is provided- page 30

**Sheltered spaces** are important so that people can use the Waterfront in a variety of weather conditions. The detailed design of open spaces should take into account the prevailing wind- page 30

**The Chinese Garden** is referenced as being part of the Chaffer’s (Waitangi) page 26

This Framework was adopted by Council in April 2001 and guides what is to be done on the Waterfront.

## Waterfront Development Plan –May 2010

The Development Plan outlines the work programme to implement the objectives of the Framework It includes how developments will be done, a phasing schedule and financial model for the proposed work.

Responsibility for implementing the Plan has fluctuated between in house Council Committees and the external company Wellington Waterfront Ltd. Apparently the Transport and Urban Committee of Council are currently responsible. It has been difficult to trace who has made the decisions to redesign Frank Kitts Park so it could accommodate the Chinese Garden.

In the Waterfront Framework this amenity was to be part of Waitangi Park but for various reasons this did not eventuate. Apparently an agreement has been reached with the Chinese Community that the Chinese Garden would be part of the waterfront precinct so the question became where? It is understood that alternatives sites to Frank Kitts Park have not been fully considered primarily because previous Mayor Prendergast signed a MOU with Xiamen in which Xiamen agreed to provide support for the design and materials for the Wellington Chinese Garden to be part of Frank Kitts Park. Report (9 October 2008) to Council on Mayors visit to China.

**All Chinese Garden designs** to date require significant changes to Frank Kitts Memorial Park. This report also reports that this project is dependent on WCGS raising 5million.

No mention in this report that a competition was held in May 2007 to come up with a design for FKP that must include the Chinese Garden.

## Proposal to redesign Frank Kitts Park

The Council's Technical Advisory Group (TAG) developed the design brief and responsibility for implementation of the final concept design was given to Wellington Waterfront Ltd. It was decided that the winning 6 designs would be on display before a winner selected by a Jury which included WWL and TAG members. This process took place between Dec 2006 and Nov 2007.

The winning design came from Wraight and Associates the same team that designed Waitangi Park.

What hasn't been said publicly is that Frank Kitts Park will **lose**:-

- The amphitheatre with seating for 600
- The granite wall with all the historical plaques and seating from prevailing wind
- The children's playground moved closer to Jervous Quay which the Framework was against
- The raised area will be demolished – this includes covered car park and Saturday market, plus stall holders that face the promenade.
- Amenities including toilets that face the Lagoon – very unclear if they will be re-located.



*What is not clear is what happens to ?*

- The TEV Mast of the Wahine
- The Tanya Ashken Water Sculpture.
- The Ice Cream Parlour
- The historical plaques on the wall
- The Trees

Before making a final decision to proceed with using 3,000mtrs of this Park for the establishment of a Chinese Garden the Council should be upfront and tell the public exactly what will be demolished. You may find that the average citizen is aghast when told of the proposed changes even though the proposed change has been around since 2007. People have forgotten or believed it was not likely to happen due to cost or public outcry!

**The question is.** Do Councillors really want to get rid of the current established Frank Kitts Memorial Park for this



## NEWS



**Paving the way:** The jury was unanimous in choosing the locally designed blueprint for the Frank Kitts Park revamp.

# Harbour park plan chosen

## DAVE BURGESS

THE winning design for the \$4 million revamp of Frank Kitts Park has been selected, with work likely to start in two years.

Wellington company Wraight & Associates beat four competitors to win the design competition held by the city council-owned Wellington Waterfront Ltd.

The competition jury was unanimous in its decision, saying the design would realise the potential of the site.

The blueprint for the park is conceptual, with the final details of how it will look being decided over the next six months.

However, the jury said pedestrian access to the water's edge would be improved, along with park safety, particularly at the children's playground and along the Jervois Quay edge of the park.

A much-anticipated Chinese Garden, funded by the Wellington Chinese Garden Society, is included — tying in with sister city links to Beijing and Xiamen.

Wellington Waterfront chief executive Ian Pike said resource consent would be applied for after the council had formally agreed to the plans, and contracts would then be let.

“So, even with the best will in the world, it is likely that no soil will be turned until 2009.”

The winning entry ensures a continuity in the design of Wellington's waterfront parks as Megan Wraight, principal of Wraight & Associates, was also part of Waitangi Park's design team.

### Activities that will be missed at Frank Kitts Park are numerous

The appropriate Department of Council should be asked

“How many events were held at Frank Kits Park in 2015 and how may events in Waitangi Park?”

It is recognised that both parks provide for different activities. Waitangi Park is ideal for sport, where a flat site is required, and appropriate for Waitangi Day celebrations, whereas Frank Kitts Park is ideal for concert type activities where seating is required and necessary for all age groups – not everyone can sit on a flat site. **As a wheelchair user I feel very conspicuous when I attend an event on a flat site and try to sit at the side or back so I don't obstruct anyone's view.**

Councillors should also note that more apartments are being built and many without an outside area so the natural place to go is along the waterfront for recreation. I recently saw a women doing Twai Chei in the upper raised area of Frank Kitts Park. Office workers enjoy all the little nooks sheltered from our two worst winds – the nor'wester and southerly.

**The granite wall** has so much historical information that is of particular interest to the visitors from the cruise ship. I have seen these tourist absorbed in reading these plaques. Where else is a better location for them, has to be asked.

The granite wall also provides a wonderful location for viewing any water activities like the Dragon Boat Races plus parades like the Chinese parade - both held annually. As a wheelchair user it is the spot that I can see what is happening along the promenade as being on the flat too many people always obstruct my view.

**The Relay for Life** will have to find another venue after 14 years, along with many other organisations and charities who rely on Frank Kitts Parks as suitable for their activities.

### Children's Playground

It is astonishing that against all advice in the Framework the Children's Playground is being moved closer to Jervous Quay not away from it. The pollution from the traffic fumes should be tested. Currently this absorbed by the trees but many of these will be cut down to clear the site. Also the new playground will not be protected from the prevailing nor'west wind as the current one is protected by the TSB.

### Car parking:

Parking on the waterfront is very limited and this was noted in the Framework.

While there is a global movement to keep cars out of the inner city precinct, the reality is there are many citizens who depend on cars for mobility. Public Transport does not go anywhere near the waterfront. The closest bus stops are in Lambton Quay, Cuba St and Courtney Place

**Senior citizens** need to be taken by vehicles as close as possible to a venue. Some retirement villages have their own vehicles

**Families** who live in the suburbs and need to attend an event on the waterfront

**People with disabilities** who are unable to use public transport but can drive a car are disadvantaged in visiting Frank Kitts Park

Thank you for receiving this submission to retain Frank Kitts Memorial Park that currently meets the needs of **ALL** citizens who visit or live in Wellington.

**Talava Sene**

---

**From:** Arie Moore <arie.moore@kensingtonswan.com>  
**Sent:** Friday, 29 April 2016 3:37 p.m.  
**To:** BUS: Annual Plan  
**Cc:** <chair@lyallbayslsc.org.nz> (chair@lyallbayslsc.org.nz)  
**Subject:** Lyall Bay SLSC - submission on draft Annual Plan 2016/2017  
**Attachments:** Lyall bay submission - WCC 16-17 annual plan.pdf

Hi,

I **attach** a submission on behalf of the Lyall Bay Surf Life Saving Club Incorporated in relation to the draft annual plan.

We would like to present at the oral submissions.

Regards,

Arie

**Arie Moore**  
*Chairman*

**Lyall Bay Surf Life Saving Club Inc.**  
*Cell: 027 457 9203*  
*Work: 04 498 0843*

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## Wellington City Council – Draft Annual Plan 2016-2017

### Submission on behalf of Lyall Bay Surf Life Saving Club

29 April 2016

This submission is prepared on behalf of the Lyall Bay Surf Life Saving Club Incorporated (**Club**).

The Club appreciates the Council's ongoing support for the Club's new building project which has been in the Council's annual plans since approved in March 2010.

We have recently reviewed the project and are able to announce that we will be in a position to commence construction in August 2016 with a completion date of March 2017.

Therefore we require the \$150,000 that the Council plans to redirect to the Toitu Poneke Sports Hub.

In short, the Club expects to be in a position to draw on the full funding allocated in accordance with the funding agreement that Council has with the Club. The Council has allocated \$1 million in funding. This is \$700,000 in operational funding for our community lifeguarding services, and \$300,000 towards the cost of public toilets.

A change to the level of support from Council would have a material impact on the project – the project will not be successful, or even viable, if the funding is reallocated as proposed.

A summary of the project is:

- 1 The Club's current and proposed facilities are the only dedicated surf life saving facility within Wellington City. The Club is responsible for keeping Wellington families safe on our main ocean beach for over 106 years.
- 2 We provide a unique and essential rescue service, as well as a facility that is used by a number of community groups. We continue to respond to after-hours callouts for assistance around the region, including to Tapu te Ranga Island and around the South Coast.
- 3 We take an active role in the community, including providing voluntary lifeguard patrols at the Island Bay Festival in 2016, as well as providing life guards for Wellington ocean swimming events.
- 4 The cost of the project is \$3.2 million. The Club will deliver the project differently by taking a staged approach:
  - a Stage 1 – Structure and Certificate of Public Use. This gives us a building that can be used operationally.
  - b Stage 2 – Fit out (large items such as joinery and painting for community rooms)
  - c Stage 3 – Finishing (final finishes, furniture, fit out).
- 5 The cost to complete stage 1 is \$2.8 million and the Club has raised \$2.3 million to date. The Club will require a further \$500,000 to commence construction and we are confident of achieving this.



- 6 We anticipate the balance of funds for stage 1 and the rest of the project will come from the following sources:
  - a Community trusts
  - b Club members and alumni
  - c Corporate sponsorships.
- 7 The Club has made applications with major charitable trusts for funding project at Stage 1. We expect to hear back about those applications in the next three months. Additionally, we are actively approaching our members who have indicated a willingness to support the project to secure that funding.
- 8 We have worked closely with Homestead Concrete Construction to bring the price of the project to a level we can commit to proceeding. We are currently undertaking a value engineering process around some of the structural and material selections to further shorten the build time on site and lower costs.
- 9 Construction is planned to commence in August 2016 (third quarter 2016). Construction will be complete by March 2017.
- 10 The costs of stages 2 and 3 are \$300,000 and \$100,000 respectively. The funding of these stages will not impact completion of the construction.
- 11 Additional details of the project and funding streams are set out in the table on the following page.

We would like the opportunity to present an oral submission in support of our updated position.



**Arie Moore**  
Chairman

Lyall Bay Surf Life Saving Club Incorporated.

## Project details

Item	Stage 1	Stage 2	Stage 3	Total project cost
<b>Scope of work</b>	Structural elements to use building (obtain Certificate of Public Use)	Fit out (large items such as joinery and painting for community rooms)	Finishing (final finishes, furniture, fit out).	<b>Complete building and fit out</b>
<b>Construction cost</b>	\$2.8 million	\$300,000	\$100,000	<b>\$3.2 million</b>
<b>Committed funding</b>	<b>\$2.3 million</b>			<b>\$2.3 million</b>
a) Council	\$1,000,000	\$0	\$0	
b) NZLGB	\$750,000	\$0	\$0	
c) Corporate donations	\$250,000	\$0	\$0	
d) Member donations	\$185,000	\$0	\$0	
e) Club funds	\$115,000	\$0	\$0	
<b>Additional funding needed from Club</b>	<b>\$500,000</b>	<b>\$300,000</b>	<b>\$100,000</b>	<b>\$900,000</b>
a) Community trusts	\$300,000	\$50,000	\$50,000	\$400,000
b) Club members and alumni	\$150,000	\$175,000	\$10,000	\$335,000
c) Corporate sponsorships	\$50,000	\$65,000	\$10,000	\$125,000
d) Wider public	\$0	\$10,000	\$30,000	\$40,000
<b>Total funding</b>				
<b>Construction commences</b>	<b>August 2016</b>	February 2017	March 2017	
<b>Construction complete</b>	February 2017	March 2017	March 2017	<b>March 2017</b>

## Talava Sene

---

**From:** Morten Gjerde <Morten.Gjerde@vuw.ac.nz>  
**Sent:** Friday, 29 April 2016 3:32 p.m.  
**To:** BUS: Annual Plan  
**Cc:** Joanna Merwood-Salisbury; Chris McDonald  
**Subject:** Submission on proposed Urban Development Agency  
**Attachments:** SoA-Submission\_UDA\_160429.pdf

Kia ora

I'm pleased to present a submission, made by Prof Joanna Merwood Salisbury on behalf of the School of Architecture, on the proposal to create an urban development agency in Wellington.

We would be happy to support our submission by speaking to it, if appropriate. Thanks for the opportunity to contribute to this process.

Kind regards, Morten

Morten Gjerde FNZIA

Deputy Head, School of Architecture  
Victoria University of Wellington | Te Whare Wānanga o Te Ūpoko o te Ika a Māui  
PO Box 600 | Wellington | New Zealand

DDI 04 463 6233 | M 021 641 663 | [morten.gjerde@vuw.ac.nz](mailto:morten.gjerde@vuw.ac.nz)

29 April 2016

Wellington City Council  
 Policy and Reporting  
 PO Box 2199  
 Wellington 6140

Attn: Neil McInnes  
 Principal Advisor Planning and Reporting

Dear Neil

**Annual Plan consultation: Proposal to establish an Urban Development Agency**

The School of Architecture at Victoria University of Wellington supports the establishment of an Urban Development Agency (UDA) in Wellington City. More specifically, we believe:

- The UDA would build on the success of WCC's "City Shaper" and its antecedents (Wellington Waterfront and Lambton Harbour Development).
- Redevelopment of Wellington's waterfront has demonstrated how public/private partnerships can deliver high-quality buildings and spaces.
- The UDA would bring further sophistication and flexibility to Wellington's already highly-evolved urban planning and design practices.
- Compared with the private sector, a development-oriented public agency is better equipped to focus on long-term public good outcomes.
- The UDA is also well placed to maximise synergies between public and private initiatives.

The agency's roles might usefully include the prototyping, benchmarking, adaptation and testing of new building types and new forms of spatial organisation. The School of Architecture sees potential for aligning these activities with School research projects, especially in the following areas:

- Medium-density housing
- Multi-storey timber construction
- Urban resilience

Architecture academics have specialist knowledge in subjects that are relevant to the work of the UDA. The School would welcome the opportunity for its staff to contribute to the agency's establishment and operation. Contributions might occur in the following areas:

- Urban structure and urban context analysis
- Urban design frameworks and master plans

- Design guidelines
- Design briefing
- Design review
- Post-completion evaluation

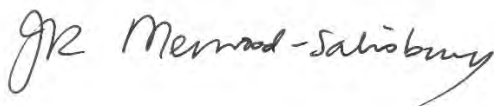
Once the UDA has been established in Wellington City, there is value in making its services available to City and District Councils elsewhere in the region.

To ensure that commercial imperatives do not prevail over public interest, the UDA's activities should be subject to oversight. Accordingly, the School of Architecture supports the inclusion of an Independent Reference Group within the agency's organisational model. The School recommends that this group has strong representation from the design disciplines, particularly architecture, landscape architecture and urban design.

Finally, the School of Architecture recommends that WCC does not rely on commercial development for the provision of public space. While it is acknowledged that public and private realms are inter-connected and mutually supportive, the City Council should remain the primary sponsor and custodian of public space.

Thank you for the opportunity to make this submission to the Annual Plan process on behalf of the School of Architecture. Feel free to contact me if you would like us to expand on any of the points we have outlined in the submission. We look forward to opportunities to work further with Council on this initiative if it is adopted.

Yours faithfully



Joanna Merwood-Salisbury  
Professor and Head of School

**Talava Sene**

---

**From:** David Zwartz <[zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)>  
**Sent:** Friday, 29 April 2016 11:50 a.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission - Zealandia Proposal

2016-17 Annual Plan

Wellington City Council

Email: [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

**David Zwartz** on behalf of myself

54 Central Terrace

Kelburn

Wellington 6012

Daytime phone: (04) 475-7622      Mobile: 027-475-7722

I do not wish to present this submission in person at a hearing

Please correspond to me at: [zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)

**Zealandia Proposal**

I support Option I in the proposal.

The future of Zealandia is necessarily intertwined with the development of Wellington City, as part of the city's open spaces, recreation, social wellbeing, biodiversity, tourism and financial policies.

I see Option 1 as the best solution to meeting these various needs.

*Declaration of interest:* I am a member of Zealandia (No. 516)

**Talava Sene**

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**From:** David Zwartz <[zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)>  
**Sent:** Friday, 29 April 2016 12:35 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission - Frank Kitts Park

2016-17 Annual Plan

Wellington City Council

Email: [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

**David Zwartz** on behalf of myself

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Please correspond to me at: [zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)

**Frank Kitts Park**



I oppose this proposal.

Removing the present amphitheatre takes away a very well used facility that gives shelter from the prevailing northerly wind. If this becomes a flat lawn area there won't be shelter available from the northerly, or the southerly.

Many people walk across the area going from the CBD to the promenade – this will be blocked. Ease of pedestrian movement is one of Wellington's outstanding features, especially along and near the waterfront, and is planned to increase (*Wellington Urban Growth Plan 2014-2043* page 29).

The children's playground is very popular and moving it will possibly see it overshadowed during the day by the Events Centre.

The present Frank Kitts Park space is ideal for many of the excellent and popular events taking place there e.g. the recent International Festival, Light Show (night time), music events, and many others. It shouldn't be reduced. With the projected increase in central city population (*Wellington Urban Growth Plan 2014-2043* page 21) we need to keep every bit of waterfront open space as accessible open space.

A Chinese Garden doesn't have to be next to the harbour. Others I have visited e.g. in Sydney are completely walled-in and so do not require a harbour view. If it has to be closed at night, then that space is denied to Wellingtonians. From the street it will block the view of the harbour. A Chinese Garden is meant to be a quiet place for relaxation and contemplation. That isn't possible next to a busy main thoroughfare and other public open space with noisy activities. Also, I recall that there was a proposal many years ago to put the Chinese Garden between Te Papa and Waitangi Park. Why not do that, on land now used for parking? Another appropriate place would be as part of the new Chinese Embassy complex near the Basin Reserve – quieter, and giving extra status to that historic part of Wellington.

**Talava Sene**

---

**From:** David Zwartz <[zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)>  
**Sent:** Friday, 29 April 2016 12:50 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission - Movie Museum and Convention Centre

2016-17 Annual Plan

Wellington City Council

Email: [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

**David Zwartz** on behalf of myself

54 Central Terrace

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I do not wish to present this submission in person at a hearing

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**Movie Museum and Convention Centre**

I am opposed to city expenditure on these projects while the Town Hall remains closed.

Expenditure on new commercially based projects requiring large financial commitments without clearly defined business plans should not take precedence over the preservation and enhancement of a city asset that has great heritage and cultural value for Wellington.

**Talava Sene**

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**From:** David Zwartz <[zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)>  
**Sent:** Friday, 29 April 2016 1:25 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission - Willington Airport runway extension

2016-17 Annual Plan

Wellington City Council

Email: [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

**David Zwartz** on behalf of myself

54 Central Terrace

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Wellington 6012

Daytime phone: (04) 475-7622      Mobile: 027-475-7722

I do not wish to present this submission in person at a hearing

Please correspond to me at: [zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)

**Wellington Airport runway extension**

I oppose any Wellington City expenditure on this project other than what reflects its ownership share and responsibilities.

There has been no business case made available for proper consideration of the project.

Wellington International Airport Limited (WIAL) is a solid and profitable company which is capable of financing the runway extension without separate Wellington City financial input. The majority shareholder Infratil is a very successful and profitable company.

WIAL announced on 27 April 2016 that it is considering a bond issue of up to \$75 million. If the runway extension case is financially sound, WIAL is capable of financing it by conventional methods. Wellington ratepayers should not contribute separately and specially to this well-run commercial entity.

*Declaration of interest:* I own Infratil shares.

**Talava Sene**

---

**From:** David Zwartz <[zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)>  
**Sent:** Friday, 29 April 2016 2:46 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission - Jack Ilott Green

2016-17 Annual Plan

Wellington City Council

Email: [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

**David Zwartz** on behalf of myself

54 Central Terrace

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Daytime phone: (04) 475-7622      Mobile: 027-475-7722

I wish to present this submission in person at a hearing

Please correspond to me at: [zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)

**Jack Ilott Green**

I oppose the City Council entering into any project which involves selling off the city's ownership of Jack Ilott Green, and the space being used for a building.

The loss of any central city open space is unacceptable when it contributes greatly to the well-being of residents and city workers. The number of dwellings in the central area will grow about 88% from 2013 to 2043 (*Wellington Urban Growth Plan 2014-2043* page 21), bringing a similar growth in resident population.

Its sale is portrayed as being necessary to raise the funding for Town Hall restoration. That is a mercenary argument which totally ignores the landscape, architectural and social values provided by keeping the area as an open space, as envisaged by its donor.

There are also alternatives still to be considered, as pointed out by the Deputy Mayor (*Dominion Post* 21 April 2016, page A3).

Any tall building on the site will damage the present openness to the harbour from Civic Square, the walkway to Harris Street, and the City to Sea Bridge, and possibly compromise the Chew's Lane viewshaft, as well as shading Civic Square. (This goes against 'Sunlight protection of listed public spaces' in *Wellington District Plan* Chapter 13 Appendix 7.)

**Talava Sene**

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**From:** David Zwartz <[zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)>  
**Sent:** Friday, 29 April 2016 3:09 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission - Urban Development Agency

2016-17 Annual Plan

Wellington City Council

Email: [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

**David Zwartz** on behalf of myself

54 Central Terrace

Kelburn

Wellington 6012

Daytime phone: (04) 475-7622      Mobile: 027-475-7722

I wish to present this submission in person at a hearing

Please correspond to me at: [zwardz@actrix.co.nz](mailto:zwardz@actrix.co.nz)

**Urban Development Agency**



I oppose the establishment of an Urban Development Agency as a CCO or CCTO.

I believe such an organization would be contrary to the democratic and transparent principles which should govern local government activities.

**Talava Sene**

---

**From:** Sharon Ellis <sharon.ellis667@gmail.com>  
**Sent:** Friday, 29 April 2016 12:03 p.m.  
**To:** BUS: Annual Plan  
**Subject:** [POTENTIALLY MALICIOUS] Submission on WCC 2016/7 Annual Plan

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This submission expresses my concerns about the Wellington City Council Draft Annual Plan proposal to establish An Urban Development Agency for Wellington City. My concerns arise as a result of reading the business case and proposal for this agency. There has been no wide ranging publicity for this draconian proposal.

While of course I want Wellington to be a vibrant, beautiful, healthy, developing place the document makes little or no reference to considering the views and interests of Wellington's ordinary citizens. It has an almost single minded focus on commerce, money, ownership, property. It is a proposal that has come upon us with a surprising stealth and secrecy. It proposes the use of force and unbridled power to achieve some kind of agenda that is not openly stated.

I am a fourth generation Wellingtonian albeit raised in Lower Hutt. I am a fourth generation graduate of Victoria University. Wellington is my city.

I read *An Urban Development Agency for Wellington City SUPPORTING DOCUMENT FOR THE DRAFT ANNUAL PLAN 2016/7* and then *An Urban Development Agency for Wellington City Business case and proposal* with increasing horror. These documents appear to be intended to be read as a proposal for an agency that will foster a necessary step into a prosperous future? Far from it, as I read them they are more like a blueprint for a dystopia.

I do not understand why the Wellington City Council proposes to set up an agency justified by its similarity to Auckland's *Panuku* and *Regenerate Christchurch*. Why copy, in New Zealand's capital city, what has so clearly compounded problems and done little to alleviate disaster elsewhere. The Wellington I live in

does not have the problems of Auckland. Problems of huge distances, growing sprawling cities within the super city. Too many people focused on one glitzy towering hub. Wellington does not have the tragic problems of Christchurch built on a swamp and the rock of an ancient volcanic relic and all but destroyed by a disaster. Whatever has been done to repair the shattered city, it has been no miracle. We have no need for such an agency in Wellington.

I worry about the key concepts expressed in tell-tale bureaucratic doublespeak. Unpicking these concepts reveals a chilling picture.

- The agency will *unlock* potential using, for example, *land assembly*. Land assembly appears to be achieved by compulsorily buying up property which can provide profit to a developer. Compulsorily annihilating small parcels of property owned by Wellington citizens.
- The agency will deliver large-scale projects, *catalyse* (which here means accelerate), market forces by showing the way to go. No mention of consultation or seeking the views of the citizens.
- The agency will *oversee*, (meaning choose, decide and override the views of citizens), what happens to *underutilised council land*, more properly known as public land. Parks and open spaces are presumably underutilised because they don't make money. But they are ours and the strategic locations cited in the document are the very reason we, the citizens of Wellington, want them preserved

I worry about the insistence that the proposed agency work at *arms' length* not just because of the weirdly placed apostrophe but because that very distance from the council is the distance from the citizen whose elected council members might be expected to look after the interests of Wellingtonians and foster the further development of a city for the people who live here.

I worry about the arm's length people the documents tell us will operate the urban development agency. The independent board of directors with its weighting towards skills in making money, maximising commercial benefit, and its flimsy connection to aesthetic considerations and the well being of Wellington's citizens. Then there are the core staff in which no architect or urban planner is listed and in which there is nobody responsible for liaison with the citizens, for seeking their views or even thinking of their welfare. There is a technical advisory group, part-time only, and at a further arm's length from the arm's length agency which includes designers, architects and engineers but still not even a mention of opinions, desires, heritage, welfare, enjoyment, or comfort of the citizens.

I worry about the proposal that the agency be given the power to compulsorily buy land, seize land, this is the stuff of major disaster and war. We have seen it before in times of major national stress, it has never turned out well.

I worry about projects where housing will be placed on the sites of surplus schools. Where will the children of the new housing residents go to school?

The Wellington I want to live in has all the things the council might be expected to look after and maintain: a town hall, a concert hall, theatres, museums and art galleries, sports venues, gathering places, a small

convenient airport, parks, open spaces, trees, gardens, waterfront walks, safe clean footpaths. I would also like architectural integrity, pleasing urban precincts, beauty and safety. And for some of these the council has a good record, and for some its record is pretty dismal.

I worry about what the real agenda is for this nasty proposal, brought in cloak and dagger style with little provision for consultation, without publicity, and in the lead-up to an election.

Please tread carefully.

Sharon Ellis

4B 25 Cuba Street

Te Aro

Wellington

[sharon.ellis@xtra.co.nz](mailto:sharon.ellis@xtra.co.nz)

04 4993536

0272544680

Yes I would like to speak at a submission hearing.

I am making this submission as an individual.

**Talava Sene**

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**From:** Newtown Residents Association <newtownwellington@gmail.com>  
**Sent:** Friday, 29 April 2016 11:17 a.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission from Newtown Residents' Association  
**Attachments:** NRA submission-on-annual plan-april-2016.pdf

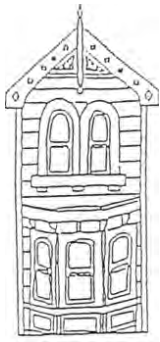
Our submission is attached. We would like to make an oral submission; the Association contact details are on the document or you could reply to this email.

Kind regards

Rhona Carson  
President

Newtown Residents' Association

<http://newtown.org.nz/>



# Newtown Residents' Association

[www.newtown.org.nz](http://www.newtown.org.nz)

PO Box 7316    Newtown    Wellington 6242  
 newtownwellington@gmail.com    04 389 7316

## Submission on the Wellington City Council Annual Plan 2016/17

The Newtown Residents' Association has been an Incorporated Society since July 1963. We are residents and business owners from the Newtown, Berhampore and Mt Cook area, who take a keen interest in the community and local issues.

Thank you for this opportunity to consult on the Annual Plan. Although all the sections have the potential to affect us as residents of Wellington we are restricting our comments to the proposals and projects that have the most direct impact on our suburbs.

### Proposal 2: Urban Development Agency.

Our Association supported the Urban Growth Plan during the Council consultation in 2014, and we support the development of this agency as a way to make progress on implementing the Plan.

We assume that the Adelaide Road redevelopment, outlined on page 25 of the consultation document, is one of the areas that the Urban Development Agency would be involved with. We see that \$406,000 has been allocated to begin initial planning of this redevelopment in 2016/17, although funding the proposed Agency, if approved, would not be decided until 2017/18. It seems likely that significant progress will have been made on the planning before the new Agency takes over.

Naturally we have a keen interest in what happens in Adelaide Road. We are pleased that Wellington City Council affirms "The Council is committed to continuous engagement with the community..." (p36) and we expect that this commitment will extend to Council Controlled Organisations, including the Urban Development Agency if it eventuates.

We request that the planning of redevelopments is done in full consultation with the community, whether it is done 'in house' or via the new Agency. We would welcome a very accessible mechanism for consultation, such as a 'shop front' office in the area concerned.

### Proposal 6: New Initiatives

**Community Grant Changes.** We support this initiative, and suggest that in light of the discussions at the Economic Growth and Arts Committee on April 26<sup>th</sup> 2016 the proposed increase in funding is too modest.

We fully endorse the submission made to you by our Newtown Festival Committee about the Newtown Festival's funding shortfall. We have some dedicated Association members

who have put a great deal of voluntary effort into creating this wonderful event. We are very hopeful that Wellington City Council can help to make it financially sustainable.

When we made our submission to the Long Term Plan we said “We can affirm that the Festival has really enhanced our sense of place and community and believe that this has spread beyond our suburb. We think it would be appropriate for the LTP to include continued support for staging the Festival.” This was not adopted in the Long Term Plan, but we hope that it will be recognised in the Annual Plan.

**New Outdoor Events Series.** Our support for this is somewhat qualified. It seems to us that it would be unfortunate if this new series of events received its funding and the Newtown Festival did not, as the Newtown Festival already fulfills the objectives outlined here. Our preference would be for both existing and new events to be funded in a sustainable fashion, and in these circumstances we would welcome the new events. Free and accessible events and activities enhance the quality of life for all residents – although we do question whether these events always need to be focused on the central city.

**Placemaking.** We support this initiative. In the early to mid 1990s there was considerable effort and investment in Placemaking in Newtown, although it may not have been called that then. A former factory site was transformed into Carrara Park, an enduring community asset. We also gained the re-designed streetscape in mid Riddiford St, with heritage-style light fittings, bollards and seats, plantings, paving and street islands. This is tired now and we would welcome the opportunity to refresh and enhance our suburban beautification.

Our submission to the Long Term Plan last year outlined a number of issues facing us in Newtown, and they are still of concern.

Street trees need to be carefully chosen and properly managed. Some trees that died or were damaged have been removed and the plots sealed over or left as weedy patches. This needs to be rectified; we would like them to be replanted with appropriate species

Council urgently needs to address the toilet facilities provided within Newtown. The one block of public toilets are constantly in poor shape.

Public toilets are needed in Carrara Park, to maximize its usability – families and others come here to play but as there no public toilets anywhere in the vicinity they are limited in how long they can stay. It would be easier to organise events such as concerts and other get-togethers as currently the organisers need to hire portable toilets if people are to stay any length of time. A drinking fountain would also be of great benefit.

We recommend improvements to street cleanliness, maintaining the level of service removing tagging and graffiti and increased opportunities for recycling waste.

The maintenance and improvement of walkways, footpath surfaces and guttering is important. We would like to see the brickwork theme completed from Mansfield Street to the John Street area, as per the original consulted on and agreed Riddiford Street Staged Improvement Plans, and a covered walkway from the Newtown Shops to John St developed. Centre islands in busy streets are important and should be maintained and

increased. Walkways between streets need better lighting and need hand rails installed, as several are currently unsafe for those with decreased mobility.

We need to continue to implement commuter cycleway options between Newtown and the city, as well as investigating and implementing cycleways for recreational cyclists. Parking facilities for bicycles is an important component of this.

We are reiterating these concerns, as we believe that attention to such details is all part of making a place where our citizens can flourish.

**Private wastewater pipes (laterals):**

We strongly support the proposal that the Council should take responsibility for the maintenance and renewal of private wastewater connections in the road reserve. As householders we have no control over the conditions that can damage these laterals, and no choice over how they are repaired. The threat of large and unforeseen expenses hangs over us all, and it would be a great relief for the Council to take this responsibility.

**We request the opportunity to make an oral submission about the Annual Plan.**

Rhona Carson  
President  
Newtown Residents' Association



**Talava Sene**

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**From:** Nick Mouat <nickm@athfieldarchitects.co.nz>  
**Sent:** Friday, 29 April 2016 11:11 a.m.  
**To:** BUS: Annual Plan  
**Subject:** WCC Annual Plan Submission - A2B Group  
**Attachments:** A2B Annual Plan Submission Final 290416.pdf

Please find attached the Annual Plan submission for and on behalf of the 'Active to Brooklyn' group. We would like to make an oral submission.

Regards,

**Nick Mouat**

## A2B - Active to Brooklyn, boosting Brooklyn Actively!

### Background

The document presents 9 key ideas for improving and making it easier for people to walk, cycle and use other forms of active transport around Brooklyn, Vogelmoor & Kingston as well as link to the CBD. It has been formed from two main sources.

In late 2015 a morning coffee catch up was organised at The Bresolin (South end of Willis Street). An open invitation was put on Social media. The purpose was to discuss improvements that could be made to make active transport in the Brooklyn/Kingston and CBD linkages safer and more attractive. There was a good turnout with over 30 in attendance. Following this a group of 5 to 7 (A2B, the Active to Brooklyn Group) have been meeting regularly to identify possible options to achieve this aim.

The overarching goals of the A2B group are:

- Creating a vibrant, healthy and safe community
- Making the most of the Brooklyn area's proximity to the CBD and recreational opportunities for walking and cycling

Throughout this process the 2014-15 Kaka Project consultation was referred back to and many of the ideas listed here align with the main themes around transport from the Kaka Project consultation (as described in Appendix 2). In the May 2015 LTP submission the Kaka Project requested... "that the Long-term Plan commit the council to the development of a walking and cycling network that provides better linkages within the Brooklyn/Ridgeway/Kingston community and into the CBD".

### Recommendation

We request that the Council consider, and where possible implement, the nine projects listed as they will have wide community benefits and deliver on aspects of the Annual Plan and Low Carbon Action Plan. Some aspects could also be delivered through a suitably established community group such as the Brooklyn Residents Association or the Kaka Project with close coordination with the Council.

The main ideas are listed and mapped on the following pages and further detail on each idea is listed in Appendix 1.



**A2B**  
Active to Brooklyn

Submission to WCC Annual Plan  
29th April 2016

**introduction**



the main ideas...

1. **Walking and MTB Signage**  
Develop map and signage (including times) for accessing walking and biking tracks in nearby green belt areas and walking and cycling times around the suburbs and into the CBD.
2. **Ohiro Road, Cleveland Street, Todman Street Intersection Improvements**  
Small improvements at intersection to improve safety for users
3. **Brooklyn Terrace, Ohiro Road, Brooklyn Road corner safety improvements**  
Improvements at intersection to improve safety for all users
4. **Uphill Brooklyn Hill cycle path**  
Create an uphill cycle path to encourage new and less confident cyclists
5. **Vogelmorn Park Track**  
Create a multi use path around Vogelmorn Park and a kids pump track near the cricket nets
6. **R2B (Ridgeway to Brooklyn)**  
Create a bike path that links all Vogelmorn and Brooklyn community facilities
7. **Shared Community Storage**  
Create a mechanism to allow residents with steep access to have on street storage facilities for bikes
8. **Resurface Brooklyn Road**  
Smooth Brooklyn Road at Rogers Corner/Bidwill street
9. **Active Transport Launch Event**  
Community event to launch Active Transport improvements



**A2B**  
Active to Brooklyn

Submission to WCC Annual Plan  
29th April 2016

**context map**



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connect into CBD cycle project

shared uphill path, see idea #4

central park

Renouf tennis centre

intersection of Nairn Street & Brooklyn Road, see idea #4

intersection of Ohiro & Brooklyn Roads, see idea #3

intersection of Bidwell Street & Brooklyn Road, see idea #4

Rogers' corner, see idea #8

intersection of Washington Ave & Brooklyn Road, see idea #4



**A2B**  
Active to Brooklyn

Submission to WCC Annual Plan  
29th April 2016

# map 1 - Brooklyn Road



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- shared uphill path, see idea #4
- intersection of Washington Ave & Brooklyn Road, see idea #4
- intersection of Ohiro & Brooklyn Roads, see idea #3
- 30km zone, see idea #3
- Celebrate! see idea #9
- Brooklyn village - signage, maps, bike lockups, see idea #1
- Brooklyn Library
- intersection of Cleveland, Todman & Ohiro Road, see idea #2
- Brooklyn School
- Brooklyn Community Centre, Scout Hall, Community Orchard, & Playcentre
- Ridgeway to Brooklyn, see idea #6



**A2B**  
Active to Brooklyn

Submission to WCC Annual Plan  
29th April 2016

## map 2 - Brooklyn Village



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- Vogelmorn Tennis Club
- Vogelmorn Hall
- Vogelmorn Commons
- Vogelmorn Community Rooms (ex Bowling Club)

Vogelmorn Precinct

Ridgeway to Brooklyn, see idea #6

Shared Community Storage & Charging, see idea #7

Ridgeway School

Vogelmorn Park Track, see idea #5



**A2B**  
Active to Brooklyn

Submission to WCC Annual Plan  
29th April 2016

# map 3 - Vogelmorn Park

Idea (title and description)	What problem would this solve and/or benefit would it would bring?	Other comments/discussion points?
<p><b>1. Walking and MTB Signage</b></p> <ul style="list-style-type: none"> <li>• Maps of walking and MTB tracks on display in the village</li> <li>• Show travel times and place signage at key places around the suburb and surrounding area</li> <li>• Make 30 min, 1 hour, 2 hour loop tracks</li> <li>• Place cycle lockup points around the village</li> </ul>	<p>Help promote the village as an active hub (good for shops) and raise awareness of walking &amp; biking in the area</p> <p>Tie into movie, ie drop the friends off for a movie &amp; complete this loop in 1 hour etc.</p> <p>At the end could stop for coffee, a drink etc. which benefits local shops</p> <p>Healthy outcomes</p>	<p>Signage should also be about walking and biking tracks/routes to CBD and green space (Polehill, windmill, P'Wales park, Central etc) to focus on 'active transport'.</p> <p>Is there a signage guideline that council has that could be used?</p> <p>Would Meridian sponsor?</p>
<p><b>2. Ohiro Road, Cleveland Street, Todman Street Intersection Improvements</b></p> <ul style="list-style-type: none"> <li>• Tune Todman Street sensor to register bikes (at the moment bikes can be at Todman Street lights and not be registered as needing green)</li> <li>• Place a shoulder marking on South side of intersection. Make it clear it is a no parking area</li> </ul>	<p>Currently a dangerous intersection for cyclists especially those heading north on Ohiro Road. They get pinched on both sides of the intersection</p>	<p>Significant Health and Safety Issue.</p> <p>Discussed removing commuter car parking but thought this would increase traffic speeds and cause more hazards and/or just move the pinch points further along Ohiro Road</p>
<p><b>3. Brooklyn Terrace, Ohiro Road, Brooklyn Road corner safety improvements</b></p> <ul style="list-style-type: none"> <li>• Extend 30Km/hr zone northwards down Ohiro Road (maybe 200m down towards Aro St) and Brooklyn Road (maybe down to the Jefferson Street steps)</li> <li>• Place a raised pedestrian crossing area on Ohiro Road</li> <li>• Look at long term infrastructure fix for the whole intersection</li> </ul>	<p>Safer streets initiative</p> <p>Create a safer access area to Central Park especially for walking commuters and schools as currently they need to cross a blind corner (Ohiro Road) and cars are unpredictable on Ohiro Road/Brooklyn Road intersection</p> <p>A raised crossing would also form a cycle crossing for the uphill cycle path, with uphill riders crossing back to the left side of the road at the crossing refuge after the corner.</p> <p>Makes it safer &amp; easier to access Tanera Park and the clubrooms/hall from Brooklyn</p> <p>Put less pressure on drivers turning out of Ohiro Road heading South and cars exiting Helen Street</p> <p>Biggest cyclist crash spot in Wellington</p>	<p>We understand this intersection would be an expensive fix so think in the meantime a 30kmh zone would help relieve pressure on walkers, drivers and cyclists.</p> <p>We also think the Council need to take this out of the 'too hard basket' and look at a longer term fix for the area</p> <p>Can we get count data on number of people using the area?</p>

Idea (title and description)	What problem would this solve and/or benefit would it would bring?	Other comments/discussion points?
<p><b>4. Uphill Brooklyn Hill cycle path</b></p> <ul style="list-style-type: none"> <li>Upgrade Brooklyn Hill footpath to be a shared walker/ uphill cyclist path (with paint and clear signage asking for courtesy)</li> <li>Place green cycle lanes across key parts of Brooklyn Hill road (intersection with Bidwill, intersection with Washington Ave and corner opposite Ohiro Road) to improve visibility of cyclists at these intersections</li> </ul>	<p>Many cyclist feel intimidated by Brooklyn Hill with all the traffic.</p> <p>Yet Brooklyn Hill is a good gradient and could be used by many.</p> <p>Improvements would make it easier for new cyclists and existing cyclists.</p>	<p>Aligns with Council cycling strategy.</p>
<p><b>5. Vogelhorn Park Track</b></p> <ul style="list-style-type: none"> <li>Multipurpose track around Vogelhorn Park - like at Karori Park</li> <li>Bike in Schools Pump Track near cricket nets</li> <li>Could extend into a multipurpose track off the Western end to provide a safe route from Kingston to school.</li> </ul>	<p>Able to be used for the school as well as community.</p> <p>Could tie into Bikes in Schools programmes as well as cross country running etc</p>	<p>Needs to be 'accessible' in terms of WCC policy so usable by wheelchair users, and runners?</p> <p>Bikes in Schools has great programme to access.</p>
<p><b>6. R2B - Ridgeway to Brooklyn</b></p> <ul style="list-style-type: none"> <li>Cycle path between Brooklyn School and Ridgeway School.</li> </ul>	<p>Links multiple community facilities including Vogelhorn Park, Ridgeway School, Vogelhorn Community Rooms, Vogelhorn Hall, Vogelhorn Tennis Club, Brooklyn Community Centre, Community Orchard, Scout Hall, Playcentre, Brooklyn Library, Brooklyn School and the village shops together in a safe cycle path</p>	<p>Mornington Road/McKinley Crescent is a great gradient so a path would be good for children biking and scootering.</p>



Idea (title and description)	What problem would this solve and/or benefit would it would bring?	Other comments/discussion points?
<p><b>7. Shared community storage</b></p> <ul style="list-style-type: none"> <li>Council to create a mechanism to allow storage on certain road reserves. Allowed for those residents that don't have any accessible off-street storage</li> <li>Implications Wellington wide</li> </ul>	<p>Many Brooklyn/surrounding neighbourhoods in Wellington don't have access to their own garage and may live up or down a significant number of steps - too many to lift bikes up and down every day, particularly e-bikes which are heavier.</p> <p>Having access to safe, dry community storage facilities alongside "free" onroad car parks would encourage people to bike, make bike ownership easier and decrease bike thefts</p>	<p>Could operate with small subscription and regularly changing pin code lock. Could also include bike fix stand and/or additional 'share' bikes for the people parking their bikes there, that grants or community fundraise for.</p> <p>Examples of UK bike storage are...</p> <p><a href="http://www.bike-vault.co.uk/product-details.php">http://www.bike-vault.co.uk/product-details.php</a></p> <p><a href="http://www.protectacycle.co.uk/product_info.php">http://www.protectacycle.co.uk/product_info.php</a></p> <p><a href="http://www.asgardsss.co.uk/bike-cycle-storage">http://www.asgardsss.co.uk/bike-cycle-storage</a></p> <p>Could also be used for electric vehicle charging stations. It will directly support aspects of the Draft Low Carbon Plan pg. 33</p> <p><i>"We will investigate removing the requirement for a resource consent for EV charging infrastructure right across the city. In order to facilitate the uptake of EVs by those without access to a garage it will also be important to investigate options for suburban on-street slow-charging."</i></p>
<p><b>8. Resurface Brooklyn Rd</b></p> <ul style="list-style-type: none"> <li>Downhill lane just above Bidwell Street.</li> </ul>	<p>Road is uneven - many bumps and at a place where cars are also turning</p>	<p>Combo of bumps and cars turning makes for an accident waiting to...</p>
<p><b>9. Launch Event</b></p> <ul style="list-style-type: none"> <li>Pop up bike fix</li> <li>Use 1-2 car parks for bike mechanics and seats for walkers/cyclists/coffee drinking</li> <li>Active transport movie at Penthouse</li> </ul>	<p>Event to launch Active Transport improvements for the area</p> <p>Raise awareness, enthusiasm and support for project. Have fun, generate local walk/bike network.</p>	

## Kaka Project Summarised Feedback Nov 2014 (as relates to Active Transport)

### **Traffic Management**

Traffic calming measures needed:

- Lower speed zones need to be extended towards Brooklyn, School, Taft St, Cleveland St, Ohiro Road and McKinley Terrace
- Need something to slow traffic from Aro Valley up Ohiro Road • Have some one way streets
- Put speed bumps on McKinley St, Mornington Rd,
- Remove overtaking lane on Brooklyn Road

Address difficult intersection at Ohiro Rd/Brooklyn Road

Need road between Kingston and Island Bay

Make Cleveland Street less traffic orientated

Close it once a month to all traffic

Too many cars moving around small space – encourage traffic to move around facilities not between

Remove the bus turning circle

Safer school drop off zones

### **Pedestrians**

Concern for the safety of children walking – need improved crossings: Harrison Street, Ohiro/ Brooklyn Rd,

Over bridge at Brooklyn Road to give access for children to Central Park

Need to create more pedestrian friendly village area, particularly on Harrison St/Cleveland St; wider footpaths, pedestrian only zones,

School walking bus

Create walking tracks;

- Through Kingston/Mornington
- Kowhai Park to Ohiro Rd so people can access the village
- Pathway along Happy Valley stream to separate pedestrians from trucks

Improve signage of walkway shortcuts

Upgrade tracks through Central Park; fix stairs in lower park

### **Cycling**

Cycling is unsafe around Brooklyn. Need to improve and put in cycle lanes on: Brooklyn Road, Ohiro Road and around the suburb to provide a safe cycling route into town.

Need an area where kids can safely learn and practice to bike/scoot

Develop cycle trail with gravel/chips around perimeter of Vogelmorn Park and McAlister Park

Connect off road cycle tracks to main street with better signage

### **Accessibility**

Current facilities are not accessible – need a walk/bike route from Quebec Street all the way to CBD. It needs to connect into all the schools and community facilities.

Should open up public lane between Cleveland St – BCC – McKinley Street

Improve library so it is more accessible to the street Need to consider elderly in accessibility planning.

## Talava Sene

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**From:** Toni Izzard <Tizzard@eqc.govt.nz>  
**Sent:** Friday, 29 April 2016 8:16 a.m.  
**To:** BUS: Annual Plan  
**Cc:** c.anstey@paradise.net.nz; alan smith@xtra.co.nz  
**Subject:** FW: CIVIC TRUST - Input to WCC Annual Plan closing 29 April

### Wellington Civic Trust

P O Box 10183

Wellington

[www.wellingtoncivictrust.org](http://www.wellingtoncivictrust.org)



Wellington City Council  
 Annual Plan 2016/17  
 WELLINGTON.  
[BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

29 April 2016

Dear Colleagues

1. The Wellington Civic Trust (The Trust) wishes to compliment the Council on its annual plan and the comprehensive supporting documents. These comments focus on proposals that are most relevant to our objectives: the protection and enhancement of the quality and character of the city, and ensuring communities have access to enjoy the experiences afforded by both land and seascapes.

- **Proposed Urban Development Agency.**

2. While appreciating the objectives in establishing such an Agency the Trust has serious reservations. The Trust would like to see some explanation as to why the existing arrangements for dealing with urban development issues within Council need to be replaced (or replicated.)

3. In the Trust's view the broad scale strategic planning responsibilities of the Council require a 'whole of council' approach and ongoing open engagement with communities, Iwi, and interest groups. The Trust has read the detailed proposal and 'Business Case'. As a stand-alone business unit with an objective to become self-funding it is very easy to imagine a separation from other Council functions, and ratepayers, occurring. In order to fulfil fiscal objectives the agency may well compromise, or even ignore, the Council's social and environmental policies.

4. How would the transfer of responsibilities from the Council to such an agency occur? And how would the agency be funded until such time as it became self funding? We note the proposal is for there to be 6 directors and 7 core staff, supported by expert consultants and contractors.

5. We also note that the proposal stresses independence from Council and we consider this may lead to either inefficiencies or duplication; the Council is the keeper of a complex inventory of resources to which the development agency would need access.

6. The reference to Adelaide Road as an example of a complex development proposal which such an agency could deal with is wholly unconvincing. When given clear direction from Councillors, Council officers and interest groups have engaged creatively and inclusively.

7. In summary, our concern is that the establishment of such a Development Agency could well lead to the privatisation of development processes that are fundamental to democratic and inclusive governance.

- **Zealandia** – The proposal is to implement changes to the governance of Zealandia to ensure the financial viability of the sanctuary for generations to come.

8. The Trust sees merit in this proposal as necessary to ensuring a return to the original purpose of the sanctuary; the protection and enhancement of Wellington’s biodiversity. The Trust believes there are lessons to be learned from an overenthusiastic and misguided diversion into commercial activity with over capitalisation.

- **Low Carbon Capital Plan** – adoption of a plan to reduce emissions in a constructive and business-friendly way.

9. The Trust supports this plan and complements the Council on the many related initiatives. However, it is the Trust’s view the Council has not been entirely consistent in the implementation of this plan. In the Trust’s view the move back to using diesel buses as a replacement for trolley buses is a retrograde step which directly implicates the WCC as owner of the trolleybus overhead wiring. While supporting cycleways, the Trust feels that the Council has not been sufficiently proactive in the development of public transport and should be taking a lead role in planning transport networks across the region and the city. 56% of the city’s emissions are from vehicles.

- **New initiatives** – a range of new spending proposals across a variety of Council activity areas.

### **Basin Reserve**

10. The plan outlines \$21 million of spending over the next 10 years for the upgrade of the Basin Reserve. Implementation of the plan began in July 2015. The Trust supports this expenditure but has reservations in terms of immediately related development associated with SH1; will such development of the Basin align / be compatible with any realignment of SH1? WCC has the opportunity through the current “Get Wellington Moving” project to be much more assertive about this with transport partners.

11. The Trust has proposed a Heritage Precinct covering Pukeahu and the Basin Reserve and would like to see a far more integrated approach to the future development of this important part of the city. This is a strategic initiative about the national capital city which deserves more than the lukewarm reception you have given it thus far. A failure to recognise the heritage values of areas associated with the Basin, not only Pukeahu but also Government House, the Town Belt, and Heritage values associated with Mt Victoria and schools, undoubtedly aided the decline of consent to the proposed Basin flyover.

### **Biodiversity Action Plan Our Natural Capital**

12. Wellington’s Biodiversity Strategy and Action Plan provide a vision for the city’s indigenous biodiversity. The Trust is very supportive of the strategic approach the Council has adopted. The Trust believes however that finance allocated to implementing the strategy is woefully inadequate.

13. Over the next ten years the Council has allocated \$3.7 million (\$3.2 million operational and \$457,000 capital ) This compares with the \$5.66 million it will cost the council to buy Zealandia’s Visitor Centre. The Trust would like to see greater expenditure on pest control to extend the substantial gains already achieved in targeted areas such as Zealandia.

### **Building Heritage Incentive Fund**

14. The fund has \$3 million to allocate over 3 years. The Trust believes this fund should be substantially expanded given the scale of the likely need and the contribution of Heritage structures to the profile of the City’s future and character.

15. While applauding the allocation of some \$2.5 million to the earthquake strengthening of the Town Hall, the Trust notes the allocation of an additional \$54 million in 2016/17 to the proposed film museum and convention centre. The Trust has reservations about the need for another convention centre when there are already a number of existing buildings suitable for ‘conventions’ around the city. To quote Council, one of your objectives is, “Increasing the use of existing assets rather than spending on new infrastructure”

16. Perhaps of greater concern to the Trust is the reallocation of money to projects not originally provided for in the Ten Year Plan, or money being shifted across functions. Money expended on a

convention centre in 2016/2017 may mean that projects such as the Town Hall strengthening are unable to be funded further through the Ten Year Plan period.

**Enviroschools**

17. The Trust fully supports the funding of Enviroschools. Education must be a central theme in the greening of the city and Enviroschools programmes support very practical and highly effective initiatives. The Trust questions the adequacy of \$45,000 to support all of the schools engaged in the programme across the city.

**Kaiwharawhara The Northern Gateway**

18. In your reply (WCC ref #PI-E-005 of 8 April 2016) to our initial comments for the Annual Plan, you noted that “The cost of the Council’s contribution to achieving improvements to the Northern Gateway / Kaiwharawhara area will be identified in the 2016/17 Annual Plan financial statements”. That is good; and would be better if the cost numbers were matched with wording which made clear Council’s intentions for this area. CentrePort (owned by other local authorities) has announced its intentions to do major changes to land use in the reclamation / stream area; and through the “Get Wellington Moving” project you are already working with one of those CentrePort-owning Councils on transport channels through this area. You have the opportunity to approach this as more than just a series of separate project silos. There is the opportunity for WCC leadership to ensure that the costs to be identified in the 2016/17 plan are imaginatively applied to achieve strong environmental and amenity benefits which enhance the northern gateway to the national capital.

19. The Wellington Civic Trust would like to speak to these matters at the oral hearings stage.

Yours faithfully



Toni Izzard  
Chair  
Wellington Civic Trust

**Please note:** Future address for service will be:

Clive Anstey  
[c.anstey@paradise.net.nz](mailto:c.anstey@paradise.net.nz)  
Phone 939 2973

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## Talava Sene

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**From:** Victoria Carter <vcarter@xtra.co.nz>  
**Sent:** Tuesday, 3 May 2016 10:53 a.m.  
**To:** BUS: Annual Plan  
**Subject:** Cityhop carbon plan submission Please use this one  
**Attachments:** WCC carbon submission doc final Cityhop .docx

**Importance:** High

Apologies I found some literals and other minor errors so this is the FINAL submission tidied up, can you remove the other one and replace with this. thanks

As discussed with Neil,  
Here is the cityhop submission,  
We would like to be heard ( via skype if required) thanks Victoria

Victoria Carter LLB FInstD  
Tel (649) 529 1121  
Mob 0274 377018





### **Cityhop: Submission to WCC – how car share can support WCC’s goal to be a low carbon capital and reduce greenhouse gas emissions.**

“The Wellington City Council’s 2016 *Low Carbon Capital* plan aims to reduce greenhouse gas emissions in a constructive and business-friendly way.”

Cityhop submits that if WCC is serious about reducing carbon emissions, one of the fastest ways to do this is to focus on the number of cars on the roads.

London calculates it could achieve a ten percent reduction in greenhouse gas emissions from fewer cars on the road – and this in turn means a reduction in the cost of living and more disposable income.

New York has done it through pricing – owning a car and paying for parking is so expensive.

In England, some councils increase the attractiveness of car sharing by offering cash for scrapping older model cars, plus a car share membership!

Amsterdam as part of its Green Deal wants 16 million people to share 100,000 car share cars in the city by 2018 because it is so committed to getting its residents out of their own cars. How is it doing it? Be incentivising and making it increasingly easy for residents to bike and have access to car share.

### **Transport emissions**

Over 30 per cent of emissions are from the transport sector and 80 per cent are reported to be from the domestic car.

Cars have determined our urban planning.  
With population increasing we can’t keep adding cars and driving.

Something has to be done – which is why we encourage WCC to look at how supporting and promoting a traditional car share club can make a real difference to its targets.

Cityhop would like to encourage the council to look at a range of initiatives – for example: partnering with Cityhop to offer some trial memberships to show residents how easy it is to live without a car. Cityhop has other ideas we could share with officers to assist in reaching targets.

Traditional car share clubs like Cityhop are proven the world over to be part of the transport solution and therefore part of the mix in reducing emissions since car share results in fewer cars on the road.

The recipe for a successful city means thinking about people density over car density, accessibility over mobility.



Once they join car share, members often choose not to own a car

Every car share car takes around 17 privately owned car off the road.

Car share members drive less,  
Their trips are shorter, the money saved gets spent in the local economy.

Car share members make smarter travel choices, their physical activity goes up by 9 minutes a day through biking, walking and using public transport more. That's over a third of recommended weekly adult exercise. People who use public transport are 5 kilos lighter than their private car dependent friends.

So what is the behavior that will help accelerate a better smarter transport future and therefore reduced emissions and what can WCC do to promote it?

The following factors have been identified as contributing to a successful car share programme:

- High density of individuals 21 to 39
- High proportion of residents commuting by public transport or biking and walking
- High proportion of renters, non-family households and single person households
- A shortage of parking or expensive parking.

Every year Zipcar, the world's leading car sharing operator, researches how millennials see transportation, technology and lifestyle compared to older generations.

In 2015, Zipcar analysed the results by geographic area instead of age and, found surprisingly, that city-dwellers of all ages showed similar behaviours to millennials, whereas suburban and rural residents didn't.

For over five years, Zipcar's survey has consistently shown that millennials (regardless of where they live) say:

- they find it difficult to own a car;
- they would get rid of their car, TV or computer before they'd give up their mobile phone;
- they have a strong desire to protect the environment;
- and they are open to alternative forms of transportation.

City dwellers of all ages felt and behaved almost exactly the same way, This suggests that 'millennial' in the U.S. is more a state of mind, related not just to age, but to city-living.

The survey responses reveal striking differences.





City dwellers consciously made an effort to reduce how much they drive and instead used other forms of transportation, unlike suburbanites.

- City dwellers (want to protect the environment so they drive less)
- When asked which would be the hardest to give up — a car, mobile phone, computer/tablet or TV — City dwellers and millennials picked a mobile phone as number one, whereas suburbanites chose a car;
- City dwellers want to see more walkable amenities in their community such as local restaurants and markets

To bring it all together: in a global sense the way we think about cars is changing and changing fast.

Cityhop believes that these same responses are true of people who live in Wellington CBD.

With greater density, great public transport, walking cycling options - the need to own a car is reduced and less attractive – with encouragement, publicity and promotion from WCC, car share like Cityhop would be seen as a viable alternative to car ownership.

Technological innovation, a concern about sustainability and a desire by more people to want a better city to live in will encourage change and support a reduction in cars.

There will be a growth in car sharing and re-think around other transport sharing options.

WCC could work with Cityhop to:

1. trial putting cars (people movers) in some of its housing projects where transport is an identified issue for communities;
2. identify businesses and larger employers and assist Cityhop to work with them to encourage car share instead of car ownership. For example: University of Victoria to encourage change of behavior from not just students but staff.
3. Promote the alternatives to car ownership.
4. Work with Cityhop to change behavior.
5. Convert some of its own fleet to car share.
6. Give its employees a car share card (like Vancouver has done to change behavior and show how easy it is)

WCC could look to either join Cityhop to replace some of its taxi use or consider reducing its fleet and converting some to car share. This could be a closed or open car share modal like the one Vancouver City has followed – whereby a chunk of their fleet went into MODO car share and now residents, businesses and council staff alike share the same cars.



We would discourage WCC from converting its fleet to all electric vehicles. This doesn't change the driving behaviour that is necessary. We submit that the real issue that needs to be grappled with is usage. Once people use car share their habits change – Vancouver Council proves this – with staff using public transit, walking and biking more once fleet cars were removed. We have provided WCC with this information.

### Life without electric cars



### Life with electric cars



**COPEN  
HAGEN  
IZE  
EU**

The electric car is not a solution in itself. It won't reduce traffic, sprawl, road accidents, traffic safety, red light running, parking issues and so on. All an electric car will do is reduce emissions.



In the fervour to get more electric cars, Cityhop submits that we are missing the point – our roads are already crowded - we need more focus and policies that encourage people to reduce their car ownership – not whether to choose an electric car or not? Although no doubt this is a good thing.

Thinking that electric cars is the answer is a bit like me and my recycling bin. I went to order a second one thinking how virtuous I was to be recycling so much and someone pointed out to me that perhaps I should aim to use fewer newspapers, bottles, plastics to put into the bin! Good thinking. Reduce.

The same applies to this fervour that to fix our emissions issue we should all drive electric cars. It's not the answer - we need to support and encourage businesses and residents to start to think differently about mobility. To support them with safe cycleways, walkways and making it easy for them to see that when they need a car, there is car share around the corner or along the way.

### **Suggested strategies**

We would encourage WCC to convert some existing fleet to car share before it embarks on converting all its fleet to electric. This will result in better usage. Vancouver City proved this. There was debate internally as to usage but once they removed all fleet cars and joined car share their costs went down. Why not consider a trial – this would determine pretty quickly if you needed so many fleet cars.

If WCC is determined to go down the EV route then it could partner with Cityhop to put electric cars into the fleet by guaranteeing a certain level of usage. This might even be a solution for a trial.

Electric cars won't change driving behaviour – all they will do is reduce emissions but it won't create a greener safer city in the holistic sense.

At the International Car sharing conference in Vancouver, Todd Littman, transport urban planner explained that as cities get denser we all need to rethink our ownership and consumption habits.

He also pointed out how cars make wonderful servants and terrible masters. That we need to design our communities for people not cars – yet too often that seems not to be the case and we have built our cities for the car. All these principles apply to a city that cares about reducing carbon emissions and creating a greener city.

According to one urban sociologist, car share encourages density because it gives city residents a transport option that fills in the gaps when public transport isn't convenient or



viable. It also gives city dwellers freedom – access to a car without paying for storage, insurance and running costs.

Logically, cities are places where people and activities are close together. It increases efficiency by reducing the distance people and goods travel to, to get where they need to be.

### **So what can authorities do to support car share?**

Car sharing is the low hanging fruit for any city looking for smart, green and affordable transport solutions - affordable mobility from cars dotted all over inner city streets.

Smart cities are making spaces available at transport hubs for car share to resolve the last kilometre challenge – getting to the destination after the bus or train has dropped you off.

Smart cities offer a range of affordable transportation – biking and bike sharing, walking, public transport and easily accessible car share so people can see that it is possible to ‘live a car light lifestyle.’

Those who car share are doing us all a favour. Many have sold their car so that frees up more parking and road space. They bike, bus and walk more and drive significantly less than they did when they had their own car.

Sydney City has worked out the economic and social benefit of an on street car share space to its community exceeds parking revenue lost. Many cities overseas recognise the value of car share - in some even on street parking or parking in council car parks or tolls are free if you are in a car share car because it is well understood that you are doing your community a favour.

Every car share car is reported to take over 15 privately owned cars off the road. Research shows that those who sell their car and then use car share reduce their driving habits from 10,000 kilometres per annum to under 1000. Consider the reduced emissions from this.

### **Minimum parking requirement**

Cityhop also submits that this isn't the most effective lever to get a change in driving behaviour. Cityhop has done quite a bit of research on what other cities have done to grow car share; other operators have shared information with us too. We know that the average car park in a development costs roughly \$45,000. If a council encourages a developer to not build so many car parks, the developer saves money which results in apartments being able to be sold for less. Councils can encourage this through putting car share on the street or nearby if the developer also provides bike bays/parking and car share within their development. We would encourage WCC to see what Sydney has done in this regard. It



doesn't make sense to let the market define parking. Council has a role in supporting a change of behaviour.

**Conclusion:**

**We submit that if WCC is serious about moving towards being a low carbon capital that it should work more closely with New Zealand's only true car share operator, develop some collaborative initiatives, marketing trials to show residents and businesses that it is possible to live without a car.**

If The 2016 *Low Carbon Capital* plan aims to reduce greenhouse gas emissions in a constructive and business-friendly way, Cityhop submits that WCC should consider:

1. **Converting some of its own fleet to car share ( like Vancouver and many other cities have done)**
2. **Collaborate with Cityhop to see where cityhop car share could spread too (like other cities have done with car share operators) to enable residents and businesses to reduce their reliance on cars.**
3. **Promoting car share as a viable alternative to car ownership. It's part of the arsenal of solutions to make the city not only safer but also reduce emissions.**
4. **Encourage and consider incentivising developers to put car share and bike stands in their developments.**

Thank you.

Victoria Carter

Founder Cityhop Car share

Tel 0274 377 018

[www. cityhop.co.nz](http://www.cityhop.co.nz)

Access not ownership.

## Talava Sene

---

**From:** Georgia Beamish-White <georgia.beamish-white@wecc.org.nz>  
**Sent:** Friday, 29 April 2016 9:39 a.m.  
**To:** BUS: Annual Plan  
**Subject:** Wellington Chamber of Commerce submission on Annual Plan  
**Attachments:** Wellington Chamber submission to WCC on its Annual Plan 2016.17.pdf

Good morning,

Please find **attached** the Wellington Chamber submission to Council on its Annual Plan 2016/17.

Our Chief Executive John Milford wishes to speak to this submission before Council.

Kind regards,  
 Georgia

### Georgia Beamish-White

*Policy and International Trade Advisor*

Wellington Chamber of Commerce



Level 2 | 3-11 Hunter Street | Wellington 6011  
 PO Box 1087 | Wellington 6140 | New Zealand



*Our business family includes:*



A promotional banner for a 'Pre-Budget Ministerial Address Lunch with Hon Bill English'. The text includes 'Thursday 12 May | 11.30am - 1.30pm' and 'Hosted in partnership with Deloitte'. A portrait of a man in a suit is on the right.

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**Wellington Chamber of Commerce Submission  
to Wellington City Council  
on its Annual Plan  
2016/2017**

***ABOUT THE CHAMBER***

The Wellington Chamber of Commerce (the Chamber) has been the voice of business in the Wellington region for 160 years since 1856 and advocates for policies that reflect the interest of Wellington's business community, in both the city and region, and the development of the Wellington economy as a whole.

The Chamber is accredited through the New Zealand Chamber of Commerce network and as part of our wider organisation is also one of the four regional organisations of BusinessNZ. Our organisation also delivers ExportNZ to Wellington and the Hawke's Bay.

***INTRODUCTION***

The Chamber welcomes the opportunity to submit to Wellington City Council (the Council) on its Annual Plan 2016/17 (the Annual Plan).

As significant contributors to Wellington City's rate-take, the business community has a significant interest in the planning, operation, structure and performance of local government, particularly when the Council's actions have an impact on Wellington's business environment and the region's economic growth.

Wellington Chamber members support Council activities that focus on sustaining a resilient business environment for Wellington, and which spur economic growth.

***PROJECTS***

**Draft Low-Carbon Capital Plan**

The Chamber endorses Wellington's commitment to a Low-Carbon Capital Plan. Wellington is already recognised as a sustainable city and implementing a Low-Carbon Capital Plan would reinforce this reputation.



A successful business environment is dependent on the resilience of its surroundings. To an extent, this requires careful management of environmental resources, but core infrastructural elements must not be forgotten.

The Chamber endorses policies which seek to reduce carbon levels in Wellington, provided these policies are well-balanced and considerate of all participants in the community.

For example, we consider policies positive which proactively incentivise transport methods such as car sharing, cycling, use of electric vehicles and electric buses. We consider the deterrence of private vehicle use as a negative policy. We would say it is one step too far to restrict car parking as a way to deter private vehicle use. It is important that the removal of car parks correlates to lessening demand for car parks, and is not enforced as a way to deter private vehicle use.

Consumer behaviour continues to dictate that private vehicle use is how many choose to move around, and this usage should not be deterred. Encroaching on preferred methods of transport can have the impact of interfering with the connectivity between businesses and consumers, and businesses and staff.

If vehicle fumes are contributing to carbon levels in the city, we would note that this is not helped by congestion levels as a result of aged infrastructure and network planning. Solutions to congestion points along the Ngauranga to Airport route would reduce the amount of time vehicles idle in the inner city, and clearing access to the port would reduce the level of heavy vehicles idling in the inner city.

Where demand exists, we support investment in public transport improvement. We support Council's lobbying efforts to lower public transport fares. We recognise Wellington has relatively high public transport fees, however we would need to consider methods of funding before fully supporting reduction policies.

Wellington is considered a leader on climate change with the lowest per capita emissions in Australasia. We note the Council's announcement that greenhouse gas emissions have been reduced by 2.1% between 2001 and 2015. This suggests little development needs to be done in this area to remain on track towards meeting targets. As such, we would be disappointed to see drastic measures taken which have a negative impact on the business community.

We believe carbon-neutral office spaces should be encouraged. The Chamber itself is undergoing a carbon-neutral office process to implement sustainable practices. This is a simple process which all businesses can undertake with sustainable outcomes available.





### **Urban Development Agency**

The Chamber believes urban planning and development is of paramount importance to the city, particularly earthquake-risk mitigation and the efficient development of Wellington's space, given growth forecasts.

The Chamber supports the implementation of the Urban Development Agency. As it stands, significant projects which have the potential to spur economic growth are often stalled due to political unrest. It is fortunate that Wellington's proposed convention centre secured the necessary support to go ahead, however this outcome was not achieved easily. There are areas where swift action is required, for example increasing tourism is increasing demand for accommodation in Wellington. An urban development agency would ideally have the powers to secure the necessary land and efficiently facilitate project development and implementation to further fuel tourism.

The Chamber endorses the theoretical operation of this agency, which would operate independently of political influence and focus solely on the swift development of projects for the benefit of economic growth in Wellington.

In practice, the agency will only be successful if it is comprised of relevant specialists who are able to identify opportunities and make these happen. We believe the agency should be armed with compulsory purchase powers.

It is crucial that this agency succeeds, but achieving successful results will depend on the people chosen to operate it. We would expect great efforts be made to attract and retain talented specialists to lead this agency. We would endorse a reasonable financial investment to secure such talent.

Since a great effort is being made to introduce a body which is independent, the Chamber would expect this body to comprise solely of independent, non-council specialists.

We would expect the agency to have Key Performance Indicators, and to communicate transparently with its stakeholders such as the ratepayers.

We will continue to monitor the implementation of, and proposed funding for, this agency.

Wellington cannot afford to wait for bureaucracy to take its course. Wellington requires this agency to act as a catalyst for economic growth.



### **Food Act Fee Changes**

The Chamber supports a fixed-fee schedule for Food Act compliance. We expect the fixed fee to be based on efficient and reasonable resource required for the task. Where practicable, we would expect technology to be used to ensure efficient use of resource.

### **Kilbirnie Business Improvement District**

The Chamber questions the rationale for consulting on the Kilbirnie Business Improvement District given its successful vote and subsequent ratification.

The Chamber endorses the decisions of business communities, and in this case a majority vote has implemented the targeted rate. We would note that despite a majority vote in favour of the BID, the overall uptake of the vote was disappointing and therefore did not engage all of those businesses which will now be subject to the rate.

We suggest a review take place of business engagement when considering whether to implement a targeted rate.

### **New Initiatives**

*Ngauranga to Airport – minor capital projects - \$375,000*

“The Ngauranga to Airport Project aims to improve the flow of traffic through Wellington City. It is proposed to re-purpose some existing funding from bus priority planning to improve pedestrian flow in the Central Business District.”

The Chamber requests clarification of this statement. The Ngauranga to Airport Route project is designed to address key congestion points and we seek further detail, specifically funding from *which* bus priority planning will be re-purposed, and what exactly is being done pedestrian-wise. We understand the Ngauranga-Airport project is intended to target larger congestion issues and projects such as Mt Victoria Tunnel Duplication and the Bus Rapid Transit project.

*Living Wage - \$250,000*

The Chamber does not need to reiterate its views on Council Living Wage policies, however, we would state that with a \$250,000 budget increase we would expect the equivalent, at least, in return as a result of improved productivity by living wage recipients. As a Council-funded activity, we request a report on performance, namely an outline of the improvements to retention rate and performance of staff who are recipients of the living wage.



### **Cycleways**

We note around \$12,000,000 budgeted for cycleway activity this year (Table 2), however, only \$3,000,000 is to be contributed to the Hutt Cycleway project and 1,000,000 for cycleway planning under 'business as usual' (Table 3). We seek clarification for what the remaining \$8,000,000 spend on cycleways will go towards.

### **Zealandia**

The Chamber is concerned at the inability of Zealandia to balance its finances. We commend Council and the Karori Sanctuary Trust for addressing the issue before it becomes problematic, however, we would question the solution proposed.

The building in question is depreciating at an unsustainable rate relative to the financial success of Zealandia's operation. A transfer of ownership to Council will not increase the value of this asset, and instead creates a liability to ratepayers.

Prior to the Council taking ownership of the building, the Chamber would expect to see a financial plan presented with a goal to recoup losses and maximise the value of the asset. The Chamber does not foresee Council ownership as being a profitable option and instead suggests the sale of the building or a commercial lease. The Chamber considers the essence of Zealandia to be the sanctuary and environment itself, and not the building. In terms of functional amenities, a simple ticket booth and access to essential amenities is all that is required.

### **Lateral Policy**

The Chamber endorses the Council's proposed ownership of wastewater laterals. As highlighted in the proposal, current management by private owners is not as effective as it could be under Council ownership. The nature of the asset is consistent with assets that the Council is currently trusted to own and manage.

In terms of funding, we recognise the costs would move from private owners to all ratepayers. We will monitor a policy advanced by Council, but would encourage a rates funding structure which best aligns with costs lying where they fall. Theoretically, this should make little difference to the current costs imposed on private owners, except for the spike to account for deferred maintenance.

### **Arts Funding**

The Chamber notes the late addition to the consultation in the form of additional arts funding.

The Chamber recognises the cultural benefits that arts activities bring to Wellington. In terms of specific funding allocations as outlined in the Council's recent press release, we would note the following:



A large allocation of funding is being provided to Newtown. We ask whether an inquiry has been made into whether Newtown should be considered a Business Improvement District to enable it to source funding from those directly benefiting.

We question whether continuous expansion of funding is necessary. In theory, funding should assist arts and events to grow and prosper, but once sustainable then funding should be re-allocated to activities which need it. In particular, we note Te Papa's growing success and question whether such large-scale Council funding is still required, or whether there may be a case to re-allocate it. Alternatively, Te Papa could consider seeking financial contributions from visitors, which is unlikely to diminish demand, given the success of the attraction.

### **Rates**

The Chamber continues to express concern at expected rates increases for this year and years to come.

Rates increases for this year are expected to be 3.8 per cent, a new figure following recent additions to the Long Term Plan. This is unpalatable for businesses, particularly when inflation is running very low.

Businesses recognise necessary projects which protect the region's resilience and enhance the region's productivity, and these are the projects where rates are considered well spent.

We expect Council to take a financially prudent approach to project prioritisation and planning, rather than progressing a wish-list.

When projects are being considered that add to rates increases, and are not necessary for economic growth or resilience, we expect to see reductions made elsewhere.

### ***OTHER***

#### **Water Resilience**

Of great concern to the Chamber is the resilience of Wellington's water infrastructure.

As recently reported, Wellington faces up to 100 days' water loss should an earthquake occur. This is a hugely significant risk for Wellington, its businesses and citizens alike.



First and foremost, human life is dependent on water supply. From the Chamber's perspective, Wellington's business community would be detrimentally harmed should a major water infrastructure event occur.

Wellington's commercial existence is somewhat reliant on the eco-system which has been built around central government. In the event of such a significant water infrastructure disaster, government would likely be relocated, and with it would go a large portion of consumers which fuel the surrounding business community.

Government aside, without water businesses must cease to operate for health and safety reasons.

We cannot suggest a solution to this. We have observed slowly progressing discussions about a cross-harbour water supply which may be a solution. As reported, at the current rate of investment it will take 50 years before the ideal level of service provided will be adequate. That is too long to wait. We urge Council to act urgently with fellow local councils, Greater Wellington Regional Council and central government to address this.

### **International student strategy**

The Chamber requests an update on the Council's international student strategy. Statistics released in December demonstrated an annual national increase of 13% in international students, with Auckland, Bay of Plenty, Waikato and Canterbury welcoming growth of 15-18%. Comparatively, Wellington saw only 8% growth and proportionately still retains only 6% of the national distribution of international students.

International education is now New Zealand's fifth-largest export sector, and incoming students add vitality to regional retail and service sectors. Wellington is not competing in this lucrative market despite the high calibre of our educational institutions. The Chamber looks forward to engaging on this topic further to work towards a regional strategy.

### **Leadership**

Chamber members have indicated an ongoing disappointment in the leadership of Wellington region. In our most recent business confidence survey, when asked unprompted what barriers or issues they believed were holding back the Wellington region, one third of respondents cited leadership.

The business community continues to have an appetite for change in leadership structure, and when recently surveyed, more than two thirds of Chamber members believed the idea of a merger between Wellington City and Porirua City should be explored. When asked for their opinion on such a merger, 67 per cent supported it



being looked at, while 23 per cent opposed it. Many comments indicated that support would be influenced by the impact on ratepayers from each city, and that they would support it provided there was a thorough cost-benefit analysis.

## **WREDA**

The Chamber is pleased to see the recently announced and long-awaited WREDA leadership team. This is an impressive group of experts who collectively bring the necessary expertise and knowledge of Wellington for success.

We now need to see action. We expect WREDA will take a high-level strategy and develop an operational plan that will include all relevant parties - business, the councils, the educators, tech and creative, the events people, tourism, and whoever else they need to take our economy forward.

Their strategy must have economic growth at its heart because if they get that right then everything else will follow.

The Chamber commits its support and will bring the business community to the table. As a key party in the plan that WREDA will need to formulate, the business community expects inclusiveness and transparency around Key Performance Indicators.

## **Views to inform constituents**

To better inform our members ahead of the 2016 Local Government Elections, the Chamber will be preparing a Local Government Manifesto that will outline objectives the business community expects to see from candidates entering the upcoming term. This Manifesto will be distributed to candidates in due course.

## **CONCLUSION**

The Council's plan for 2016/17 is promising. Resilience and economic growth are at the forefront of many businesses' minds and it is positive to see a focus in these areas. The announcement of WREDA's leadership team and progress towards an Urban Development Agency are two developments which increase the business community's confidence in its leadership.

Wellington Water's recent announcement emphasises the importance of addressing major infrastructural concerns in the region. This reminds us that great investment will be needed in this area, and lessens the tolerance for wish-list spending by Council on areas of less significance.

As the creative capital we encourage Council to use more creative ways to allocate spending and to prioritise what really matters.



To summarise:

### *Projects*

- The Chamber endorses policies which seek to reduce carbon levels in Wellington, provided these policies are well-balanced and considerate of all participants in the community. Given continued demand for private vehicle use it would be a negative Council policy to deter private vehicle use.
- An Urban Development Agency is a necessary mechanism to stimulate economic growth. Specialist, independent talent needs to be attracted for the task.
- We seek a clarified description of the 'Ngauranga to Airport – minor capital projects - \$375,000'.
- With increased living wage provision, we would expect the equivalent, at least, in return of improved productivity by living wage recipients. As this is a Council-funded activity, we request a report on performance, namely an outline of the improvements to retention rate and performance of living wage recipients.
- We seek clarification on spending intentions for cycleways in 2016/17.
- Without a financial plan, a transfer of ownership of the Zealandia building to Council will not increase the value of this asset, and instead creates a liability to ratepayers. We suggest divesting of this asset.
- We support Council intentions to take ownership of laterals.
- We suggest arts funding be re-assessed. Where current funding recipients are operating sustainably, it is arguable on-going financial support is unnecessary and should be re-allocated to those more deserving of it.

### *Rates*

- Businesses recognise necessary projects which protect the region's resilience and enhance the regions productivity, and these are the projects where rates are considered well spent. We expect Council to take a financially prudent approach to project prioritisation and planning, rather than progressing a wish-list. When projects are being considered which add to rates increases, and are not necessary for economic growth or resilience, we expect to see reductions made elsewhere.

### *Other significant projects*

- Wellington's water infrastructure is dangerously risky. We urge Council to act urgently with fellow local councils, Greater Wellington Regional Council and central government to address this.



- The Chamber requests an update on the Council's international student strategy.
- The Chamber is pleased to see WREDA's leadership team. We now expect to see a strategy with economic growth at the forefront. All relevant parties, including the business community, must be included. Transparent Key Performance Indicators are expected.

The Chamber wishes to speak to this submission before Council.



## Talava Sene

---

**From:** user.friendly.buildings@gmail.com on behalf of User Friendly Buildings  
<Chris@PostOccupancyEvaluation.com>  
**Sent:** Friday, 29 April 2016 9:36 a.m.  
**To:** BUS: Annual Plan  
**Subject:** Submission on Annual Plan

Dear Councilors

On behalf of C Watson Consultancy Limited, I urge the council to immediately cease its climate change projects and embark on climate stabilisation projects in support of New Zealand's aim of keeping the temperature rise below 1.5 degrees.

I would like to see independent experts relate the international 1.5 degree target to Wellington emissions and independently monitor progress. Emissions must include aviation, shipping bunker fuel and all greenhouse gas emissions into the atmosphere.

"Using this method, the NASA/NOAA data indicate that the period of January-March was 1.48°C (2.66°F) above that 1881-1910 baseline. That's easily the hottest three-month stretch on record for the planet and dangerously close to the numbers in the Paris Agreement goals."

([http://www.climatecentral.org/gallery/graphics/2016-temperatures-already-pushing-cop21-limits?utm\\_content=buffer5b3cb&utm\\_medium=social&utm\\_source=twitter.com&utm\\_campaign=buffer](http://www.climatecentral.org/gallery/graphics/2016-temperatures-already-pushing-cop21-limits?utm_content=buffer5b3cb&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer))

By 1 December 2016 I would like the council to abandon its fossil fuel projects including the following.

- Abandon WIAL runway ambitions
- Sell all airport shares
- Reduce car parking
- Stop suburban sprawl (eg Johnsonville, Newlands areas)
- Stop widening roads
- Stop building new roads
- Stop building road tunnels
- Stop building a conference centre

I would like the council to dedicate itself to low/zero/negative carbon projects including as if our children's welfare depended on it:

- Remove road blocks to public transport corridor on the "golden mile" and public transport routes so that public transport moves freely at all times unless when stopping for passengers to board or alight by 1 December 2016
- Establish first class pedestrian promenades and arterial walkways by 1 December 2017
- Implement a congestion charge for private fossil fuel vehicles moving about the city by 1 December 2017
- Institute planning restrictions on private land use for parking private fossil fuel vehicles by 1 December 2017
- Rezone the rural land west of Wellington and Porirua to reforests for carbon dioxide sequestration and farm wind by 1 December 2018
- Build protected cycle ways connecting all suburbs of the city as well as Dutch, Danish, German or Swiss cities do by 1 December 2018
- Achieve 100% electric land-based public transport by 1 December 2019

Desist from encouraging tourism. Tourism is a low wage business according to Sir Paul Callaghan (<https://www.youtube.com/watch?v=OhCAyIlnXY>). Outbound tourism is a huge burden on the Wellington economy. Economic strategy to treat all businesses the same and reduce the rates burden would support business. Council is not equipped to predict winners.

Wellington has huge advantages compared to other cities to stop emitting carbon dioxide. The population is educated, wealthy, environmentally-focussed citizens and suburbs already aligned along tram routes. Local energy resources are super-abundant (wind, solar, tidal). The missing link is civic leadership.

I wish to be heard.

Yours sincerely

Chris Watson, Architect

C Watson Consultancy Limited

PO Box 9743

Wellington

New Zealand mobile phone [+64 21 158 7874](tel:+64211587874)

## Talava Sene

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**From:** BUS: Annual Plan  
**Subject:** FW: WCC SUBMISSION - Provision of public drinking water fountains with bottle refilling stations  
**Attachments:** WCC SUBMISSION ON WATER FOUNTAINS\_FINAL.pdf

**From:** Anna Fergusson [<mailto:anna@healthyfuturefamilies.org>]  
**Sent:** Friday, 29 April 2016 9:10 a.m.  
**To:** GRP: Public Participation  
**Subject:** WCC SUBMISSION - Provision of public drinking water fountains with bottle refilling stations

Hello,

Please find attached the HFF Trust and the Child Obesity and Type 2 Diabetes Prevention Network submission.

We would like to present this as an oral submission to Council. I understand that the submissions will be in the week of the 9th May. If possible, could we please have our submission heard on the 12th May after 10am?

Thank you.

I look forward to hearing from you.

Kind regards,

Anna Ferguson

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**Dr Anna Ferguson B.D.S | Sweetened Beverages Project Manager**  
 Healthy Future Families Trust  
 PO Box 22080, Khandallah, Wellington 6441  
 e: [anna@healthyfuturefamilies.org](mailto:anna@healthyfuturefamilies.org)  
 w: [www.healthyfuturefamilies.org](http://www.healthyfuturefamilies.org)





## Submission

**To:** Wellington City Council

**From:** The Healthy Future Families Trust and the Child Obesity and Type 2 Diabetes Prevention Network (membership list attached).

Tess Clarke, [tess@healthyfuturefamilies.org](mailto:tess@healthyfuturefamilies.org), 021 184 7784

Dr Anna Ferguson, [anna@healthyfuturefamilies.org](mailto:anna@healthyfuturefamilies.org), 021 050 4513

The Network and HFF Trust would like the opportunity to present the submission to the Wellington City Council. Please contact Tess Clarke or Anna Ferguson.

**Subject:** Provision of public drinking water fountains with bottle refilling stations.

**Recommendation:** Increasing the number of public water fountains with bottle refilling stations, particularly in areas where children, adolescents and families gather. This will support health for the community WCC serves and the environment.

## Background

The Healthy Future Families Trust (HFF Trust) promotes healthy lifestyles in the Wellington region with the specific aim of reducing obesity and type 2 diabetes, particularly in children. We are writing on behalf of the Child Obesity and Type 2 Diabetes Prevention Network (the Network). The Network is a multidisciplinary group of over 115 Wellington-based professionals with a shared concern about the prevalence of childhood obesity and its associated conditions. Its members include diabetes nurse specialists, endocrinologists, paediatricians, dietitians, researchers, public health specialists, dentists, NGO and local government representatives, exercise specialists, teachers and marketing experts. Details of the Network members are attached as Appendix 1.

This submission is seeking support from the Wellington City Council (WCC) to increase the number of public water fountains with bottle refilling stations<sup>a</sup> in the city, especially in areas where children and families gather. The availability of, and easy access to, public water fountains ensures that the people are able to easily make the healthy choice of water. In the absence of public water fountains, people are more likely to purchase water or cheaper nutritionally-void, sugar-sweetened beverages. Furthermore, the waste associated with bottles and cans negatively impacts the environment.

The consumption of sugar-sweetened beverages is associated with an increased risk of tooth decay, weight gain, type 2 diabetes, gout and poor bone health.<sup>1-4</sup>

New Zealand children are the third most overweight and obese children in the OECD.<sup>5</sup> In 2014/15 just over one in five New Zealand children aged 2-14 years were overweight (21.7%) and one in ten (10.8%) children were obese. Obesity prevalence is significantly higher for Māori and Pacific children, and children from the most deprived neighbourhoods.<sup>6</sup>

Child obesity is a key risk factor in the development of type 2 diabetes.<sup>7,8</sup> Paralleling the increasing prevalence of child obesity in New Zealand is the increasing incidence of type 2 diabetes in New Zealand children.<sup>9-10</sup> Traditionally a disease diagnosed in older adulthood, children as young as 7y are now presenting with the disease.<sup>9,10</sup>

The immediate and long-term consequences of overweight and obesity, and type 2 diabetes are considerable. Children's quality of life is substantially reduced, and they are at greater risk of developing other chronic conditions such as cardiovascular disease, musculoskeletal disorders, and mental health problems.<sup>11,12</sup> If developed in childhood, many chronic conditions continue through into adulthood. Such conditions also place substantial financial burdens on individuals and society.<sup>13,14</sup> Consequently, child overweight and obesity, and its related conditions, have been identified as a key issue facing children and society that require urgent action.<sup>15,16</sup>

The recent World Health Organisation *Report of the Commission on Ending Childhood Obesity* (WHO ECHO report) concluded that children are growing up in an obesogenic environment, one that encourages weight gain and obesity.<sup>17</sup> Added sugar is a key dietary contributor to total energy intake and obesity, and a significant causative factor of tooth decay. Sugar-sweetened beverages are of particular concern because they are cheap, energy-dense and nutrient-poor. Sugar-sweetened beverages alone contribute 6-8% of New Zealand children's total energy intake, accounting for about a quarter of the total sugars consumed by them (24% children aged 5-14y; 28.2% children aged 15-18y).<sup>18,19</sup> It is also greater than the 5% limit on sugars

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<sup>a</sup> Hereafter referred to as public water fountains

intake recommended by the WHO.<sup>20</sup> A substantial proportion of New Zealand children consume sugar-sweetened beverages more frequently than recommended (less than one glass (250ml)/week).<sup>21</sup> Hence, WHO has recommended that consumption of sugar-sweetened beverages be restricted, and the World Cancer Research Fund has recommended that consumption be avoided.

A key to restricting and avoiding sugar-sweetened beverage intake is changing people's environment and providing settings where it is easier for them to make the healthier choice of water. The WHO ECHO report states that "obesity prevention and treatment requires a whole of government approach in which policies across all sectors systematically take health into account, avoid harmful health impacts and thus improve population health and health equity".<sup>17</sup>

Currently, accessing free drinking water in the Wellington CBD is difficult, especially in spaces frequently visited by children. The HFF Trust recently consulted a range of people to determine their knowledge about accessing free water in the city. Most people reported being unable to access free water, and struggled to name locations where they could access it. The WCC website lists the locations of water fountains in the city, but citizens are not aware of them, and struggle to visualise them even when their location is described. Parents reported that they often resorted to buying sugar-sweetened beverages. One parent reported having taken her children to a café to fill up their drink bottles, but was turned away unless she purchased food in the café. Teenagers also reported buying sugar-sweetened beverages because they were cheaper than bottled water. These stories do not portray Wellington as a health-promoting city.

The provision of public water fountains in Australian and other New Zealand cities sets a precedent for action by city councils, and demonstrates their commitment to making water a healthier and easier choice. For example, the City of Melbourne, in collaboration with Vic Health, recently installed 60 water fountains across the city and promoted the initiative by distributing 11,000 reusable water bottles. The locations of the water fountains are available on the Melbourne City website, and a free smart phone app enables people to find the location of the closest water station. On the City of Melbourne website, the Lord Mayor states "there's no need to spend on bottled water, which is damaging for the environment, when we have water fountains around the city where you can fill up your reusable bottle....It's good for the environment, good for the pocket and good for the body".<sup>22</sup>

In New Zealand, Nelson, Queenstown and Tauranga cities have been proactive in providing access to free drinking water. For instance, the Nelson City Council has installed water fountains across the city. Other organisations such as the Nelson branch of the New Zealand

Dental Association and the City of Nelson Civic Trust, have provided funding for additional water fountains. Such action shows councils' commitment to working collaboratively with community partners to improve children's health and reducing environmental waste.

Excessive sugar consumption also has negative long-term economic impacts for communities through the direct costs of increased health care, and indirect economic costs through the loss of productivity. A recent report by Morgan Stanley Research identified that at current consumption levels, New Zealand's economic growth would reduce by more than 20% as a result of the health impacts associated with sugar consumption.<sup>23</sup> We note that in the WCC's *Wellington Towards 2040: Smart Capital* the goals for the city include: a healthy, vibrant people-centred city; the protection and enhancement of quality of life; and the generation of productivity at a faster rate than the economy as a whole.<sup>24</sup> Without action, it is possible the economic impacts described will hinder the achievement of the WCC's goals for the city to 2040.

Members of the Network acknowledge that vandalism of the water fountains are a concern. However, Perth City Council, which led the way on public water fountains in Australia, report vandalism of their public water fountains has not been an issue.<sup>25</sup> Queenstown Lakes District Council report similar findings.<sup>26</sup>

### **Recommendations**

The Network commends the WCC on allocating \$25,000 in the existing budget to installing public water fountains along the Great Harbour Way. In view of the obesity epidemic we propose that the WCC funds the installation of more public water fountains in areas where children, adolescents and families frequently use. Initially, we would suggest lower Cuba Mall (near Manners St), Civic Square and Midland Park. We recommend new and existing water fountains are signposted in the same way public toilet facilities are signposted. We would recommend a uniform design that is easily recognised. Figures 1-4 illustrate a variety of public water fountain installations by the City of Melbourne, Lakes District Council (Queenstown), Nelson City Council and City of Perth. We would also suggest that the locations of the water stations are featured on the WCC website, and made easily accessible via smartphones through integration with a suitable map enabled app. We suggest that WCC conduct a campaign to promote water as the healthy, easy choice.



Figure 1: City Of Melbourne Hydration Station.



Figure 2: Queenstown Lakes District Council Drinking water refill station





Figure 3: Nelson City drinking station



Figure 4 : City of Perth Drinking fountains and water refill stations.

We suggest that the installation of a water fountain becomes a requirement of the consent process in all future developments, especially in areas that are likely to be frequently used by children and families.

To extend the availability and accessibility of free water to the public, the Healthy Future Families Trust are willing to facilitate private sponsorship of water fountains across WCC. We are aware that such an arrangement has already been offered by the Wellington branch of the New Zealand Dental Association.

In conclusion, the Network believes that achieving good health for all requires solutions that transcend the health sector. We believe that health must be a fundamental objective underpinning WCC decision-making in developing a resilient city. We believe that the provision

of public water fountains would be an important step in supporting a healthy environment for those living in and visiting Wellington, with benefits extending across health and the environment. The HFF Trust looks forward to working with WCC to support those in our community to live healthy lives.

*This submission was prepared by trustees of the Healthy Future Families Trust with the Child Obesity and Type 2 Diabetes Prevention Network. All the members of the Network have agreed to have their contact details and organisation named in an appendix to this submission to recognise their high level of support for this proposal.*

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**APPENDIX: Child Obesity & Type 2 Diabetes Prevention Network Membership List.**

<b>NAME</b>	<b>POSITION</b>
Tess Clarke	Clinical Nurse Specialist - Diabetes Inpatients
Dr Moira Smith	Research Fellow, PhD Candidate and Dentist
Lorna Bingham	Diabetes Nurse Practitioner
Pip Cresswell	Diabetes Research Nurse
Dr Amanda D'Souza	Public Health Physician, Senior Lecturer (PhD candidate)
Dr Gabrielle Jenkin	Post-Doctoral Research Fellow
Associate Professor Louise Signal	Associate Professor
Kirsty Newton	Diabetes CNS - Adolescents / Young Adults
Associate Professor Jeremy Krebs	Consultant & Clinical leader Diabetes/Endocrine
Dr Amber Parry-Strong	Research fellow & Diabetes Dietician
Caroline Gordon	Active Communities Manager
Dan McNaughton	Owner/Personal Trainer
Steve Rickard	Owner/Personal Trainer
Nikki Chilcott	Central Region Manager – Health Promotion
John White	Research Officer/ PhD Candidate Public Health
Casey Williams	Parent Coordinator
Dr Janine Williams	Teaching Fellow
Annaleise Goble	National Project Manager
Dr Esko Wiltshire	Associate Professor Paediatrics/Paediatric Endocrine Consultant
Sera Tapu-Taala	Diabetes CNS Kenepuru

Gilli Lewis	Paediatric Diabetes CNS
Dr Nitin Rajput	Paediatric Registrar
Lindsay McTavish	Diabetes CNS and CNM
Maurice Priestley	Population Health Advisor
Liam MacAndrew	Media/Communications Advisor
Jeannine Stairmand	Health Promotion Certificate Coordinator
Debbie Rickard	Nurse Practitioner – Child Health
Ann Gregory	Paediatric dietician
Raewyn Sutton	Manager – Health Promotion
Emma Hickson	Director of Nursing, Primary Health Care & Integrated Care
Ruth Richards	Public Health Physician, Health Promotion
Emma Skudder	Service Integration & Portfolio Manager – Women’s and Children’s Health
Vicki Robinson	Public Health Advisor, Preventative Health and Chronic Disease Group
Lesley Gray	Senior Lecturer, Primary Health Care & General Practice
Dr Anna Fergusson	Dentist
Dr Rosemary Hall	Endocrinologist
Heather Campbell	Midwife/ CNS – Diabetes in Pregnancy
Kathy McConville	Physical Activity Advisor
Siaosi Anamani	Health Promotion Coordinator
Vanessa Broughton	Physical Activity Advisor
Sarah Milne	Healthy Families Coach
Susan Knox	PhD Candidate

Nicky Boughtwood	Area Coordinator
Julie Cedarman	Fundraising Coordinator
Gabriel Ribero	Owner/Personal Trainer
Maria Hakaraia	Clinical Midwife Specialist Lactation (Maori and Pacific)
Fran McEwen	Wellington City Council
Inge Mautz-Cooreman	Project Manager
Luiza Rigutto	Teacher/HOD Technology
Jo Stewart	Senior Dietitian
Trish Knight	Occupational Health & Wellness Advisor
Kathryn Hutchinson	Year 13 Dean & Social Science teacher
Judith Yeabsley	Healthy Eating Advocate
Christine Curry	Diabetes Nurse
Dr Marion Leighton	General Physician
Dr Ashley Bloomfield	Director
Dr Jayne Krisjanous	Senior Lecturer, School of Marketing & International Business Studies
Nicola Potts	Food, Nutrition & Hospitality Teacher
Mary MacFarlane	Food & Nutrition Teacher
Sene Kerisiano	Senior Advisor, Public Health
Robin White	Executive Officer
Janine Nash	Health Promoting Schools
Catherine Nelson	Student Health Nurse
Erin Searle	Diabetes Nurse Specialist
Kathryn Levy	Nutrition & Food Technology teacher



Meg Thorsen	National dietitian
Mary-Jane Smith	Paediatric Staff Nurse
Libby Paterson	
Michelle Green	HOD Nutrition and Food Technology
Todd Morton	Manager
Mike Mercer	Manager – Sport and Recreation
Hayley Goodin	Manager – Healthy Families NZ Lower Hutt
Catherine Nelson	Student Health Nurse
Dr Riz Firestone	Research Officer
Rob Quigley	Director
Miranda Walker	Clinical Nurse Specialist - Diabetes
Mary Te Whiu	School Nurse Porirua College
David Fa'atafa	Pacific Health Committee
Dr Osman Mansoor	Public Health Physician
Tricia Keelan	General Manager – Maori and Population Health
Siddhartha Mehta	Health Promotion Coordinator – Urban Environments
Nooroa Kippenberger	Community Health Worker – Nutrition and Physical Activity
Brianna Dean	Health Promotion Coordinator
Jennie Henton	
Vikki Ambrose	Health Promotion Advisor Nutrition and Physical Activity & Tobacco Control
Michael Hale	Public Health Physician

Katherine Stokes	Head of Food Technology/Hospitality
Jessi Morgan	Projects Manager
Geoff Simmons	CEO
Nick Castro	MAEd/PhD Student
Delwyn MacKenzie	Life-style Nutrition and Natural Health
Jane Wyllie	Dietitian, Preventative Health and Chronic Disease Group
Renee Vitale	Healthy Communities Advisor
Jessica Jones	Health Promotion Advisor – Healthy Communities
Dr Robyn Haisman-Welsh	Dentist
Dr Javier Stroud	Medical Registrar
Debbie Hughes	Diabetes Nurse
Candice Apelu	Project Manager – Pasifika Choice Project
Rachel Bridgeman	
Heather Cotter	National Training Coordinator
Helen Lockyer	
Henry Iona	Public Health Advisor, Community Health
Lucy Leppard	Health 4 Life Educator
Chris Te’o	Health Promoter & Pacific Health Advisor
Sherylene Orsborn	Personal Trainer
Emma Smith	
Paulien van Geel	Community Engagement Advisor
Alison Pask	Community Dietitian
Cheryl Linge	CEO



# GUARDIANS OF THE BAYS

www.guardiansofthebays.org.nz

SUBMISSION BY THE GUARDIANS OF THE BAYS ON THE WCC LOW CARBON PLAN

Dr Sea Rotmann, May 3, 2016

It is good to see vision for a Low Carbon capital, with planning that will increase cycle-ways, electric charging stations, higher density building, ongoing smart energy challenges and phasing out minimum parking requirement. We like the statement *"acting to reduce emissions helps the city as a whole"* on page 6. However, this unfortunately cannot be taken as a serious statement with the airport and aviation emissions only being mentioned once in the plan on page 10: *"On the other hand, we have a major international airport within the city limits, so we are credited with the emissions of nearly all of the region' s domestic air travel. This creates multiple complex challenges – with less forestry we aren' t able to offset as much; and with aviation being a substantial contributor to our transport emissions, greenhouse gas reductions will be driven by the availability of international solutions for aviation such as biofuels or gains in aircraft efficiency."*

Waiting for international solutions for aviation and not counting our international aviation emissions as part of the city' s emissions profile, as well as supporting the extension of the runway to double flights (including long-haul international flights) by 2030, is highly disingenuous. According to Adam Voulstaker' s numbers (<http://guardiansofthebays.org.nz/re-blog-adam-voulstaker-desolation-of-smog/>):

- Nearly a quarter of all CO<sub>2</sub> emissions in Wellington are from the airport according to a URS council commissioned report – this is not mentioned in the plan.
- Domestic Aviation emissions have increased 50% in Wellington from 2001, almost equal to petrol emissions.

When setting emission targets we need to keep mindful of:

1. If we don' t meet said targets, we will get further behind, and the damage to infrastructure, roads, seawalls, and coastline property will require further

Council funds and no doubt fossil fuel construction emissions to repair. Hence, the targets are only realistic if we stick to them every year.

2. The changing situation (as outlined by scientific consensus) and the need to adjust our targets if changing climate and sea-level rise predictions worsen.

With this in mind I would like to recommend the following action points from WCC:

- Adoption of a reliable means of being accountable for set targets, preferably carried out by a non WCC expert body, with a meaningful system of addressing failure to reach targets. This is to help ensure WCC doesn't continue to miss its targets as occurred 2013, when the target of 3% reduction resulted in a 1.5% increase in emissions (p.15 Draft Annual Plan). Investigation of why this occurred needs to be undertaken, and addressed. And this excludes counting aviation emissions properly, which would have increased the % of missed targets.
- Given the accelerated climate change we are currently seeing, all targets should be checked with scientific experts, and the 2020 target is dubious. WCC have changed the base year to 2014/15 (previously 2003). This seemingly is used to justify a change from the original 40% 2020 target to the new 10-15% 2020 reduction. However, emissions only dropped by 1.8% between 2000/01 and 2014/15, so we have 4 years to make up the 38.2% reduction to meet the 40% target that was set. So let's target 38.2% reduction by 2020.
- Emissions need to be honest so inclusion of International aviation (and agriculture) are essential. Domestic aviation was 17.5% of emissions (2010) and 19% (2015), but didn't include international, which rose by 11% in 2015/16. We are told there is no data, so let's get some before supporting the runway extension to attract more long-haul, international flights.
- A team of people dedicated to working with the community to provide accurate data, and positive options for Wellingtonians to contribute at a personal, local and national level to slow the rate of climate change. People need to be assisted to move from a mindset of unfettered consumerism and waste production, toward the real environmental cost of purchases, activities and waste. Making a difference to the transport emissions will only happen if there is an urgent change in people's attitudes, expectations and behavior. An example may be a move toward more skype conferences rather than air travel where travelling is not essential.
- WCC to fully commit to divesting from fossil fuels in their own investment portfolio, in order to take a stand against fossil fuel exploration and extraction.

The books of fossil fuel companies already have 5 times the amount of fossil fuels capable of raising the global temperature by the critical two degrees. Dunedin City Council has already made the commitment to this, and we understand is currently being considered by Auckland Council. This may mean breaking some of its cozy relationship with Infratil and its various fossil fuel-dependent subsidiaries such as NZ Bus and the Wellington International Airport.

- Relinquish the airport extension plan as it runs counter to reducing emissions. No figures have been provided to back up the notion that somehow this plan will reduce emissions, but there are projected figures that indicate the opposite ([2014 URS greenhouse gas report](#)). If you add international flights but don't decrease domestic how does that result in decreased emissions. Surely overseas visitors will wish to visit Christchurch or other centres whilst holidaying here. We should be encouraging people to begin reducing their air-travel not making it easier for them. Air travel is usually the largest emission source for the individual if they make one overseas flight to London equivalent per year.
- The climate change initiatives must not work in isolation, but be supported by other arms/policies of council. The airport runway extension team, for instance, need to be working with the climate change team. See P13: *"Action on climate change mitigation and adaptation makes sense economically as well as environmentally"* .
- Further thought also needs to be given to the needs for adaptation. How is coastal-lying infrastructure and residents being prepared for future changes? How resilient and sustainable is this airport where it is currently located?



# Living Wage Wellington



## Submission to the Wellington City Council Annual Plan 2016/2017

Wellington City Council has voted to become a Living Wage council. The people of Wellington have backed it. It's time to make the commitment to the Living Wage a reality.



*"I work six days a week to feed my family. If I was paid the Living Wage my children would have a father."*

Tasi Leasi, father of three and Wellington City Council cleaner, is paid the minimum wage of \$15.25 an hour.

## Living Wage Wellington

### Submission on the Wellington City Council Draft Annual plan 2016/17

#### Oral submission

Living Wage Wellington would like to speak to our submission.

#### Contact

Paul Barber, 0274732006, [Paul.barber@nzccss.org.nz](mailto:Paul.barber@nzccss.org.nz)

#### 1. Living Wage Wellington's submission

The submission of Living Wage Wellington is that Wellington City Council ensures the 2016/17 Annual Plan includes provision to fulfil Council's commitment to become a Living Wage Council by:

1. **Matching the minimum rate paid to the Council workforce to the current NZ Living Wage rate**
2. **Extending the Living Wage to all workers in CCOs and workers employed via contractors in a staged implementation**
3. **Putting in place a plan to become a fully-accredited Living Wage employer by June 2018**

#### 2. Living Wage Wellington

Living Wage Wellington (as part of The Living Wage Movement Aotearoa NZ) welcomes the opportunity to make a submission on the Wellington City Council Annual Plan 2016/2017.

Living Wage Movement Aotearoa New Zealand is a broad-based community movement committed to addressing poverty and inequality by lifting low wages. Living Wage Wellington brings together a wide range of faith and community organisations and unions which represent thousands of Wellingtonians and others who work in Wellington and live outside the city.

#### 3. The Living Wage

The definition of a Living Wage is: *The income necessary to provide workers and their families with the basic necessities of life. A living wage will enable workers to live with dignity and to participate as active citizens in society.*

The Living Wage:

- Is voluntary and not mandatory
- Is not a welfare payment but a wage in the market-place
- Is a rate for all workers, based on a methodology similar to that used around the world
- Does not account for differences in housing costs around the country; rather it provides an income that is sufficient for some but not adequate for others.

In order to be a “living” wage, the Living Wage must be revised regularly. In February this year the 2016 rate of \$19.80 was announced at Wellington Living Wage employer, Pivotal Thames, a printing company.

#### 4. Our submission

We strongly support the Council’s commitment to become a Living Wage council and commitment in principle to pay the Living Wage to all council staff, including those employed in CCOs and by contractors.

We congratulate Council on making provision in the 2016/17 Annual Plan for an additional \$250,000 to lift the current base rate at WCC.

We congratulate Council on the steps taken so far to fulfill the commitment to the Living Wage. Hundreds of council workers have been lifted to the 2013 New Zealand (NZ) Living Wage rate, including the very low-paid parking wardens. The 2015/25 Long Term Plan made provision for extending the Living Wage to directly employed staff at Wellington Zoo and Museums Trust. The LTP included \$750,000 for lifting the pay of low-paid workers employed via contractors and Council has voted to award the security and noise control contract on this basis.

The implementation of the Living Wage for the whole council workforce, including those employed in Council Controlled Organisations (CCOs) and via contractors, was overwhelmingly supported by Wellingtonians in the 2014 Annual Plan community consultation.

Council has a very strong mandate, and in fact a responsibility, to fulfil these commitments.

The submission of Living Wage Wellington is not new. Councillors first voted to support Wellington becoming a Living Wage city in July 2013. Big steps have been taken towards this goal, but there is still more to do.

The Long Term plan has lots of ideas and a big budget for infrastructure. Let’s make sure that people are the centre of the plan. Wellington City Council can show it is a people-centred city by progressing its commitment to become a Living Wage Council. This can be achieved by Wellington City Council taking the following three steps:

##### i) **Lift the minimum rate paid to the Council workforce to the current NZ Living Wage rate**

Although a commitment was made to become a Living Wage council, the rate Council pays its workers has lagged behind the official NZ Living Wage rate. Council endorsed the NZ Living Wage rate in 2013. It’s time to move to the real Living Wage rate again.

Since January 2014, when \$18.40 was implemented as the WCC base rate, the rate has only increased to \$18.55. That is an increase of \$0.15 cents an hour or 0.8% in over two years.

The NZ Living Wage rate has been updated annually since the first rate was announced in February 2013. The 2016 rate of \$19.80 was announced on 29 February.



The WCC rate does not reflect the intent of resolutions passed in July 2013 and December 2013 by a clear majority of Council or the position supported in Council's public consultation in 2014 and consultation on the LTP in 2015.

It has always been the expectation of Living Wage Wellington and we are sure, the people of Wellington, that the Living Wage would be the base rate paid at the Council.

**ii) Extend the Living Wage to workers employed via contractors and in CCOs**

Workers delivering core council services such as cleaning and recycling who are employed via contractors are paid poverty rates close to the minimum wage. These workers are an important part of the council workforce. Their work should be valued and services will improve with a stable, motivated and experienced workforce.

There are numerous reasons why contract workers must be included in the implementation of the Living Wage. Apart from the fairness issues, if the Living Wage coverage does not include procured services then it will incentivise and accelerate the process of outsourcing services.

Assessing the cost of lifting the pay of workers employed via contractors to the Living Wage must take into account the benefits.

Paying the Living Wage benefits the city by ensuring a basic yet decent standard of living for workers and their families. The relationship between wages and well-being is well documented. Health, education, and social participation all improve when wages are lifted. Paying staff the Living Wage will ensure they can participate in the amenities of the city and have access to recreational and community facilities.

A prosperous economic environment depends on consumers having the spending power to support local business and the low-paid workers who would benefit from receiving the Living Wage spend their entire incomes on retail and basic services.

Research in the UK<sup>1</sup> in 2012 reported that paying the Living Wage benefits employers by reducing costs of turnover, improving morale and motivation of workers, and enhancing public image and reputation and can encourage more competitive industry.

Council's own surveys show that introducing the Living Wage at Parking Services has lifted resident satisfaction and the skills of staff. Wellington City Council needs a stable, motivated staff to deliver quality services to residents.

It is not cost effective to sustain the payment of poverty wages to the Council workforce.

Living Wage Wellington's submission is that the cost of implementing the Living Wage can be met by a range of measures, including from the Council's current total wage budget and through negotiation with the relevant contractors and that the cost will be offset by benefits. Any cost to ratepayers will be staged as contracts come up for renegotiation.

The LTP included provision for the Zoo and Museums Trust to move workers to the Living Wage. The Museums Trust sought an additional \$100,000 specifically for this purpose. Although that money for this purpose was included in LTP, the Museums Trust has not used this funding for the purpose it was sought for and voted for by Council.

It is the submission of Living Wage Wellington that the Museums Trust should be required to use this funding for the purpose it was allocated for by vote of Council.

### iii) Put in place the plan to become a fully-accredited Living Wage employer by June 2018

Over 50% of UK councils are Living Wage councils and an increasing number, including London, Glasgow and Cornwall councils, are fully-accredited. Last year the Vancouver Council voted unanimously to become a Living Wage council. Supporting the payment of the Vancouver Living Wage of \$20.68 to the council workforce, Mayor Gregor Robertson said: "A Living Wage has a direct impact on health and well-being, and helps create stronger local communities and economies. This motion will allow the city to lead by example, and encourage other organisations to join the living wage movement."

The people of Wellington have shown strong support for Wellington leading the way to become New Zealand's first official Living Wage council. Achieving accreditation as a Living Wage employer will be a staged process but that process is well underway and it is time to develop a clear plan to get there.

Accredited Living Wage employers have six months each year after the updated Living Wage rate is announced to match that rate to maintain accreditation.

## 5. The Living Wage is achievable within the LTP budget

The LTP emphasised the city's "strong financial position".<sup>ii</sup> The message of the LTP was "Wellington is in great shape". As the Mayor said: "Together we have the people and the financial capacity to do more."

It is very clear that a staged implementation of the Living Wage at Wellington City Council is affordable.

Provision has been made in the LTP for lifting the pay of directly employed staff and those employed by CCOs as part of the Council's Living Wage commitment. \$750,000 was included in the LTP for lifting the council workforce employed via contractors to the Living Wage. Any additional funds required are negligible compared to the cost of other projects.

However, moving the rates to the current NZ Living Wage rate should be affordable within the council wage budget. This could easily be achieved by addressing top salaries.

The inclusion of an additional \$250,000 in the draft Annual Plan to move the WCC base rate closer to the NZ Living Wage is commendable, but the 2015 Annual Report shows that the budget required to increase the Living Wage could comfortably be taken out of the salary increases of the 22 staff paid above \$180,000 (three more than the previous year).

Wellington City Council's annual operating expenditure 2016-17 has been budgeted at \$334 million. Implementation of the Living Wage represents at the most 0.22% of this total operational cost.

Personnel costs are around \$100 million per year, and the Living Wage for the Council workforce employed via contractors is around 0.7% of this. It will cost less than *a cent a day per resident* to implement the Living Wage.

The Wellington City Council CEO has a salary package of \$408,000 per year (nearly 10 times the Living Wage). According to the WCC 2015 Annual Report<sup>iii</sup> A total of 22 staff earn more than \$180,000 per year, an increase of three from 2014 where there were 19. This represents around \$5.4 million per year for those 22 people.

Implementing the Living Wage for the whole council workforce employed by contractors would cost a mere 14% of those total salary packages and could be financed out of restructuring those packages as the Living Wage is phased in.

A cap on high pay in the Council could be introduced over the next three years, and the introduction of a maximum 8:1 ratio of highest to lowest paid over the next 5-10 years (which would mean a highest pay rate of about \$330,000 based on the current \$19.80 Living Wage rate as an official minimum).

## 6. Background

- In July 2013 WCC voted to support in principle becoming a Living Wage Council and requested officers to develop a framework providing for the phased implementation of the Living Wage for directly employed staff, staff employed by CCOs and those employed by contractors. (Note: The framework has not yet been developed.)
- In the 2013 local body elections, the successful mayoral candidate and 8 successful candidates committed publicly at Living Wage Wellington forums to "taking all possible steps to support Wellington City Council becoming a Living Wage employer" in the next term "by paying a Living Wage to directly employed and contracted staff".
- In December 2013, Wellington City Council reaffirmed the principle of becoming a Living Wage Council and voted to fully implement the living wage for directly-employed employees by July 2014; to direct Council Controlled Organisations (through the statement of intent process) to consider how they would implement the living wage and to report back as part of the 2015 Long Term Plan; and to support further work undertaken on how to apply the living wage to staff employed by contractors, to also be reported back as part of the 2015 Long Term Plan.
- In January 2104 WCC began to implement the Living Wage commitment by moving directly employed staff to the (then) NZ Living Wage of \$18.40 and soon after brought parking services in-house and lifted the rates of this very low-paid group of council workers.

- In the 2014 WCC Annual Plan process the Wellington community was asked to submit on the following<sup>iv</sup>:

*We propose to direct our council-controlled organisations, through the statement of intent process, to consider how they would introduce a living wage rate for their staff and report back to us as part of the 2015-25 Long Term plan process. Further work will be done on the best way to implement a living wage-rate for employees of council contractors.*

*The costs of applying a living wage rate to these organisations has not been finalised but would be well in excess of \$2 million per annum. While it is anticipated that some costs would be offset through improved productivity and savings, the majority would require new funding. The likely options are:*

- *Increases or introduction of fees*
- *Increases in rates*
- *Reductions in services*

*Do you see this as a priority – should the council introduce a living wage rate for staff of council-controlled organisations or Council contractors? Who should pay the cost of a living wage rate to staff of council-controlled organisations or council contractors?*

Despite this negative framing, the Living Wage was overwhelmingly supported in the 2014 Annual Plan consultation process by submitters. The extension to staff employed in CCOs and by contractors was also overwhelmingly supported. Council has a mandate, and in fact a responsibility, to complete the implementation of the Living Wage.

- During 2015 this rate was adjusted to \$18.55.
- The NZ Living Wage rate has been annually updated. The 2016/17 rate is \$19.80.

## 7. Endorsements



This proposal has been endorsed by the following faith-based and community organisations and unions, who represent many thousands of Wellingtonians:

- DCM (Downtown Community Ministry)
- Healthcare Aotearoa
- St Peter's on Willis
- Anglican Diocese of Wellington
- Wellington Methodist Parish
- Unions Wellington
- Victoria University of Wellington Students Association
- St Andrews on the Terrace
- NZEI Te Riu Roa
- FIRST Union
- New Zealand Nurses Organisation
- Rail & Maritime Transport Union
- The Equality Network
- Postal Workers Union Aotearoa
- NZCCSS (New Zealand Christian Council of Social Services)
- Tertiary Education Union (TEU)
- UCAN
- WEA
- Public Service Association *Te Pūkenga Here Tikanga Mahi* (representing directly employed workers at Wellington City Council)
- E Tū (representing parking officers at WCC)
- Manufacturing and Construction Workers Union (representing recycling workers at WCC)

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<sup>i</sup> The costs and benefits of the London living wage, October 2012, Jane Wills and Brian Linneker, School of Geography, Queen Mary University of London

<sup>ii</sup> Page 10, Our 10-year plan

<sup>iii</sup> Page 209, Wellington City Council 2014-15 Annual Report

<sup>iv</sup> Page 11, draft Wellington City Council 2014/2015 Annual Plan

List endorsing organisations.

AFRICAN PEOPLE'S UNION NEW ZEALAND (APUNZ)

<sup>i</sup> The costs and benefits of the London living wage, October 2012, Jane Wills and Brian Linneker, School of Geography, Queen Mary University of London

<sup>ii</sup> Page 10, Our 10-year plan

<sup>iii</sup> Page 209, Wellington City Council 2014-15 Annual Report

<sup>iv</sup> Page 11, draft Wellington City Council 2014/2015 Annual Plan



ROYAL NEW ZEALAND BALLET

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28 April, 2016

Wellington City Council  
101 Wakefield Street  
PO Box 2199  
Wellington 6140

Dear Councillors

Please find enclosed two submissions from the Royal New Zealand Ballet in respect of Wellington City Council's Annual Plan for 2016/17.

We would be very happy to speak in support of either or both of our submissions.

Kind regards

A handwritten signature in blue ink, appearing to read 'Frances Turner', written over a circular blue stamp.

Frances Turner  
Executive Director  
Royal New Zealand Ballet

## Submission to Wellington City Council, on the 2016/17 Annual Plan

28 April 2016

The RNZB would be glad of the opportunity to speak in support of this submission.

The RNZB is grateful for Wellington City Council's ongoing commitment to arts, culture and heritage as a vital part of the city's infrastructure. The arts bring communities together, connect us, and enable people across all ages, cultures and genders to envisage a vibrant shared future, enjoying experiences and events together.

In particular, we would like to record the RNZB's thanks for WCC's increased investment in our own contribution to the 'cultural capital' through the three-year contract funding and additional ten-year commitment through the Long Term Plan, confirmed in 2015. A special thank you to Cllr Ray Ahipene-Mercer for his personal advocacy and support for the RNZB and the arts in Wellington – we wish him the very best for the future.

As a leading national and local arts organisation which benefits greatly from WCC's investment, we would like to add our voice in support of the following new initiatives proposed as part of the Annual Plan consultation document:

- The proposed increase in Arts Culture and Community Grants by \$120,000 per annum, with \$40,000 for the Katherine Mansfield Trust.
- The proposed new outdoor events series, with additional funding of \$200,000.
  - We note that content will include music, dance, theatre, digital and circus art, and look forward to potentially working with WCC and colleagues from across the wider arts sector to develop these events: schedules permitting, we would love to participate.
- The proposed increase in funding for Toi Poneke Arts Centre, covering both programming advisors (\$120,000), art gallery consumables (\$20,000) and a one-off capital investment in signage and exterior branding (\$20,000).
  - The RNZB welcomes investment in grassroots arts infrastructure such as Toi Poneke, which nurtures artists in many genres, at different stages in their careers.
- Increased funding for WCC's own art collection, both in conservation (\$15,000) and as an increase in Arts Collection Advisor hours (\$14,500).

Last but not least, we welcome WCC's additional commitment to supporting arts and events in the city and the wider Wellington region through the Regional Amenities Fund.

We firmly believe that investment in the arts, at any level – from community initiatives to world premieres by national companies – benefits not only the thousands of Wellingtonians involved in our flourishing creative sector, but the whole city and indeed New Zealand as a whole.

**Frances Turner**  
**Executive Director**  
**Royal New Zealand Ballet**  
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**027 659 0930**  
[frances@rnzb.org.nz](mailto:frances@rnzb.org.nz)



## Submission to Wellington City Council

28 April 2016

### The RNZB wishes to speak in support of the Wellington City Council Annual Plan 2016/2017

#### Background

The Royal New Zealand Ballet is New Zealand's national ballet company. Our home, complete with dance studios, wardrobe and administrative offices, is at the St James Theatre on Courtenay Place.

For 63 years the Royal New Zealand Ballet has been delighting New Zealanders across the nation with its productions of classical and contemporary ballet. The RNZB has a proud standing today as an innovative company with a world-class international reputation. The RNZB is seen as an intrinsic part of the country's national heritage and has one of the largest followings of all New Zealand performing arts organisations.

In addition to our core staff, we work with New Zealand and international dancers, teachers, choreographers, designers, musicians, composers and conductors who continue to nurture and grow this company.

We have a strategic partnership the New Zealand School of Dance, the 'Official School of the Royal New Zealand Ballet'. Through this partnership, the RNZB welcomes NZSD students into the RNZB studios for weekly class, our Artistic Director teaches a weekly class at the NZSD; we also offer secondments and employment to selected students for specific seasons and also through the annual provision of the Todd Scholarship.

The RNZB presents up to 4 seasons per year at the St James Theatre and the company is in residence at its home base for approx. 8-9 months each year. We regularly host tours and welcome visitors to our home at the St James Theatre – allowing Wellingtonians and people from further afield to develop a closer connection with New Zealand's national ballet company.

We proudly perform to over 68,000 New Zealanders annually, with approximately 18,000 of those being Wellingtonians. A further 22,500 children and teenagers participated in RNZB education activities in 2015 - approximately 6,765 of those participants being in Wellington. Our 2015 Open Day at the Opera House and 2016 Open Day at Te Papa allowed more than 5,000 Wellingtonians to engage directly with RNZB in public spaces – and to see the company at work, doing class and rehearsal for *A Midsummer Nights Dream* in 2015 and for *The Wizard of Oz* in 2016.

The RNZB gratefully receives approximately 38% of our income through direct funding from the Ministry for Culture and Heritage. The remaining 62% of our income is raised through box office income, corporate sponsorship, local government, trusts and foundations and individual support. The RNZB is also very grateful to Wellington City Council for local government funding and support.

## WCC Annual Plan – Seismic Strengthening

We are writing in support of Wellington City Council's plan for seismic strengthening of its performance venues and public spaces, particularly with regards to our home – the St James Theatre.

We refer to discussions that the RNZB have had with WCC representatives, Stephen Cody and Euan Hogg, in regards to the Council's plan to strengthen the St James Theatre (and the building space that we occupy and call home).

Our 2016 planned calendar of activity and performances at the St James Theatre include confirmed seasons of *Wizard of Oz*, 4-8 May and *Giselle*, 11-14 August.

We are also in the process of confirming our end-of-2016 plans, which will culminate in a return season of *A Midsummer Nights Dream* from 24-27 November. The return season of this acclaimed production to New Zealand will be specifically and only for Wellington audiences. Additionally, and subject to availability and funding, we hope to present this season with live orchestral accompaniment. This season provides an excellent opportunity for a celebration of the arts in Wellington before the doors to the St James Theatre close for the projected 6-8 month seismic upgrade.

The RNZB would be in a very favourable position to relocate from our St James home directly after the season (early Dec 2016). While the St James is being strengthened, the RNZB will require studios, office space and wardrobe space, as well as priority booking for alternate presentation venue space for up to 12 months (or the duration of the project). We will need to relocate to suitable premises in time for rehearsals for our 2017 programme and would ideally relocate back to the St James premises at the conclusion of our 2017 annual programme (Dec 2017).

We appreciate that the council will provide support by way of project management both prior to and during the strengthening work. We are happy to accommodate the assigned Project Manager onsite at the RNZB offices to enable the most effective and efficient planning and coordination between RNZB and WCC.

### Our Needs

- Artistic
  - Sprung dance floors in studio spaces, to ensure optimal health & safety for our dancers
  - At least 2, if not 3, studios complete with ballet barres and mirrors fitted on the walls
  - Temperature controlled environment, assuring a minimum temperature of 21 degrees C
  - Space for onsite physio and massage treatment area
  - Kitchen and 'green room' area
  - Bathrooms and changing rooms (with showers) for dancers and artistic staff
- Administration
  - Work space, reception area and kitchen facilities for 24 administrative employees
  - Meeting rooms, boardroom
  - Archive and merchandise storage space

- Adequate facilities for IT and communications – servers, broadband, telephone
- Wardrobe
  - Work space to accommodate sewing machines, hanging and display areas and garment production workbenches
  - Fitting rooms with mirrors
  - IT communications-enabled office and desk spaces
  - Laundry area with space for washing machines and dryers
  - Dye/painting room

While our artists will not be in resident all year in our studios, we must have first rights on the space we occupy to ensure the artistic integrity of our product and so that we can continue to provide a range of educational activities. Additionally, after we ensure that our rehearsal and educational needs are met, we generate additional income by hiring studios spaces to community and other performing arts groups.

It is also crucial to operations and artistic rehearsal schedules that our wardrobe facilities are located in the same building space with our studios.

We undertake financial processing onsite and therefore require an element of physical security for the administration office, with the potential to separate finance from other departments.

### Potential Impacts to our Business

Estimating the costs of relocation and business disruption will not be clear for some months, as it depends on the property option found by WCC. However we commit to working closely with WCC representatives to calculate the full cost as quickly as we can, and to maintaining open communication and flow of information with WCC.

It is possible, depending on the location and facilities at our interim site, that we may lose opportunities for hosting and/or studio showings that we enjoy here presently. This could have a detrimental impact on our financial state, as hosting opportunities often translate into donors and sponsors, and studio showings are ticketed events providing box office income. Therefore it will be important that our relocation space can/will support easy access (e.g. lifts) by/from the public and that the space will have adequate space for additional seating in the rehearsal studio.

A change of performance venue will have potential impact on customer experience and box office income. For instance, the Opera House seats 74 fewer people than the St James, thereby reducing our potential sales by a small margin. Each 5-performance season we would lose the possibility to sell an additional 370 seats. Additionally the Opera House has a raked stage, and depending on the season, we may need to lay a floor to use sets designed and built for flat stages, and/or lay a sprung dance floor. Any outfitting for the Opera House stage would be an additional cost each season. This also would mean that sight lines may be slightly altered, and a further section of seats in the stalls may be forfeited if viewing is deemed too restricted.

There may be other additional costs as well as potential loss of box office income, associated with taking the RNZB into alternate performance venues. We will of course

communicate those additional costs and impacts as performance venues are planned and confirmed.

Potential additional business costs to us may include increased insurance, utilities, telecommunications and internet, increased travel budgets and storage facilities.

### Relocation Process and Timing - notes

Some of our office and wardrobe items cannot be moved up or down in the lifts. Therefore extra costs for moving crew may need to be incurred to enable relocation.

And, finally, a relocation during our activity year would be a very significant disruption to our business, and for that reason we request that a relocation from and back to the St James Theatre would ideally occur during the summer periods – Dec 2016/Jan 2017 and Dec 2017/Jan 2018.

### Summary Note

Again, we wish to register our support for the WCC's plan to strengthen the St James Theatre and our home -- thereby protecting an important national asset and providing a safer theatre performance and audience space for Wellingtonians in the future.

We look forward to continuing our open communication and effective cooperation with WCC. We would be happy to provide any additional information, in person or in writing.

**Frances Turner**  
**Executive Director**  
**Royal New Zealand Ballet**  
**04 381 9004**  
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[frances@rnzb.org.nz](mailto:frances@rnzb.org.nz)

**Talava Sene**

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**From:** Liz Springford <liz.springford@gmail.com>  
**Sent:** Tuesday, 3 May 2016 7:13 p.m.  
**To:** BUS: Annual Plan  
**Subject:** WCC Carbon & Annual Plans 2016 - individual submission Liz Springford  
**Attachments:** WCC Annual & Carbon Plans 2016 Liz Springford submission.docx

kia ora

Thanks to Neil McInnes for the chance to send this (attached) submission today.

I would also like to present my submission at the Council hearing thank you.

gratefully

, Liz

*16 Chatham Street, Berhampore, Wellington 6023, ph 04 9709 126 or 021 0617 638*

## Wellington City's Carbon & Annual Plans 2016/17 – Liz Springford submission

This is a brief personal submission and I welcome the chance to talk with the Council too thanks.

Post-Paris, let's update our plan as our '**Carbon Zero Capital Plan**' with targets that lead us to zero net emissions in just over 30 years. The more quickly we move the better, so that we avoid 'white elephant' infrastructure and we create the safety margins usually expected for city services.

Let's **focus on Wellington's most vulnerable households** – 'warm up' every home before 2020 and work with various communities to make sure the transition to zero net emissions is fair and feasible.

Our global climate is destabilising from excess greenhouse emissions from all sources – including international travel. The margins to try to keep global warming to 1.5°C (as agreed a few months ago) are too tight to continue to ignore international aviation and shipping.

**Investing any ratepayer money in any airport expansion without examining the climate-damaging emissions impact is not justifiable on economic, social or environmental grounds.** The Environment Court is unlikely to consider climate impacts under current RMA law – that is WCC's responsibility.

Let's plan to have **widespread car share well in place before 2020**, to complement safe active transport routes and all-electric public transport (preferably light rail for the scale we need). WCC has an exciting opportunity to share the corporate fleet with residents this year and build serious partnerships with car share operators for successful car share scale similar to taxis – 500+ cars?

Electric charging, electric cars and biofuels are good for residual private transport, but it's **active and public transport complemented by car share** that is the heart of zero emissions transport. This transport threesome also makes WCC's transport hierarchy policy a reality – with safer streets and cheaper, healthier, efficient, accessible choices for everyone.

As WCC states, **mitigation is first line of defence** when it comes to adapting to a changing climate – actually if we don't stop creating the problem then our adaptation challenges become **impossible**.

**'Realistic' means 'ambitious'**. Let's turn our planning around and ask if we are really committed and creative how *quickly* could Wellington become NZ's Carbon Zero Capital? What would that look like? Could we drop our emissions by a third before 2020? How do we think broadly about our needs?

**Reframing as 'Absolutely Accessible Wellington'** (rather than 'Let's Get Welly Moving') recognises virtual access especially of the younger generation, not just real-time access. Could Wellington become a centre of excellence for teleconferencing? What do we do about our waste? Could we have more localised food, water and energy sources? To put our targets in context, a UK climate campaign encouraged households to reduce their emissions footprint by 10% *each year*...

**Lastly, a short story...** a while back, I chanced on a history of Wellington's Tararua Tramping Club. What stuck in my mind was that during WW2, the tramping club effectively became the 'Orongorongo Tramping Club' for a few years. Petrol was tightly rationed, all resources focused on the war effort, so trampers took the 'Cobar' ferry across the harbour to tramp in the Orongorongs. The club didn't stop because the Tararuas were out of reach. They focused on what really mattered – tramping in good company – and that's what they continued to enjoy.

Liz Springford phone 04 9709 126 or 021 0617 638, email: [liz.springford@gmail.com](mailto:liz.springford@gmail.com)  
16 Chatham Street, Berhampore, Wellington 6023

**Talava Sene**

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**From:** Liz Springford <liz.springford@gmail.com>  
**Sent:** Tuesday, 3 May 2016 5:16 p.m.  
**To:** BUS: Annual Plan  
**Subject:** OraTaiao: The NZ Climate & Health Council submission on WCC's Low Carbon Plan and Annual Plan 2016/17  
**Attachments:** WCC Annual & Carbon Plans 2016 OraTaiao The NZ Climate & Health Council submission.docx

Kia ora

OraTaiao's submission on Wellington City Council's draft Low Carbon Plan and Annual Plan 2016/17 is attached. We welcome the opportunity to also speak to this submission, thank you.

As discussed with Neil McInnes of WCC Democratic Services, the deadline for this written submission has been helpfully extended to Tuesday 3 May.

best wishes, Liz

Liz Springford BA, MPP (merit)

Executive Board member

OraTaiao: The New Zealand Climate and Health Council

[www.orataiao.org.nz](http://www.orataiao.org.nz)  
[www.facebook.com/OraTaiao](https://www.facebook.com/OraTaiao)

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# OraTaiao

## NZ Climate & Health Council

[www.orataiao.org.nz](http://www.orataiao.org.nz)

30 April 2016

### Wellington City Council's Annual Plan 2016/17 and Carbon Plan Consultation

#### A: Summary

This submission introduces OraTaiao, describes the basis for our submission, and responds to WCC's [Draft Low Carbon Capital Plan](#) and [Draft Annual Plan 2016/17](#) consultation questions.

As discussed with Neil McInnes of WCC Democratic Services, the deadline for this written submission has been extended to Tuesday 3 May thank you. We would also like the opportunity to speak to this submission, thank you.

#### Our top ten points are:

1. **Update to a 'Carbon Zero Capital Plan'** as a clear focus for all Wellington's investment decisions and policies – reflecting the new global climate zero-net-emissions action reality and the 1.5°C aspirational warming limit agreed in Paris a few months ago.
2. Update reduction targets to: **100% by 2050, 80% by 2040, 50% by 2030, and 20% by 2020**, because earlier reductions are better and safer, and post-Paris, 'developed' countries lead.
3. Recognise that **'realistic' means 'ambitious'** – Wellington's plateaued emissions over last fifteen years mean we need much stronger deliberate action and investment now.
4. **Urgently update adaptation planning with the latest range of local scenarios** – MfE's '0.5-0.8m sea level rise' advice from eight years ago was always intended as a minimum to update.
5. **Green all Wellington's growth projects – urgently estimate the proposed runway extension's emissions impact** (WCC is responsible for climate impact, not the Environment Court), and include climate-damaging emissions from international travel growth in GHG Inventory.
6. **Set a target to 'warm up' all Wellington's vulnerable households** over the next three years.
7. **Plan for 'Absolutely Accessible Wellington'** not 'Let's Get Welly Moving' – our city's **tri-part transport core** is safe active transport for all ages and affordable attractive all-electric public transport (light rail) for longer trips, complemented by widespread convenient car share.
8. **Accelerate car share** by sharing WCC's fleet now, active partnership, 'MCSR' and more parks.
9. **Electric and bio-fuelled private vehicles are for residual private transport needs** – biofuel advocacy with investment now in electric charging and electrifying WCC's fleet is useful.
10. **Research with Wellington's most vulnerable households on how WCC can support healthy and fair transitions** to a zero net emissions future – co-creating initiatives (including cheaper public transport fares) to quickly put into practice with ongoing evaluation to improve.



## B: Who we are

OraTaiao: The New Zealand Climate and Health Council (OraTaiao, The Council) is an incorporated society of over 420 health professional members calling for urgent and fair climate action – with real health gains now and for our future.

We know that climate changes fundamentally threaten human health and wellbeing – and that well-designed climate action can mean greater health and fairness in both the short and longer term.

Within its membership, OraTaiao has some of the world’s leading climate-health experts, and is consolidating linkages with health bodies and other climate-health organisations in New Zealand and internationally. See more at the OraTaiao website, [www.orataiao.org.nz](http://www.orataiao.org.nz).

## C: Submission basis

OraTaiao bases this submission on the following:

- Health gains now: Well-designed emissions reduction policies can give substantial cost-effective health gains in the shorter term – additional to longer term reduction of climate threats to our health and wellbeing.
- Health threats: Failure to achieve global greenhouse gas emissions reductions and consequent climate change will bring health damage and costs.
- Inequity: Uncontrolled climate change has the potential to increase health inequities.
- Policy design matters: The impact of greenhouse gas emissions reduction policies on health equity and other equity domains will depend on the design on the policy.
- Inaction to date: As WCC acknowledges, central government climate action (ETS and research) has had no real impact to date, with NZ emissions continuing to increase. Wellington’s emissions have plateaued over the last 15 years, rather than hopefully halving.
- Accelerated global ambition: Four months ago, the world agreed to strengthen the climate change response “in context of sustainable development efforts to eradicate poverty” to hold global warming to “well below 2°C”, and “pursue efforts” to limit the increase to 1.5°C<sup>1</sup>. The world also agreed to “global peaking of greenhouse gas emissions as soon as possible”, “recognising that peaking will take longer for developing country parties” and to “undertake rapid reductions thereafter in accordance with the best available science” so the world reaches net zero emissions in the second half of this century<sup>2</sup>.
- Pressure to increase domestic reductions: NZ has agreed to reduce our greenhouse gas emissions 30% below 2005 levels / 11% below 1990 levels by 2030 (short term target) and will be expected to increase ambition over time. NZ is amongst the highest per capita emitters and has one of the least ambitious pledges despite the expectation for developed nations to lead. Currently, global pledges add up to at least 2.7°C warming, adding to pressure for greater reductions.
- Better modelling needed: Economic modelling of Council policy should follow good practice (as outlined by the NZ Treasury) and consider all societal costs and benefits <http://www.treasury.govt.nz/publications/guidance/planning/costbenefitanalysis>

<sup>1</sup> Article 2: 1. (a) “recognising that this would significantly reduce the impacts and risks of climate change”

<sup>2</sup> Article 4: 1. And noting that the UN’s climate science panel says by 2070 to avoid dangerous warming.

## D: Annual Plan 2016/17 Consultation Survey questions

### 1. Low Carbon Capital

#### 1) Do you support Wellington City Council's aspiration to be the "low-carbon capital"?

OraTaiao **strongly supports** WCC's aspirations – and strongly recommends updating the Plan title to reflect the new global climate zero-net-emissions action reality agreed in Paris a few months ago.

It's time for Wellington to aspire to be the '**Carbon Zero Capital**' post-Paris. This is a clear goal (rather than the somewhat subjective 'low carbon') and will better focus all Wellington's investment decisions and policies. Better still, WCC could become the 'Zero Emissions Capital' by mid-century – just over 30 years away.

'Zero' is 'net emissions' (as agreed at Paris) so WCC can calculate how much forestry emissions absorption is a wise use of limited Wellington land, and the gross emissions reductions needed to take us to zero net emissions by 2050.

#### 2) Will the activities proposed in the draft Low-Carbon Capital Plan ('**Carbon Zero Capital Plan**') contribute to a meaningful reduction in emissions?

**No** overall. The lesson from the plateauing of emissions over last fifteen years is that much stronger deliberate action is needed to rapidly reduce emissions. There isn't really a choice.

We congratulate WCC on:

- recognising the health co-benefits of active transport
- claiming a strong advocacy role for policies and initiatives to reduce city and NZ emissions
- recognising vulnerable Wellingtonians who rely on public transport because they have no alternative (however we need widespread increased public transport use)
- helping set up the Greenhouse Gas Inventory and the City-wide Energy Calculator
- attaining CEMARS certification
- at least more or less plateauing measured city emissions over the last fifteen years
- and recognising that: *"After all, mitigation is first line defence when it comes to adapting to climate change. If we don't stop creating the problem then our adaptation challenges become even more difficult"* (or more accurately: *"our adaptation challenges become impossible"*)

We urge WCC not to underestimate our city's capacity for change with statements such as 'most of the available levers to really accelerate action on climate change lie with central government' (p.12), nor underestimate the extent and range of climate changes ahead: '0.5-0.8m sea level rise local councils are asked to plan for by central government' (p.13). This MfE guidance from around eight years ago was always intended as a minimum, with local councils expected to use the best and most up-to-date advice for their areas.

### PILLAR ONE – Greening Wellington's Growth

Overall, greening Wellington's growth means **greening all growth** and future projects – climate-damaging emissions from international travel growth have to be counted and considered. Our global climate is destabilised by all emissions growth, regardless of source.

Before going any further with the airport runway extension proposal, **WCC urgently needs the best estimates of emissions impact of the proposed runway extension**. As the Resource Management

Act is currently written, WCC appears responsible for considering the runway extension's climate impact – ironically not Environment Court, despite the overarching threat to our environment (plus health and economy) from climate changes.

*Investigate phasing out the Minimum Parking Requirement (MPR)* We suggest replacing this with **MCSR (Minimum Car Share Requirement)** with one car share park for every 10-15 dwellings. To keep Wellington compact, we agree that businesses, housing, community facilities, food-producing gardens, forestry, public transport lanes, walkways and safe cycleways are a much better use of limited urban land. WCC needs to rapidly scale up attractive car share, active and public transport modes to reduce the volume of private car ownership which is already making driving difficult in too many of Wellington's narrow suburban streets, and taking away valuable safe cycling and walking space. Widespread car share is the key that enables WCC's agreed transport hierarchy to be reality.

*Continue the Smart Energy Challenge* Yes, this encourages innovation.

*Investigate incentives for sustainable building solutions* This appears especially urgent, as the buildings constructed this year are likely to limit the capacity for zero net emissions living during the second half of this century. Could WCC partner with academia and business associations to ensure that there are no excuses for not knowing how to build sustainably? And from 1 July 2016 onwards, introduce variable building consent charges which strongly encourage sustainable building and heavily penalise unsustainable building. WCC also needs to clearly advise property owners of their best case and worst case future sea level, flooding, landslip and storm risks over the lifetime of proposed new buildings and renovations, so that all decisions are made with eyes wide open – and no future legal liability for WCC.

*Investigate alternatives for sewage sludge disposal* We encourage WCC to quickly investigate beneficial uses for this sludge – without significantly increasing human health risks (both from communicable diseases and greenhouse gas emissions).

*Home Energy Saver* We especially encourage targeting and support for vulnerable households.

*Warm Up Wellington* Yes, this has important health and health equity co-benefits. We encourage WCC to set a target of 'warming up' all Wellington's vulnerable households over the next three years, with annual milestones. The cooling capacity of insulation will also become increasingly important for household health as Wellington's days and nights become hotter more often.

*The Smart Buildings Challenge* Yes, this encourages innovation.

*Solar Power* Yes, we agree with both the increased awareness of energy use and resilience. The cost-effectiveness is likely to change if a social cost of carbon is applied, and new battery technology enables storage.

#### **PILLAR TWO– Changing the way we move**

Healthy climate-friendly urban transport has three essential mutually supporting components – safe active transport, electric public transport that's attractive, reliable, frequent and affordable (light rail gives the scale Wellington needs), and widespread car share for convenient car hire by the hour. Private vehicle use is for the residual journeys which are difficult to make by leg or shared transport for various reasons. Wellington already has too many private vehicles using valuable land space – but needs at least a hundred times more car share vehicles to hire easily throughout the city. Rapidly growing safe active and attractive electric public transport, supported by car share, is top priority.

Electric and bio-fuelled private vehicles are for residual transport needs, although investment now also helps grow the scale we'll need for zero emissions transport.

*Support car sharing and electric vehicle charging* Research shows internationally that car share needs real partnership – either with a local council or public transport company – to quickly get the scale and visibility required to build customer confidence that a car will be reliably and easily available whenever needed (references available on request). This is much more than free car parks – although these are useful, and we note WCC already supplies over 400 free taxi car parks and numerous bus stops to other privately and publicly operated shared transport modes. The scale of car parks needed over the next three years with real car share partnership for rapid growth may be more like 500, rather than 100. If finding parks in highly visible areas is difficult, this suggests an even greater urgency in building car share as car share rapidly reduces the need for private vehicle ownership and storage. Ultimately, we want all-electric car share fleets, but in the short term, even petrol cars substantially reduce emissions, private car ownership and inefficient land use, increasing active and public transport use.

*Car sharing* WCC needs to consider international research on rapid car share uptake and move beyond free car park allocation, to actively working in partnership to build the scale of car share needed (references available on request). This may include working with NZTA and GWRC for shared funding as car share frees road space for safer cycleways and walkways, and decongests roads for both public transport and private transport use. WCC dependence on car parking revenue creates risky incentives not in our city's overall best interests – akin to reliance on revenue from taxing cigarettes.

*Invest in active and public transport modes* OraTaiao strongly supports WCC's expansion of Wellington's active and public transport networks. Investing in cycling has a high benefit-cost ratio with an estimated return of up to \$25 for every \$1 spent on safe segregated cycleways (Macmillan et al<sup>3</sup>). Wellington needs safe cycling routes for all journeys under 2km and most under 20km. We suggest a 'ten year old' test – would most parents feel comfortable with their ten year old cycling this route to school?

*Advocating for lower fares across our Public Transport Network* We appreciate WCC's recognition of high upfront public transport costs, especially for low income travellers and compared with other local authorities. OraTaiao would like to see WCC work with GWRC to experiment with cheaper fares to better support lower emissions travel by low income residents and build public transport use especially amongst younger travellers. For example, perhaps all children could travel free, 18-25 year olds, over 64 year olds and Community Service card holders could travel half-price during peak hours and free during off-peak? This could be trialled for three months with widespread publicity to evaluate the impact on public transport use.

*Promote electric vehicle uptake* Electric vehicles fulfil residual private transport needs – active and public electric transport and car share must become the predominant urban transport choices. The average age of NZ's private vehicle fleet has increased to 14 years – which suggests at this stage, simply relying on replacing petrol and diesel vehicles with electric, will take far too long for climate stability, and will be limited to high income households for some time. However, starting now to promote and facilitate electric vehicle uptake is still valuable for future-proofing Wellington.

<sup>3</sup> Macmillan A, Connor J, Witten K, Kearns R, Rees D, Woodward A. The societal costs and benefits of commuter bicycling: simulating the effects of specific policies using system dynamics modelling. *Environ Health Perspectives*. 2014;122(4):335-44. <http://ehp.niehs.nih.gov/1307250/>

*Advocate for greater support of biofuels* Similar points apply to biofuels as electrifying private vehicles. However, NZ has exciting potential with waste product use to be energy-independent with zero emissions transport through a combination of active transport, electric public transport and car share, supplemented by electric and bio-fuelled private vehicles. We support WCC's advocacy.

#### PILLAR THREE – Leading by example

*CEMARS certification* and *Invest in energy saving across the business* We urge ambitious emissions reductions – which will have co-benefits of learning for city-wide leadership plus ratepayer savings. We also strongly recommend that WCC initiate a 'One-in-Five' approach to all domestic and international air travel from 1 July this year – reducing one in five flights for sizeable emissions reductions and savings in time and rates. We encourage WCC to increasingly experiment with meetings and presentations by teleconference (as initiated at recent Car Share Policy hearings). Companies such as Tonkin & Taylor may be able to share experience in reducing their travel footprint.

*Council Vehicle Fleet* We encourage every vehicle replacement to be electric from now on, which will also help grow the second-hand electric vehicle market in Wellington speeding city-wide uptake. As WCC intends to reduce the fleet, this can be a cost-neutral change overall. We also strongly support WCC making its fleet available to Wellington residents as car share vehicles. This is an incredibly important move to rapidly grow car share to the scale we need. Widespread publicity will be vital. Perhaps WCC could start by making half the fleet available for car share from 1 July this year, and evaluate learnings at year end.

*Deliver 'Love Food, Hate Waste' with national partners* OraTaiao supports this plan and recommends WCC investigate barriers preventing 99% food business uptake of WCC's Kai to Compost programme and Wellington's KaiBosh food recycling initiative. As well as public education on food waste, perhaps convenient community compost collection points could be created suburb-wide.

*Procurement* All procurement should be heading towards our zero net emissions future.

*Driving Staff Behaviour change* Perhaps WCC could celebrate and share the experiences of 'Climate Champions' – including a diversity of WCC Councillors, managers and staff – talking about their experiences in reducing their emissions footprints? This would help create a social norm of being climate-friendly and spread ideas and experiences that work for diverse situations and preferences.

*Making maximum use of the levers we do have* We strongly support WCC's maximum use of levers.

*Carbon management policy and forestry* WCC may be best to take a long term investment approach to increasing forestry and native regeneration until emissions prices climb substantially.

*Improving consideration of climate issues* OraTaiao understands that WCC reports currently simply state whether there is a positive or negative impact on climate, without any quantification of impact. WCC needs to better understand the climate impact of every significant decision, so we urge increasingly more sophisticated reporting of climate impacts. Climate impacts are arguably more important than financial impacts as we prepare for our zero net emissions future.

#### What else could be done?

**Urgently measure the emissions impact from increased domestic and international flights** expected from both the airport runway extension proposal and the airport's overall growth plans. WCC needs to take a consistent approach to all sources of emissions in this region.

OraTaiao would also like to see **2016 research with Wellington’s most vulnerable households** on how WCC can support healthy and fair transitions to a zero net emissions future – co-creating initiatives that are then quickly put into practice with ongoing evaluation and improvement.

### 3) Do you agree with the recommended emission reduction targets for the city?

**No**, the targets need to be more ambitious to reflect the need for developing countries to lead on zero net emissions. **Being ‘realistic’ means being more ambitious** – our reality is now a fragile global climate with increasingly limited atmospheric space. The longer we delayed (as we have in NZ and in Wellington), the faster we need to move now. A changed baseline is not an excuse to reduce ambition – we need to catch up quickly.

**Emissions reductions over the next few years are more useful** in stabilising our climate than in a decade or two hence. So start fast and choose the lowest emissions option with every investment. The global atmosphere has a very limited capacity for more greenhouse gas emissions, the less we emit now, the safer our margins for safety. Think of emissions as a **budget** that we want to use as little as possible after ignoring its limits for too long.

WCC also needs to **factor in the likely escalating cost of emissions globally by using a social cost of carbon in decision-making**. This is about wise stewardship of a rating base which is likely to be subject to global economic upheaval and the rising adaptation costs already reality over the coming decades.

**More realistic city targets would be: 2020: 20%, 2030: 50%, 2040: 80%, 2050: 100%** (regardless of population change) in net terms. We know in our own lives that we can get good emissions reductions quite quickly - but securing our future is a team effort. The world has just agreed in Paris to zero net emissions in second half of this century, with 'developed' countries leading – and the faster we move, the better off we will be. More realistic targets focus every new infrastructure purchase – will it fit a zero net emissions future? We suggest that targets for Council operations be more ambitious – perhaps by treating these same percentage targets as reductions in *gross* emissions, rather than net emissions. In this way, WCC can lead in emissions reduction, gaining experience to apply more generally.

OraTaiao would like to see **international travel included in the regional greenhouse gas inventory this year**. Aviation causes perhaps near 4%-5% of global warming (through both CO<sub>2</sub>, non-CO<sub>2</sub> greenhouse gas emissions, and altitude effects) and aviation GHG emissions will likely double or even quadruple by 2050.<sup>4</sup> At the moment the Council is flying blind. Any Wellington emissions reductions are likely to vanish with expanding international travel, let alone the plans to extend Wellington’s airport runway. This is a global equity issue – we don't have to all become flightless kiwis but we do need to reduce all emissions sources, not escalate. As a growing source of emissions from the world’s rich, pressure is growing internationally to count international travel emissions so future planning and investment needs to explicitly take these emissions into account.

## 2. Urban Development Agency

Should the Council establish an Urban Development Agency to:

- lead and co-ordinate the physical regeneration of strategic parts of the city? **Yes**
- parcel land together and increase the supply of affordable housing? **Yes**
- deliver large-scale Council developments? **Yes**
- demonstrate good practice in housing development urban design and sustainability? **Yes**

<sup>4</sup> refer to Section 2 ‘2. Airport runway extension’ of OraTaiao’s submission on WCC’s Draft Long Term Plan 2015-2025, at [https://d3n8a8pro7vhmx.cloudfront.net/orataiao/pages/153/attachments/original/1442182688/WCC\\_LTP\\_2015-25.pdf](https://d3n8a8pro7vhmx.cloudfront.net/orataiao/pages/153/attachments/original/1442182688/WCC_LTP_2015-25.pdf)

- take a leadership role in areas where earthquake-prone building issues are preventing a timely market response? **Yes**

Comments: OraTaiao urge that all Urban Development Agency decisions be made in the context of our zero net emissions future. This means urban development that keeps our city compact and accessible; responds to vulnerability to coastal erosion, flooding and slips; encourages zero net emissions buildings; and increases health equity and resilience.

### 3. Zealandia Governance, Food Act fee changes and Private wastewater pipes

OraTaiao has no comment.

### 4. Kilbirnie Business Improvement District

OraTaiao has no comment on targeted rate use for the Kilbirnie Business Network's use to improve businesses in the district. However, we note that areas of Kilbirnie appear to be increasingly prone to flooding, with projected worsening with sea level rise.<sup>5</sup> We urge WCC to work with Kilbirnie businesses to ensure they understand the range and likelihood of climate change-related impacts and sea level rises over this century, to avoid wasted investment and legal risk.

### 5. Other initiatives which Councillors have proposed for 2016/17 funding consideration

Our top five preferred initiatives for 2016/17 funding from WCC's list are:

- Ngauranga to Airport (minor capital projects) and Middleton Road -

OraTaiao supports projects that increase the quality and quantity of active and shared transport.

- Living Wage and Community Grants changes -

As climate changes affect Wellington's most vulnerable households first and worst, OraTaiao supports initiatives that reduce vulnerability and increase health equity.

- Lyall Bay Foreshore Resilience Plan -

With all adaptation policies and projects, OraTaiao encourages WCC to use the best and most recent information on likely sea level rises and climate changes. This includes considering the range of potential outcomes over the life of affected infrastructure, both best-case global mitigation and business-as-usual pathways. WCC cannot afford to give false reassurance by building protection structures with insufficient duration. MfE's original 0.5-0.8m sea level rise guidance from around eight years ago was intended as a minimum, with local government expected to use the most up-to-date advice for their areas.

We have no comment to make on the following initiatives:

Toitu Poneke Sports Hub, Johnsonville Library Kindergarten purchase, New Outdoor Events Series, Toi Poneke support, Placemaking and the Council art collection.

### 6. Limiting rates increases to the 3.6 percent stated in the LTP

In considering any rates increases, OraTaiao notes that the city's rating base (and tax base) is likely to be subject to global economic upheaval and the rising adaptation costs already reality over the coming decades. Conversely, well-designed climate action can potentially create co-benefits which ease demands on rates, taxes and household budgets.

<sup>5</sup> Impact of 1m or 2m sea level rises in Kilbirnie and Lyall Bay: Wellington City Council. Assessing the implications of sea level rise, Kilbirnie Town Centre. Kilbirnie Town Centre Plan Working Paper. September 2009. <http://wellington.govt.nz/~media/your-council/projects/files/kilbirnie-sealevel-rise-paper.pdf>. Further sea level rises for Wellington: <http://www.stuff.co.nz/dominion-post/news/73004195/wellington-faces-another-halfmetre-of-sea-level-rise-warns-scientist>.

## 7. Other matters and general comments

Overall, we urge WCC to understand that climate change is a global medical emergency<sup>6</sup>, and conversely, an opportunity for unprecedented health and other well-being gains for Wellington. A realistic response is an ambitious response – travelling quickly along the globally-agreed zero net emissions pathway and ensuring a healthy fair transition for our most vulnerable households. Each generation is called to step up to the challenges of their age – let’s make past and future generations proud of us.

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Thank you for this opportunity for OraTaiao to make our written submission to the Wellington City Council’s consultation on the Low Carbon Capital Plan and draft Annual Plan 2016/2017.

Yours sincerely

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<sup>6</sup> Watts N, Adger WN, Agnolucci P, ..., Montgomery H, Costello A; for The 2015 Lancet Commission on Health and Climate Change. Health and climate change: policy responses to protect public health. Lancet. 2015;386(10006):1861-914.  
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## Submission by the NZ Centre for Sustainable Cities on Wellington City Council's Draft Low Carbon Capital Plan (as contained in the WCC's Annual Plan 2016/17)

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3 May 2016

To [BUSAnnualPlan@wcc.govt.nz](mailto:BUSAnnualPlan@wcc.govt.nz)

This submission has been prepared by Assoc Prof Ralph Chapman<sup>1</sup> and Prof Philippa Howden-Chapman<sup>2</sup>, on behalf of the New Zealand Centre for Sustainable Cities.

### About NZ CSC

The New Zealand Centre for Sustainable Cities is an inter-disciplinary research centre dedicated to providing the research base for innovative solutions to the economic, social, environmental and cultural challenges facing our urban centres. As well as undertaking research, we make submissions from time to time to central government and councils on a range of issues relevant to cities, from climate change policy to compact development. The Centre is currently running a 4-year Resilient Urban Futures Programme, funded by the Ministry of Business, Innovation and Employment, which began in October 2012.

We would welcome the opportunity to speak to this submission.

### Introduction

We strongly support the tenor and direction of this consultation document. There is very little in it with which we disagree, although in some places the measures proposed could be strengthened.

We strongly support Wellington City Council's aspiration to be the "low carbon capital". As plans are developed, we would like to see this aspiration strengthened to "zero carbon capital", but to do so will require more tangible plans in key areas than currently exist.

<sup>1</sup> Director of the Environmental Studies programme, Victoria University of Wellington

<sup>2</sup> Director, NZ Centre for Sustainable Cities, and *He Kainga Oranga*/ Housing and Health Research Programme.

We support the revised 2020 carbon emission reduction goal of a 10% reduction, reluctantly accepting that only small emissions reductions have been achieved to date.

The 2050 target could be strengthened to 100% -- this would signal awareness that the latest available scientific evidence suggests that the world needs to aim for net zero carbon emissions by around 2050, or early in the second half of this century. However, adoption of a zero carbon goal would preferably be accompanied by a stronger and more developed transition plan, information provision and awareness raising, which will take more time to work up. We underline that focusing on 2050 cannot be an excuse for delaying action meantime – the LCCP (the Plan) is clear on the necessity of a well developed transition path.

In this submission we briefly comment on the ‘strategic’ parts of the Plan, and then offer specific comments on the three pillars of the Plan.

## **Strategic arguments**

### **Co-benefits of climate action**

We agree, from both analytical and presentational points of view, that there are real and important co-benefits of promoting compact, healthy and liveable cities (refer pp.4,9) (Howden-Chapman and Chapman 2012).

### **Resilience**

Resilience needs to be thought about not only in physical terms but also in economic and social terms, encompassing the ability of the city to adapt creatively to adverse events (Early and Chapman 2013). An important part of this is moving progressively towards a knowledge economy, preferably largely ‘weightless’, but certainly an economy built around quaternary services and products, and using renewable energy.

The physical science of climate change keeps throwing up nasty surprises – such as the possibility of faster sea level rise in the latter part of this century, significantly greater than 1 metre by 2100, and conceivably more than two metres (Hansen, Sato et al. 2015). Such prognostications mean two things: first, that the City needs to do its best now to minimise these risks, by moving as rapidly as practicable towards a zero carbon economy; and secondly, that we should take adaptive measures that will be as robust as possible, and able to adapted as more information becomes available about sea level rise and other manifestations of climate change (Lawrence, Reisinger et al. 2013).

### **Not waiting for central government**

It is clearly not wise or strategic to wait for central government to act decisively on climate change mitigation. Wellington City Council is ethically and practically obliged to take action in advance of central government, in areas such as land use planning, transport, energy and waste management where it can make a difference. We agree with the Council that it should be active in advocacy of action on behalf of the community, in these domains which can “drive down emissions across the city and the country.” (see p.12)

The message as we see it in regard to legacy infrastructure (transport, building and other infrastructure) is that the Council should move early on measures which will have a long-term benefit (see p.13 of the Plan).

One of the key decisions in this domain is around land use, since once an area has been planned for subdivision it is difficult to retrofit more efficient infrastructure, and the likelihood is that sub-optimal and unsustainable transport patterns can be locked in, at least until vehicle technology changes markedly and practices adapt. For this reason, we would encourage the WCC to do everything it can to plan for compact urban form, going further than simply 'maintain[ing] the compactness of our city' (refer p.21 of the Plan). We believe the Council should take measures to relax restrictions on infill housing development in order to allow more intense development in city fringe (inner suburban) areas, while maintaining liveability and the quality of housing development. This will generate long-term savings in carbon emissions. More specific comments on related matters such as the Minimum Parking Requirement are offered below.

### **Comment on the Three Pillars**

We believe (refer p.21 of the Plan) that WCC should be an advocate of building energy efficiency programmes. We support the Warm Up Wellington (p.27) investment and believe the WCC should continue funding of this irrespective of central government funding.

The long term goals set out on p.22 are well stated, but should in our view include a goal relating to compact urban development, e.g.:

“Our urban development is compact and high quality, focussed in areas where public transport access is good, and where housing is readily accessible to amenities. Sprawling development is discouraged.”

We generally support the Plan’s position on minimum parking requirements, but believe the stance taken could be stronger. As far as we can determine, nowhere is the MPR a “necessity” (refer p.23).

We strongly support solar power, and believe WCC should work with progressive companies to accelerate this (p.28).

We strongly support all initiatives which foster public transport, active transport and car sharing, including EV charging systems to support EV car sharing. We also believe the WCC should act as a strong advocate of a more environmentally friendly bus fleet for the city and region. GWRC’s current plans for diesel buses pose a significant risk to health and the environment – particularly in relation to ambient air emissions, carbon emissions and noise - which is not desirable.

To conclude, we reiterate by thanking the WCC for the opportunity to make this submission, and we would be happy to make an oral presentation on it.

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**SUBMISSION: 2016/17 ANNUAL PLAN CONSULTATION  
DOCUMENT**

We wish to comment on two “proposed changes that vary the parameters of the Long-Term Plan”, and comment on other topics.

We would like to speak in support of this submission.

**1. Draft Low-Carbon Capital Plan.**

We welcome any actions taken to reduce the city’s and Council’s emissions. This would help the city to implement its share of the Government’s commitment to the COP21 Paris Agreement.

Thus we support programmes to invest in and facilitate the use of public transport, walking and cycling, to make them the dominant modes of travel in and around the city.

We oppose the widening of roads, except in limited circumstances for safety reasons, or the construction of new ones, because more road capacity encourages existing drivers to drive more often, and public transport users to switch to travelling by car or motorbike. The inevitable result is the burning of more finite fossil fuels, and the production of more greenhouse gases. This is contrary to NZ’s commitment to the COP21 Paris Agreement. Increasing road capacity never solves congestion long-term. It merely moves congestion somewhere else. Free-

flowing traffic in all directions is unachievable. Transport planners must accept that fact from now on, and focus our investment instead on projects which facilitate the use of public transport, walking and cycling, while maintaining the existing road network.

## **2. Zealandia governance changes**

We support the continuation of a strong relationship between WCC and Zealandia, e.g., in the appointment of trustees, and in the provision of annual grants.

We support the arrangement to transfer ownership of the Visitor Centre to WCC, to repay the loan provided by WCC, provided that Zealandia's right to occupy the building is fully protected, and guaranteed in the long-term.

As volunteers at Karori Sanctuary, now Zealandia, since 1997, we support the creation of '... a new Council-controlled organisation (CCO) ...', only if it is guaranteed that the letter and the spirit of the trust deed, the founding, guiding document of Zealandia, are implemented at all times. We believe that while the present structure controlling Zealandia works well, aided by council representation and funding, plus regular reporting of Zealandia's progress to WCC, a closer relationship, such as becoming a CCO, may benefit both organisations.

## **3. Movie Museum and Convention Centre**

We believe that rate-payers should not spend millions on these non-essential ventures, which would benefit only a small portion of the community. *We believe WCC has greater responsibilities towards meeting the needs of the wider community, e.g., providing community housing, and strengthening the Town Hall.* Furthermore, spending on a movie museum and convention centre would impose substantial debt on future generations.

## **4. Airport runway extension**

We oppose this proposal, so will submit in opposition to the application for resource consent. WCC's decision to be involved in funding the proposed extension would, like being involved in funding the proposed movie museum and convention centre, impose substantial debt on future generations. *We believe WCC has greater responsibilities towards meeting the needs of the wider community.*

## **5. 2,000,000 trees planted by 2020**

We believe that WCC should seek a detailed assessment, by independent ecologists, of the impacts of this project on the genetic composition of the naturally occurring native plants in the city's reserves and Town Belt. We believe that to justify this assessment WCC should first study the section on *Genetic pollution*, pp 271-272, in "Dancing Leaves – The story of New Zealand's cabbage tree – tī kōuka", (Simpson, P. Canterbury University Press. 2000). We believe that what ecologist Philip Simpson says about genetic pollution in cabbage trees is likely to apply to other species of native plants. We believe that previous plantings are likely to affect the indigenous ecological and genetic integrity of our reserves and the Town Belt in the long term, when the plantings start to produce viable seed, and disturb the natural process of forest recovery. How will ecologists and botanists, and the land managers (WCC), deal with this situation?

Yours sincerely  
Chris Horne and Barbara Mitcalfe



## Submission on WCC Draft Low Carbon Capital Plan Generation Zero Wellington

Submitted by:

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Generation Zero thanks Wellington City Council (“Council”) for the opportunity to submit on the Draft Low Carbon Capital Plan, and would like to expand on our submission in person at a later date.

Generation Zero is a national organisation launched in June 2011, with over 10,000 supporters, mostly between the ages of 18 and 30. Our vision is for a thriving, zero carbon Aotearoa before 2050. To achieve this, we advocate for the development and implementation of a comprehensive local and national government plan, with immediate steps to reduce greenhouse gas emissions and fossil fuel dependence. We believe that New Zealand has the ability and opportunity to be an example to the world of how to rise to the climate and energy challenges, while creating a better country in the process. Generation Zero is not aligned with any political parties and is 100 percent independent in its views.

Our high-level feedback on the Plan is outlined under the submission questions below:

1. Do you support Wellington City Council’s aspiration to be the “low carbon capital”?

Generation Zero support and commend the council on their low carbon action plan. We welcome not only the strategic interest but also, broadly speaking, the actions that are proposed in this Plan. Furthermore, communicating a story of how climate change initiatives have co-benefits in other aspects of community, economic, health and education are of utmost importance in generating support for these actions.

2. Will the activities proposed in the draft Low Carbon Capital plan contribute to a meaningful reduction in emissions?

In general, Generation Zero supports the actions in this Plan; however, there are a number of changes we would like to see made to the Plan, particularly regarding how these actions are specified and linked to overall targets or goals.



### **Initiatives in the Plan are not linked to the emissions reduction targets.**

It is noted that emissions reduction targets from previous plans have not or will not be met despite most of the initiatives having been actioned. This suggests that the initiatives were not accurately linked to the reductions targets. To avoid this issue recurring we suggest the following questions be considered, and the Plan adjusted accordingly:

- What is the relative contribution of each initiative to the targets? OR
- Why was the [10% emissions reduction] target set? What are the contributing factors to this target, and how do they relate to the initiatives outlined in this plan?

### **Long term goals in Pillar 1 are ambiguous, and the short-term initiatives are not mapped back to the long term goals.**

- Each long term goal needs added clarity or specificity, e.g. “An increasing proportion of the energy we use to power the city’s homes, buildings and transport comes from local renewable sources...” - this should be target-linked, and should outline which of the renewable energy source options are the likely best fit for Wellington and why.
- The specific initiatives listed under Pillar 1 are not linked to the long term goals, and in some cases the long term goals are not covered by any initiative listed in this Plan. Consider using the likes of Investment Logic Mapping to demonstrate how specific initiatives are contributing to long term goals, and therefore to the overall objective of reducing carbon emissions.

### **A number of initiatives lack clarity or do not reference other relevant WCC strategic documents.**

Generation Zero would like to expand on this feedback during an oral submission.

## **3. Do you agree with the recommended emission reduction targets for the city?**

### **Early targets are unambitious and set with a baseline of high emissions.**

We would like to see a more ambitious reduction target. This is qualified by the points below:

- In accordance to the Kyoto Protocol, as New Zealand is an advanced nation, we would like to see 1990 set as the baseline. 1990 levels allow for a truer comparative reference against which to measure progress, allowing for comparison between countries and between sectors. The Government has set a goal of reducing by 30% below 2005 - equivalent to 11% below 1990. The Council will show considerable ambition on the national and international level if emission reduction targets are measured from 1990.
- During discussions regarding early emissions reduction targets, it was noted that the early targets are largely driven by anticipated technological and market shifts, such as the improvement and uptake of vehicle battery technology. Given that these changes are likely to occur largely without Council influence, we believe that the targets are not sufficiently driving the Council to make change where it has influence to do so.
- To support investment in initiatives that will have a measurable effect on emission reductions, we propose that the 2020 target be deconstructed into annual targets. This will provide a mechanism to get rapid feedback on the efficacy of the initiatives completed.

Generation Zero would like to reiterate our support for the Draft Low Carbon Capital Plan. We believe that with the high-level adjustments outlined here, and with several specific changes which we will expand on during an oral submission, this Plan will be a key driver of emissions reduction in Wellington.

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Generation Zero thanks the Wellington City Council ("council") for the opportunity to provide its views on the Urban Development Agency, ("UDA").

Generation Zero is a national organisation launched in June 2011, with over 10,000 supporters, mostly between the ages of 18 and 30. Our vision is for a thriving, zero carbon Aotearoa before 2050. To achieve this, we advocate for the development and implementation of a comprehensive local and national government plan, with immediate steps to reduce greenhouse gas emissions and fossil fuel dependence. We believe that New Zealand has the ability and opportunity to be an example to the world of how to rise to the climate and energy challenges, while creating a better country in the process. Generation Zero is not aligned with any political parties and is 100 percent independent in its views.

Generation Zero supports and believes consultation on the UDA provides an important and valuable opportunity for Wellingtonians to shape the city they want to live in and how to achieve the goal of making Wellington the world's *Coollest* Capital City.

Generation Zero believes that urban policy, plans and the design of urban form and transport networks all strongly contribute to greenhouse gas emissions and fossil fuel dependence.

Wellington has a natural and historical advantage in being a compact and liveable city, but steps still need to be taken by the Council towards embedding low carbon urban form as this will both contribute to the reduction in carbon emissions locally and reflect the growing living preferences of young people in the city.

Generation Zero would like to note a number of changing trends internationally and locally indicate shift in preferences for young people. These are as follows:

1. Growing demand for proximity to jobs. While previous generations were happy to move out into suburbs, many young people today would prefer to live close to the city. Therefore Greenfield subdivision is not attractive to as many people as in the past.
2. Vibrant cities are attractive to young people. People value dense neighbourhoods as can provide for wide variety of activities and attractions.
3. Younger people are less likely to drive, or even to have driver's licenses. They would often rather use the money to live closer to the city and/or spend on new technology.

Generation Zero notes the findings by the Productivity Commission on Housing Affordability which states that "Housing affordability is lowest among those who are younger, single, have lower income and wealth"<sup>1</sup>. We welcome the proposal set out by the Council for the UDA to address this keystone issue and look forward to seeing what actions will be implemented to address the housing affordability issue.

Finally, Generation Zero also supports the Council's Low Carbon Capital Plan for Wellington to become a liveable low carbon city. We would like to see the best practice and sustainability outputs of the UDA match closely with the actions set out in the Low Carbon Capital Plan.

We thank the Council for the opportunity to consult on the UDA proposal and look forward to continuing working with the Council to make Wellington the Low Carbon Capital of the world. We would like to speak to the UDA submission in person and expand on how it can link with the Low Carbon Capital Plan.

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<sup>1</sup> [The New Zealand Productivity Commission. \(2012\) Housing Affordability Report. Wellington](#)