
2016-17 DRAFT ANNUAL PLAN HEARINGS REPORT

Purpose

1. The purpose of this report is to provide Governance, Finance and Planning Committee (GFP) with context around the formal Annual Plan engagement and consultation process, the submissions received and the list of submitters that will be speaking in support of their submission at the oral hearings on 9 and 10 May 2016.

Recommendations

That the Governance, Finance and Planning Committee:

1. Receive the submissions.
2. Note over 750 written submissions were received by Council on the Annual Plan Consultation Document.
3. Note that 70 people have requested to present at an oral hearing in support of their written submission

Discussion

4. Wellington City Council undertook public consultation on its 2016/17 Annual Plan Consultation Document from 29 March to 29 April 2016.
5. The Annual Plan Consultation Document was the first produced by Council under the new requirements of the Local Government Act 2002. It identified the significant changes to the Council's work programme and finances identified in the 2015-25 Long-term Plan (LTP) that are proposed to occur in 2016/17. These changes were:
 - The Low Carbon Capital Plan
 - Establishment of an Urban Development Agency
 - Food Act fee changes
 - Zealandia governance changes
 - Kilbirnie Business Improvement District targeted rate.
6. The Consultation Document sought public feedback on each of these proposed changes, including via an online form that was connected to the Council's submissions database.
7. The Consultation Document also sought feedback on a number of initiatives being considered for funding in 2016/17 that were proposed by GFP at their meeting on 9 March 2016. In addition, the Consultation Document also sought feedback on whether the Council should take responsibility for the maintenance and renewal costs of private wastewater connects (ie laterals) in the road reserve.
8. During the consultation period seven consultation events were held (including the launch on 29 March) which were attended by over 500 people. At the six special interest forums held participants were requested to review the initiatives being

considered for funding in 2016/17 and vote for their 'top five'. Around 870 'votes' were cast.

9. As a result of the consultation events and other promotional activity, over 750 written submissions were received by Council on the Annual Plan Consultation Document. Around 500 'votes' for the proposed new spending initiatives were received as part of these written submissions.
10. Formal analysis of the submissions received and the discussions at the consultation events will be provided to GFP for their Annual plan deliberations on 1-2 June. Some key points to note from the written submissions received were:
 - around 500 form submissions on the Living Wage proposal were received;
 - around 100 form submission supporting the retention of funding for the redevelopment of Lyall Bay Surf Lifesaving Club;
 - around 100 form submissions in support of the proposal to establish a sports hub – Toitu Poneke - at Kilbirnie Park;
 - 83% of submitters that expressed an opinion, supported Wellington City Council's aspirations to be a 'low carbon capital';
 - 76% of submitters that expressed an opinion, agreed that Wellington City Council should establish an Urban Development Agency to regenerate strategic parts of the city.
11. Oral hearings on the 2016/17 Annual Plan will be held from 9 May to 10 May. Around 70 people have requested to present at an oral hearing in support of their written submission
12. Attachment 1 is a list of the submitters who have indicated they wish to speak to Council.

Attachments

Attachment 1. 2016-17 Draft Annual Plan - Schedule of submitters 09 May 2016 Page 80

Author	Neil McInnes, Principal Advisor
Authoriser	Jeremy Baker, Director Strategy and Communications

SUPPORTING INFORMATION

Consultation and Engagement

Council will engage all communities, special interest groups, including Māori stakeholders as part of the LTP process

Treaty of Waitangi considerations

All issues involving any related matter of the Treaty of Waitangi will be considered as part of the LTP process

Financial implications

- All financial implications will be assessed and given due consideration as part of the LTP process

Policy and legislative implications

All policy and legislative considerations will be considered as part of the LTP process

Risks / legal

All risks and legal requirements will be considered as part of the LTP process

Climate Change impact and considerations

All Climate Change impacts will be considered as part of the LTP process

Communications Plan

The Engagement and Consultation Plan will enable wide public participation, engagement and consultation around all key LTP issues

Hearings | Annual Plan – Monday 9 May, 9.15am

(Please note: draft hearing schedule, subject to change)

Time	Sub No	Name	Organisation	Page #
9:20	173	Anna Kemble Welch and Martin Hanley	Newtown Festival Committee, Newtown Residents' Association	78
9:30	147	Craig Stewart	Stratum Management Limited	54
9:40	103	Patrick McCombs	Waterfront Watch	39
9:50	156	Sea Rotmann		67
9:55	Buffer			
10:05	6	Ross Jamieson	Toitu Poneke Community & Sports Hub	7
10:15	152	Pauline and Athol Swann		55
10:20	160	Patrick Morgan	Cycling Action Network	73
10:30	375	Yon Yi John	Individual	142
10:35	Morning tea			
10:45	2	David Perks and Brodie Wilson	Waterside Karori Association Football Club Inc.	1
10:55	237	Bernard O'Shaughnessy	Individual	94
11:00	386	Chris Renwick	Individual	179
11:05	238	Peter Frater	Individual	98
11:10	73	Neil Walbran		31
11:15	Buffer			
11:20	532	Robin Gouldon	Individual	215
11:25	110	Trevor Hughes	Individual	49
11:30	109	David Edmonds	Individual	44
11:35	219	Ronnie Nathu	Eastern Suburbs Cricket Club	91
11:45	311	John Holden	Marist St Pats RFC	117
11:55	Buffer			
12:00	12	Rebecca Spiers		12
12:05	302	Carolyn Nimmo		105
12:10	305	James Solari	Solari Architects Limited	110
12:20	312	Rebekah Rennell	ChargeNet NZ	120
12:30	Lunch			
13:15	153	Allan Probert	Enterprise Miramar Peninsula	58
13:25	285	Allan Probert	Khandallah Business Association	102
13:35	100	Euan Murdoch	Te Koki New Zealand School of Music	34
13:45	434	Sophie Mormede	Hue tē Taka Incorporated Society	208

13:55	319	Sophie Mormede		127
14:00	337	Sarah Rusholme	Wellington Museums Trust	129
14:10	Buffer			
14:20	369	Philip Squire	Sustainability Trust	131
14:30	372	Hugh Walcott	Individual	137
14:35	380	David Tripp	Hutt Cycle Network	161
14:45	381	Peter Cassidy	Capital BMX Club Inc	170
14:55	Afternoon tea			
15:05	391	James Burgess	Cycle Aware Wellington	184
15:15	393	Pippa Sanderson	Individual	189
15:20	397	Mike Mellor	Individual	194
15:25	490	Mike Mellor	Living Streets Aotearoa	211
15:35	398	Dawn Sanders	Shakespeare Globe Centre NZ	200
15:45	376	tbc	WCC Environmental Reference Group	147
15:55	378	Tim Jones	Individual	155
16:00	Finish			

Submitter Details

First Name: **Louis**
Last Name: **Schmitt**
Organisation: **Waterside Karori Association Football Club Inc**
On behalf of: **Waterside Karori Association Football Club Inc**
Street: **7 Lynmouth Ave**
Suburb: **Karori**
City: **Wellington**
Country: **NZ**
PostCode: **6012**
Daytime Phone: **04 4760523**
Mobile: **027 2066837**
eMail: **louis.glenda@xtra.co.nz**

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

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?

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

2020: 10 percent reduction
2030: 40 percent reduction

2

2040: 65 percent reduction
2050: 80 percent reduction

- Yes
- No

Comments

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

2

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?
seems a little out of kilter with other suburbs

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	<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"/>
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Toi Pōneke support	<input type="radio"/>	<input checked="" type="radio"/>
Placemaking	<input type="radio"/>	<input checked="" type="radio"/>
Middleton Road	<input type="radio"/>	<input checked="" 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

Lyall 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
some of the initiatives above not proceeded with.

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
outside private property should be council responsibility

Other issues/ matters or general comments

Comments
I represent Waterside Karori Association Football Club Inc. A training field initiative was commenced last year and now needs to be refreshed and reconfirmed to proceed in the 2016/17 Plan Year. Further comment in support follows Waterside Karori AFC www.karorifootball.co.nz PO Box 17410, Karori Wellington, New Zealand 29 March 2016 CHAIRMAN'S REPORT TO WELLINGTON CITY COUNCIL IN SUPPORT OF SUBMISSION TO ANNUAL PLAN 2016 KARORI ARTIFICIAL TRAINING TURF PROJECT Background to the proposal A report was submitted in respect to the Annual Plan 2015. That report contained considerable background to the club's operations at senior and junior level and it is not considered necessary to traverse all of that detail again. Following representations to the Mayor and Councillors an amount of \$350,000 was voted to support the development of an artificial turf on the site in Karori formerly occupied by the Terawhiti Bowling Club. Council Staff had estimated the full cost of development would be \$700,000 and our Club Waterside Karori AFC Inc (WKAFC) was tasked with raising the balance of \$350,000. We secured firm promises from funders of \$290,000 and determined that we would fund the rest from member donations and the club's reserves. However, Council Staff then commissioned a quantity survey for the project which intimated with the addition of some unforeseen costs (such as an acoustic fence and sealed carpark) the cost was likely to balloon out to \$990,000. The project stalled at the end of 2015 as a consequence of this fiscal bombshell. Current membership Our club is currently one of the largest football clubs in New Zealand and has some 1100 members, 750 of which are juniors. The requirement for an all weather lighted artificial surface training facility Karori Park, Wellington's biggest suburb lacks any all weather lighted training area. During the two year **4**

redevelopment of Karori Park (2005/6), lights were removed but not replaced. During that time we spent over \$300,000 upgrading the shared Cricket/Football clubrooms. When we rebuilt the clubrooms we experienced a surge in club membership and further expansion now will be stymied without usable local training facilities. Looking around other football parks in the Wellington city area, the following facilities have lighting: NAIRNVILLE, fully lit, turf and grass JOHNSONVILLE, Turf lit MIRAMAR, grass, 1/3rd lit SEATOUN, grass, fully lit SINCLAIR, grass, both fields lit MELROSE, grass, fully lit WAKEFIELD, grass fields and turf fields, fully lit MARTIN LUCKIE, grass, partially lit KAIWHARAWHARA, grass, fully lit but car parking is fraught. The facility is also over 10kms from our home ground. No direct bus route. WILTON, grass, half lit but again car parking is a major problem. The facility is 5km from our home ground and not on a direct bus route How we manage Juniors training now Karori lacks training pitches and necessarily our players have to travel around Wellington on weeknights to many venues. Our training requirements are substantial. An indication of our 2015 training activity (2014 figures in brackets), Juniors only, during the season, is below: - Artificial turf training usage: 240 hours (2014 - 144 hours). Paid for and trained on irrespective of weather - Grassed Pitches for training: 726.5 hours (2014 - 715 hours) , council do not charge for juniors' grassed pitch training. The grass pitches are only trained on in 'grounds open' weather. Much of the scheduled grassed pitch training from 4 - 6pm on winter evenings has to cease early because only Wilton is floodlit, and then only half of the pitch. There accordingly is a training deficit of 257 hours. Wet weather and ground closures reduce that figure still further. Our club then has to find largely unsatisfactory indoor training areas, some at short notice, and all at a considerable cost. - Number of teams utilising training: 36 teams out of a total of 74 teams. Some teams train 1 hour, others 2 hours per week, total required 1062 hours, current further training deficit 156 hours. All of this adds to a total training deficit for Juniors during the season of 413 hours. Tournament and summertime activities, including pre season training - additional usage There are a number of tournaments and summertime activities which fall outside of the traditional football season. Examples are the 8 - 14 year olds tournaments in Taupo, Wellington and Wairarapa, and summer programmes building up to pre season tournaments. Because some of the training grounds are not useable because they are given over for athletics (Ben Burn) and cricket (Karori Park, Wilton), the pressure comes on other areas outside our suburb. 60 (2015 - 58) hours of training is undertaken for post season tournaments, artificial turf and grass pitches. 304 hours of training annually is booked on Wilton Park for our High Performance Programme to ensure Karori Park is freed up entirely for Cricket. 33 hours of pre season grass training, turf booked as and when required. In 2015 our usage of turf increased for holiday and out of season programmes with fully 150.5 additional hours taken up on turf. Summary and Recommendation In summary we wish to enhance the sports training facilities in our suburb not only for the benefit of Football but also for other codes in our area. In this regard, Wests Rugby Club and Karori Cricket Club have joined in this application with letters of support. The need in Karori for an all weather lighted outdoor artificial turf training facility was established and accepted by Council in their approvals to the Annual Plan 2015. The stumbling block to that approval proceeding to finality proved to be an underestimate of the funds required to complete the project. Council staff are examining a hybrid turf proposal which while falling short of likely 100% availability with weather constraints would have the advantage of a lower initial cost. Their estimates for a hybrid turf would likely fall within the \$700,000 original figure. WKAFC wish to recommend to Council that they commit to fund the shortfall \$290K and their staff(1) request tenders from suppliers now for an artificial turf development, and a hybrid alternative, (2) that Council approve the artificial turf as a clearly better long term solution, but if that cannot be supported, then (3) the hybrid proposal be implemented. Louis G K Schmitt Chairman Waterside Karori AFC (Inc)

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

First Name: **Ross**
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Daytime Phone: **(04) 386 4564**
Mobile: **(021) 875931**
eMail: **rossdjamieson@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

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?

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

6

2050: 80 percent reduction

- Yes
- No

Comments

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

8

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

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Middleton Road	<input type="radio"/>	<input type="radio"/>
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13b. Is this one of your top five preferred initiatives?

Initiatives	Yes	No
Lyll Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>

6

Toitu Pōneke Sports Hub	<input checked="" type="radio"/>	<input type="radio"/>
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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

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- Male
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10

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

Yes
 No

Which best describes you?

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 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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Last Name: **Speirs**
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City: **Wellington**
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PostCode: **6023**
Mobile: **0212115500**
eMail: **Rebeccajspeirs@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:

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Submission

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- strongly support
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If not, what else could be done?

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

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

- Yes
 No

Comments

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
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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?

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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
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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

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Middleton Road	<input checked="" type="radio"/>	<input type="radio"/>
Council art collection	<input checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>
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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
Fewer events that aren't active?

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
re the parks initiatives, there are a couple of refs to playgrounds but not specifically to creating adult playgrounds. Please could we have a commitment to creating play spaces that work for adults as well as children, the park in Levin is an excellent example of combining both, it has climbing frames that challenge adults, eg adult sized monkey bars, swinging ropes etc, and parkour style obstacles around the perimeter of the park, plus adult fitness equipment. Re the Chinese garden I think it would be good to be able to see the plans to see how much space it takes up, I think we still need a decent amount of space/grass for people to do things like circuit training, general running around/ playing frisbee etc and keep the trees for slack lining.

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

12

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

Item 2.2 Attachment 1

16

Talava Sene

From: Rebecca Speirs <rebecca@speirs@gmail.com>
Sent: Thursday, 21 April 2016 9:25 a.m.
To: BUS: Annual Plan; David Halliday; Info at WCC; Councillor Iona Pannett
Subject: Annual Plan 2016/17 - Ref: PI-W-063 - Outdoor Adult Parkour Areas - Leonie Gill walkway suggestion
Attachments: IMG_1918.JPG; IMG_1915.JPG; IMG_1916.JPG; IMG_1914.JPG; IMG_1912.JPG

Hi,

Thanks for your response. Good to know the adult/playground / parkour concept will be given formal consideration in the parks review. Look forward to seeing the consultation document in June.

I was thinking, would it be possible to consider the following idea as part of the parks plan. In Kilbernie the grass verges on the side of the Leonie Gill walkway would be an excellent place to locate a parkour obstacle course like the one around the edge of the big park in Levin, also plenty of space for some adult fitness equipment and climbing frames...this area is traffic free and in the middle of a large urban space that doesn't have a lot of 'play' area. The grass verges on the edge of this walkway are currently not used for anything and could do with some landscaping anyway, could some of it also be turned into a community orchard/garden to help attract bees/butterflies, particularly the part next to the big brick wall which would have heaps of shelter from the winds.

The photos attached show the areas – I'm thinking the grass verges next to the school would be the best place for a parkour obstacle course as there aren't many houses around there.

Adding a parkour obstacle course / adult climbing frames / adult fitness equipment / a community garden to this area (perhaps in conjunction with improved lighting so it could be used in evenings in winter) would add a community resource to the area and help build community in the area when people play on it/use it. Plus make it feel safer for people just walking on it or cycling on it after dark as more people would be around. Got to be a good thing for the city.

Please acknowledge receipt of this mail, look forward to hearing from you.

Kind regards,

Rebecca

On Friday, 8 April 2016, BUS: Annual Plan <BUSAnnualPlan@wcc.govt.nz> wrote:



Our Ref: **PI-W-063**

RE: SHAPING THE FUTURE OF WELLINGTON

Dear Rebecca

Thank you for telling us your ideas on how to make Wellington even better.

Last January, we asked people to tell us their ideas on how to grow Wellington's economy, be a smart resilient city, and make better use of infrastructure like parks, roads and libraries.

We received hundreds ideas and forty-seven submitters spoke to Councillors at the panel hearings held on Monday 22 and Wednesday 24 February 2016. The panel hearings were a new initiative to give an opportunity for people to highlight new ideas and to do it in a less formal way prior to the development and publication of a consultation document.

This public initiatives process provided Councillors with valuable insight into the Council services and community infrastructure that local people and community group care about. It was this insight that informed Councillors selection of proposed initiatives for funding that are included in the [Annual Plan 2016/17 Consultation Document](#).

You submitted ideas in relation to the following:

1. Advertising at bus stops – restrictions on content (health related).

Adshell comply with the Advertising Standards Authority Codes of Practice and there are currently there are no plans to limit the content of advertisements at bus shelters. The contract with the bus companies is with Greater Wellington Regional Council not Wellington City Council.

2. Outdoor adult Parkour areas.

Parkour is an alternative and creative form of recreation which has physical and wellbeing benefits. It has however attracted some media attention around the risks associated with participants scaling buildings and structures. A purpose-built parkour park could help mitigate some of this risk.

The Council already provides parkour for children at Karori and Kilbirnie Recreation Centres. Officers have also undertaken research via Sport New Zealand. The Active New Zealand Survey 2013/14 found that less than 1% of the adult population participate in parkour.

Use of the urban environment is the most common venue for parkour and Wellington's urban environment lends itself particularly well to parkour. However, the Council may wish to further explore the development of a purpose built parkour facility as part of the Playground Policy review. The draft Playground Policy consultation takes place from the 2 June 2016 for six weeks.

To find out more and have your say on a proposed Playground Policy, visit our consultation page in June:
<http://wellington.govt.nz/have-your-say/consultations>

3. A new mountain biking loop on Te Ahumairangi Hill.

New proposals for track development are normally considered as part of the Reserve Management Plan or the Council's Open Space Access Plan.

The current track network provides some opportunities for mountain biking. However Council aims to provide a balance between different recreational users and the maintenance of the important natural and wilderness character of this part of Wellington's Town Belt. This is also consistent with the policy in the Wellington Town Belt Management Plan.

The Council is committed to continuous engagement with the community, and submitters will have an opportunity to engage directly with their specific interests in relevant upcoming project work.

Annual plans add shape to our long term plan which is the 10 year master plan for Wellington City Council's work. We review the LTP every three years. If you want to expand upon your idea or you have another proposal for Councillors to consider there is opportunity for these to be incorporated into the next LTP starting in 2018.

More information about [Annual Plan 2016/17 consultation](#) is on our website. You can view proposals, read supporting information and find out how to make a formal submission. The deadline for submissions is 5pm on 29 April 2016. People who make a submission on the consultation document will be able to speak at oral hearings held during the second week of May 2016.

This is the first time that the Council has asked people their ideas before formal consultation. To get an understanding of what you thought about it we will be sending you a short survey. What you say will be used to inform and shape the way we do things in the future.

Once again, thank you for taking the time to put your ideas forward. Your input is helping to shape the future of Wellington.

Yours sincerely,



Neil McInnes

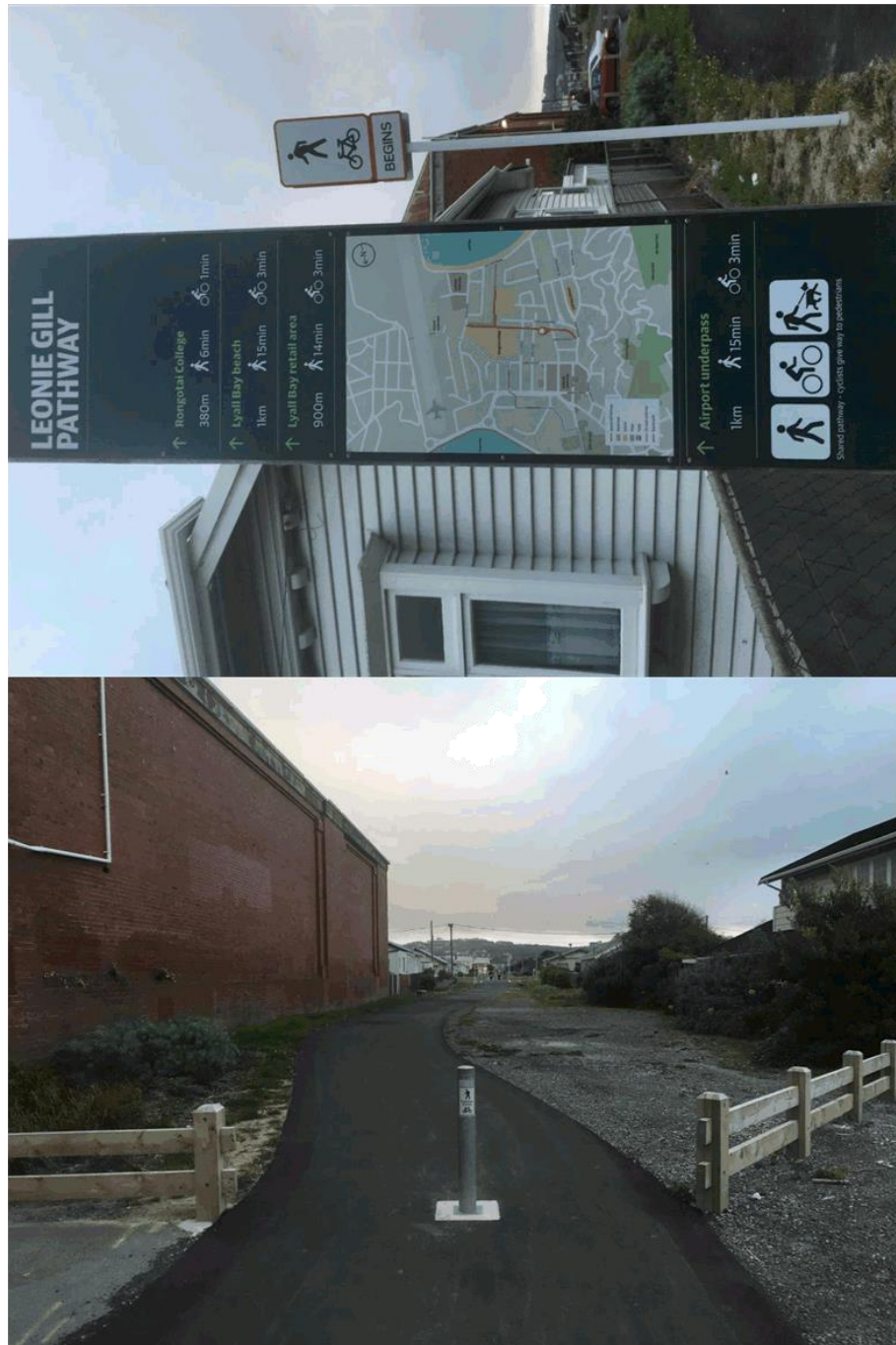
Principal Advisor | Planning and Reporting

E Neil.McInnes@wcc.govt.nz | W Wellington.govt.nz | 

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Talava Sene

From: Rebecca Speirs <rebeccajspeirs@gmail.com>
Sent: Sunday, 24 April 2016 8:59 a.m.
To: BUS: Annual Plan; David Halliday; Info at WCC; Councillor Iona Pannett
Subject: Annual Plan 2016/17 - Ref: PI-W-063 - Outdoor Adult Parkour Areas - Leonie Gill walkway suggestion
Attachments: IMG_1926.JPG; IMG_1927.JPG; IMG_1928.JPG

Hi

Further to my mail below this is to show an example of some parkour/fitness type obstacles next to a path that I came across this weekend in Hawkes bay, (at Clive). On a strip of grass next to the path there are some are

- 1) at set of variable height posts that can be used for balancing on/hopping or step ups,
- 2) balance beams at variable heights that could also be used to jump over and do incline press ups etc on and,
- 3) different height bars that could be used to jump over, do dips on etc.

Photos attached.

Also worth noting is that adjacent to this were some swings and a MTB pump track which means a family with different ages/interests could all go out and play in the same space.

Anyway I think this is a great example of making use of available spaces. I hope this info can be considered along with the mail below.

Thanks and regards.

Rebecca

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The photos attached show the areas – I'm thinking the grass verges next to the school would be the best place for a parkour obstacle course as there aren't many houses around there.

12

Adding a parkour obstacle course / adult climbing frames / adult fitness equipment / a community garden to this area (perhaps in conjunction with improved lighting so it could be used in evenings in winter) would add a community resource to the area and help build community in the area when people play on it/use it. Plus make it feel safer for people just walking on it or cycling on it after dark as more people would be around. Got to be a good thing for the city.

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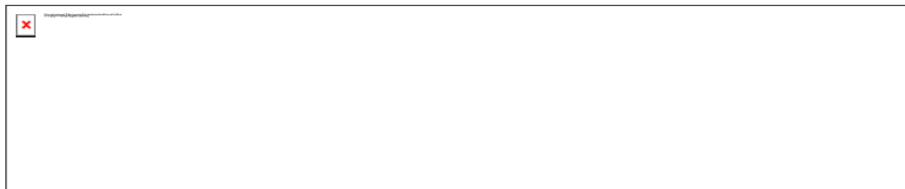


Neil McInnes

Principal Advisor | Planning and Reporting

E Neil.McInnes@wcc.govt.nz | W Wellington.govt.nz |  

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Sent from Gmail Mobile



12



Item 2.2 Attachment 1

14-4-2016

Neil Walbran

10 Hataitai Rd

Wellington 6021

Email: Neil.Walbran@gmail.com, Ph (021) 626851

Submission to Wellington City Council on Annual Plan 2016 - 2017

Thank you for the opportunity to have input to the annual planning process for Wellington City Council.

I am submitting as an individual rate payer, not representing any group.

I would like to appear before a hearing in support of this submission, if possible. My contact details are as above.

Specific Concerns - Efficiency of Low Carbon Capital Plan

My specific concern is with the Low Carbon Capital plan and I will only submit on that matter.

My concern is that the plan may not be the most efficient way of addressing the climate change issues facing Wellington city because:

- It is too narrowly focussed on low carbon rather than the overall climate change threat to Wellington City;
- It is not integrated with the 100 resilient cities climate change adaptation work;
- It does not show how Wellington's efforts at climate change mitigation and adaptation efforts collectively compare with other world wide efforts; and
- It does not show how Wellington's efforts at climate change fit within overall NZ efforts.

Addressing each of these areas in turn, and suggesting alternative approaches, to better enhance the overall value for Wellington City ratepayers.

Narrow Focus - Refocus as Wellington City Climate Change Plan

The plans terms of reference seem to narrow as it is only focussed on how to reduce Wellington city's carbon output. I suggest the terms of reference should be refined to include the broader focus of *'looking at how to manage climate change impact on Wellington City recognising our contribution to the broader worldwide community, for the long term benefit of Wellington rate payers.'*

Noting that the aspects of '*contribution to broader worldwide community*' and '*long term benefit of Wellington rate payers*' may involve some tensions, which I will address later in my submission.

Impacts, and Benefits, Are Mostly Longer Term

I also wish to point out that although the suggestions I propose below will have very little, if any, impact on the 2016/17 annual plan they are principles that I believe should drive the longer term climate change plan, with longer term benefits.

Integration with 100 Resilient Cities Climate Change Adaptation Work

Page 18 of the 'Low Carbon Capital Plan' state that the plan excludes the adaptation work of the 100 resilient cities work. But recognises that the two work streams are related.

The challenge here is to ensure we are getting the optimal mix of mitigation (low carbon) and adaptation (resilience).

I suggest WCC look at how it can integrate these workstreams and specifically show that we are getting the optimal mix of mitigation and adaptation. Both within the global context of our contribution to mitigation and the local context of adaptation.

I admit this is a challenge but suggest one possible methodology might be as follows:

Mitigation - Benchmark our contribution to global mitigation efforts based on carbon price

Each of the proposed carbon plan actions to minimise Wellington's CO2 output will have some direct and indirect costs, and some benefits, in the form of CO2 reduction. Although the direct costs in the 2016/17 plan are very low I suggest that in principle we should start estimating both direct and indirect costs, as well as expected CO2 reductions. The effectiveness of each initiative could then be estimated in terms of the carbon price \$/CO2 tonne. And then compared against both current and forecast international carbon prices to see how effective each initiative is.

This provides a way of prioritising mitigation initiatives and comparing Wellington's efforts relative to international efforts. There may be times when it might be more effective to purchase someone else's carbon credits (there mitigation efforts) than undertake our own.

Adaptation - Benchmark costs of adaptation against worldwide climate change scenarios

In balancing mitigation and adaptation measures it is important to make sure we get the optimal mix.

My suggested approach is to benchmark each adaptation measure against the level of climate change it is expected to protect against or adapt to (referenced against the different IPCC climate

change scenarios). These corresponding climate change scenario would then need to be compared to a carbon price path that is likely to lead to that scenario. The world energy council (https://www.worldenergy.org/wp-content/uploads/2013/09/World-Energy-Scenarios_Composing-energy-futures-to-2050_Full-report.pdf) seems to have done some useful work here that suggests a couple of world-wide carbon price scenarios and effective IPPC climate change scenarios to which they lead.

It should then be possible to estimate some level of avoided carbon cost (\$/CO2 tonne) that the adaptation measure protects against.

International Benchmarking of Our Climate Mitigation and Adaptation Efforts - Overall \$/CO2 tonne)

Although the 100 resilient cities work will help us benchmark our climate change adaptation work against other cities internationally it may not help us understand how our collective mitigation and adaptation work compare internationally.

The suggested approach of trying to estimate both the costs of climate change mitigation (in \$/CO2 tonne saved) and the benefits of climate change adaptation (in \$/CO2 tonne protected against) should give a common basis for comparing Wellington cities efforts against international carbon prices both now and forecast. To see both how well we are doing and if we are doing more than we need to. So as to maximise the overall benefit for Wellington ratepayers.

Co-ordination with Central Government Climate Change Policies

The costs and benefits of climate change are not evenly borne across New Zealand. For example there may be Southland farmers who actively benefit from higher grass productivity (the so called 'fertiliser effect' of CO2) and more frost free days of climate change. Whereas residents of Wellington's south coast might literally bear the brunt of sea level rises.

It appears on the surface that the costs of climate change mitigation are mostly borne by urban councils but the benefits, of increased agricultural production, are gathered nationally, through the tax base. Similarly central government seem to be the beneficiaries of some of the proposed carbon tax measures.

I suggest that WCC consider engaging in discussion with central government on whether central government should be contributing to the costs of climate change adaptation work.

Regards

Neil Walbran

Submitter Details

First Name: **Euan**
Last Name: **Murdoch**
Organisation: **TE KOKI NEW ZEALAND SCHOOL OF MUSIC, VICTORIA UNIVERSITY OF WELLINGTON**
On behalf of: **NZSM staff, students and stakeholders; co-submission with Dr Dugal McKinnon**
Street: **PO Box 600**
Suburb: **Kelburn**
City: **Wellington**
Country: **New Zealand**
PostCode: **6140**
Daytime Phone: **04 463 5860**
Mobile: **022 065 5860**
eMail: **euan.murdoch@nzsm.ac.nz**

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

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?

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

100

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

- Yes
- No

Comments

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?

35

100

- 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 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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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 type="radio"/>	<input type="radio"/>
Council art collection	<input type="radio"/>	<input type="radio"/>

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

36

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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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 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

100

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

38

103



Waterfront Watch Inc
PO Box 19045
Courtenay Place
Wellington 6149
Email: info@waterfrontwatch.org.nz
Web: www.waterfrontwatch.org.nz

Waterfront Watch
PO Box 19045
Wellington 6149
Email: info@waterfrontwatch.org.nz

20 April 2016

2016/17 Annual Plan
Wellington City Council
PO Box 2199
Wellington 6140
Email: BUSAnnualPlan@wcc.govt.nz

**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 Inc

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.

Waterfront Watch Inc

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)

Waterfront Watch Inc

- = “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.

Waterfront Watch Inc

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

Submitter Details

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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

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?

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

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?

Zealandia's financial problems are of its own making and result largely from its decision, supported through funding from WCC, to build an over-expensive visitors center. I fail to see why the ratepayers of Wellington should now bail them out.

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?

More aggressive fund raising by Zealandia would go some way to address the problem they have created for themselves. The former CEO was looking at the idea of green burials as a way to raise funds but that idea has now been dropped. Why?

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?

Let the Kilbirnie Business Network find its own funding.

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	<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"/>
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Living Wage	<input checked="" type="radio"/>	<input type="radio"/>
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Toi Pōneke support	<input type="radio"/>	<input checked="" type="radio"/>
Placemaking	<input type="radio"/>	<input checked="" type="radio"/>
Middleton Road	<input type="radio"/>	<input checked="" 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
Lyllall Bay Foreshore Resilience Plan	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Toitu Pōneke Sports Hub	<input checked="" type="radio"/>	<input checked="" type="radio"/>
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Middleton Road	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Council art collection	<input checked="" 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

Drop the idea of extending the airport runway, an idea that does not have the support of the airlines that use Wellington Airport and has very limited ratepayer support, despite extensive advertorials promoting the idea.

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

Undergrounding of Overhead Lines Unlike many city and district councils in NZ, Wellington City Council does not put any investment priority on improving the cityscape through undergrounding of overhead lines. In addition to aesthetic improvement, undergrounding improves the resilience of utilities infrastructure (in storm conditions) and if roadside poles can be removed, or replaced with frangible base poles, there are also traffic safety improvements to be had. To underground all overhead lines in one fell swoop would be out of the questions from a financial perspective, however incremental removal, through eliminating overhead lines completely in the CBD and from time to time applying such policy to heritage areas (Aro Valley and Thorndon spring to mind), would give the city a much improved look. To reduce the adverse impact of overhead lines requires funding and as far as I can determine there is nothing in the 2016/2017 Annual Plan for such improvements. Given the proposed removal of trolley bus wires in 2017/18, Council consideration of this matter will certainly be required for the subsequent year's Annual Plan.

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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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

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?

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

110

2050: 80 percent reduction

- Yes
- No

Comments

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

50

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?
Zealandia should be sold and ratepayers reimbursed.

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?
If Zealandia is financially unsustainable it should be closed.

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"/>
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Initiatives	Yes	No
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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

Savings could be found through halting Councillors' vanity projects, closing down secret slush funds and corporate welfare subsidies including grants to professional sports teams. A thorough downsizing of Council staffing should be carried out.

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

Wastewater is one of the Council's core functions.

Other issues/ matters or general comments

Comments

I am deeply concerned by the continual rates rises above the rate of inflation and the alarming mountain of debt this Council is imposing on ratepayers. Wellington is becoming unliveable, especially for those on fixed incomes, and after living here for forty years we are considering getting out before ratepayers are overwhelmed by this Council's gross irresponsibility.

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

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- 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

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Talava Sene

From: Deborah Mason <debm@stratum-mgt.co.nz>
Sent: Friday, 22 April 2016 2:37 p.m.
To: BUS: Annual Plan
Subject: Urban Development Agency Submission

Please accept this email as submission of support of the Urban Development Agency and Craig Stewart would like to be heard.

Regards

Deborah Mason



STRATUM MANAGEMENT LTD
PO Box 11 680
Manners Street
Wellington
Telephone 027 210 2584
www.stratum-mgt.co.nz

by Post 152
06 April

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Pauline and Athol Swann
47 Mairangi Road, Wadestown
Wellington 6012

18th April 2016

2016/17 Annual Plan

Freepost Wellington City Council

P O Box 2119 Wellington 6140

Email: BUSAnnualPlan@wcc.govt.nz

Submission from Pauline and Athol Swann and we wish to be heard.

PROPOSAL I2 – Urban Development Agency.....We are concerned at the suggestion of another Council Controlled Organisation which would purchase and assemble land to create viable development parcels, prepare design briefs and masterplans, enter into agreement with developers and actively advocate for quality development in the city. We question the suggestion that the establishment of an Urban Development Agency would let the Council be more active in unlocking development potential in the city and the Five types of activities. Also of concern under IMPACT “In the initial stages funding from the council will be required to support its activities and build its operations to a stage where it can be self funding” Will the ratepayers be consulted and open to meetings if not we are totally opposed to the establishment of an Urban Development Agency.

PROPOSAL 6 - New Initiatives

LIVING WAGE – We support the implementation of the Living Wage.

COMMUNITY GRANTS CHANGES - We support the increases in grants to the named organisations.

THE 2015-25 LTP YEAR 2 WORK PROGRAMME

4. Basin Reserve – We support the investment in the essential maintenance and general upgrade of facilities. However, concerned about considering a business case on the future of the Museum Stand. We consider this should be a top priority to restore.

7. Earthquake-strengthening the Town Hall - We question why the Town Hall strengthening has not been started as in June 2013 the councillors voted to save and strengthen the Town Hall and the Mayor said “my colleagues and I agree that the project must go ahead as the Town Hall is an historic landmark building and the money we will spend will future proof the building for the next century. Music performance and recordings will benefit and today we show leadership for Wellington’s heritage and public safety. We have excellent economic opportunities to lead earthquake engineering, community resilience and architectural services globally. This is a critical commitment to a strong future for Wellington. We cannot expect private owners to upgrade and strengthen their heritage buildings if we don’t show commitment” (end of quote). In August 2013 \$6.9 million was passed for the upgrade of Shed 6 to provide an alternative to the Wellington Town Hall which will be out of action for 3 years for earthquake strengthening and here we are 3 years nearly up and nothing started.

In the current consultation document we are told there are various ways of approaching the issue, we’re taking the time to properly consider them all.

In the current consultation document we are told there are various ways of approaching the issue, we're taking the time to properly consider them all.

Again in March 2014 the Festival Report in the Dompost Mr Button (music critic) is quoted as lamenting the Town Hall as a music venue and Glenys Coughlan PWV Chief Executive agrees it was a loss to the programme and now 2 years later the same disappointment from the Festival Chair..

However of greater concern was the letter in the Dompost 7th April 2016 we are told that the Town Hall project is in the Council's Long Term plan and exploratory work will continue through the remainder of the year. Yet again Mr Button Music critic (14th April 2016) referred to the Michael Fowler Centre as unsuitable for certain concerts and attached is a copy of this article. WE CAN ONLY ADD GET ON WITH IT!

8- Frank Kitts Park Upgrade –

Once again I would like to categorically state that my husband and I have always supported a Chinese Garden but not on Frank Kitts Park which is a true free open space and is a popular lunch time destination for CBD workers, school parties visiting the Museum of City and Sea who all enjoy the atmosphere to eat their lunch and on many days "keep fit" classes are available.

What is referred to as The Lawn the majority of Wellingtonians call it the "amphitheatre" which provides comfortable seating space for the many concerts, family entertainment and last stop for Father Christ parade and varied events throughout the year especially the Festival of the Arts and Summer City, Teddies Bear picnics and of course Relay for Life which again has just been held.

The upper levels of the amphitheatre and battlements provide advantage points for events on the harbour, dragon boat races, yacht races, kayaks. The seats on the promenade side are well used by locals and visitors from the cruise ships enjoying a coffee or ice cream or just resting and of course if the wind is off the harbour the amphitheatre is very sheltered.

We are totally opposed to the "flattening" of the current playground and moving it closer to the street and southern end of the Events Centre and Shed 6. The current position of the Lighthouse slide and other equipment provide views out to the harbour and hills and plenty of sunshine whereas the proposed area is in the shade and close to many cars and trucks delivering to the Event centre and Shed 6. Over many years I have spoken with many families and "awesome" is often quoted and the undulating grass is very popular with young children who like to roll and tumble down the slopes from the slides etc and the parents enjoy sitting under the many trees watching their children. However more swings on the flat area near the promenade would be welcome.

The bouncy equipment on the flat area nearer to Jervois Quay has always been popular and the latest attraction has been the small cars for children to drive.

We would also like to quote from Page 39 of the 2014-2043 Wellington Urban Growth Plan Draft "COMPLETE THE DEVELOPMENT OF THE WATERFRONT – WE CONSIDER FRANK KITTS PARK SHOULD BE THE PREMIER RECREATION AREA FOR THE CITY, PARTICULARLY CHILDREN. And another quote from Jan Gehl, the Danish consultant who in one of his reports commented "A SIGNIFICANT RECORDING IS THAT THE HIGHEST NUMBER OF CULTURAL ACTIVITIES AND CHILDREN PLAYING ARE FOUND ON THE WATERFRONT WHERE THE SPACE IS WIDE ENOUGH TO RUND AROUND FREELY – AS SUCH THE WATERFRONT IS THE PLAYGROUND OF WELLINGTON.

Finally we can see no justification to allocate \$5.5 million to bulldoze this park and a number of trees when there is only need for a few repairs and some more play equipment. Apart from the original

preferred site considered for a Chinese garden in the 2001 Waterfront Framework to the east of Te Papa there are better locations for the Chinese garden which should be quiet place of rest and contemplation.

13 North Kumutoto public space – We support additional work being done to mitigate the wind and shade effects that the proposed building will have on the public spaces. Apart from the Iwi and the Council's Accessibility Advisory Group we consider that the many ratepayers and Waterfront Watch and Historic Places should be part of the "input" group. We also agree with the assurance that issues of vehicle and pedestrian movements, lighting and safety are addressed.

With the general debate and concern over "freedom" campers we consider this area should not have another office block but retained as a campervan site as is very popular and has great toilet facilities etc

OPERATIONAL PROJECTS – Business as usual

We support 2 – Building Heritage Incentive Fund 7 – N Z Festival 8 – School Pools funding

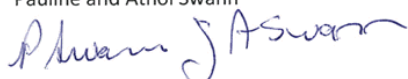
OPERATIONAL PROJECTS – improvements

We support 1 – Circa Theatre, 2 – Community Halls, 3 – Cultural grant funding, 7 – Te Mahana Programme

ENGAGEMENT AND CONSULTATION PROCESS

Of concern to many was the fact that although consultation was launched by the Mayor on the 29th March the document was not available in many libraries for 2/3 days and the Council's Service centre had only two copies not to be taken. I emailed for a copy to be left at the Information centre but no reply so asked at the desk and pleased to say was given several hard copies. I appreciate it was on the council website but not all ratepayers have a computer or a printer

Pauline and Athol Swann



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Item 2.2 Attachment 1

Submitter Details

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Last Name: **probert**
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On behalf of: **Miramar**
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Suburb: **Miramar**
City: **Wellington**
Country:
PostCode: **6022**
Daytime Phone: **044798435**
Mobile: **0272414393**
eMail: **allan@wellingtonvets.co.nz**

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

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- strongly support
 support
 neutral
 oppose
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Comments

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?

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

2020: 10 percent reduction
2030: 40 percent reduction

58

2040: 65 percent reduction
2050: 80 percent reduction

- Yes
- No

Comments

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
see submission

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?

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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?
treat Zealandia like Soames Is-minimal investment and staffing

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?
turn it into the Karori community centre rather than bulding a new one

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?

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Council art collection	<input type="radio"/>	<input type="radio"/>

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

Initiatives	Yes	No
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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"/>

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

yes-get out of private activities such as gyms where council has no expertise in running businesses that arent core and compete with privately owned businesses. Also consider merging community centres and libraries where space is available to create community hubs and sell the real estate

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

153

- 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

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Submission- Wellington City Annual Plan

Introduction

Enterprise Miramar Peninsula Inc (EMPI) is establishing itself on the Peninsula as a strong advocate for Miramar business and innovative change. Our relationship with Council continues to improve. We continue to work towards improved lines of communication with council officers as the first contact of choice and to partner with Council to benefit the Business Improvement District and the greater Wellington region.

Comments

In general, we are supportive of the aims and intentions of the annual plan. We do however have a number of concerns around the CBD focus given to many projects;

- We are a 'compact city' yet the suburbs miss out on many benefits of proposed projects.
- All projects are being subsidised by the Council who draw on the reserves of businesses in the suburbs. This affects the economic activity and business blend in suburbs such as Miramar.
- City project examples would be IT incubators; gyms and venue activities and especially the proposed film museum. While there is often a need for Council to facilitate the establishment of such activities it needs to be careful of the long term effects of those subsidies in terms of fees; allocations and costs.

Specific Issues

- **Peninsula Framework-** There was early talk in previous annual plans of a Miramar Framework.
- Enterprise Miramar Peninsula would be keen to explore the concept of a spatial plan for the Miramar Peninsula-

'Miramar Peninsula-the capital's playground'

A possible catch phrase and concept to work towards.
Moving forward we would like to see a planned approach to;

- Businesses
- Roading and piped services at the end of life
- The already established Film industry and tourism opportunities
- Hospitality
- Innovation and IT
- A resilient and sustained community
- Recreation-beaches; cycling, sport etc.
- Conservation- environmental (mainland island) and historic

Study and understand how new developments such as Watts Peninsula, the Prison site and Shelly Bay could fit into the overall plan.

We suggest a working party be convened under the auspices of Council with key people invited to look at the overall vision. It seems sensible to look at this as an economic development opportunity and therefore part of the annual plan.

Each of these areas could be considered as an overarching plan for the whole Peninsula with initiatives inter linked to each other. Additionally, new proposals can be considered against this spatial plan.

EMPI would be keen to work with Council on this as it is consistent with recent discussions with the Chief Executive and his offices at a number of Miramar meetings.

- **BID funding-** while we are very grateful for the funding support to establish our BID; we are concerned that funds are limited and also that as the policy gathers pace; funding and staffing constraints will limit the number of BIDs and their ability to deliver benefits such as economic growth and engagement with the city. We are happy to offer our feedback to enable policy review and ideas around developing capacity to handle BID development and support. It should be noted there is significant pressure on board members who volunteer their time; while running their own businesses.
- **Runway Extension-** we are generally supportive of this project as one that can deliver economic benefits to all sectors of Wellington. We remain willing to help the process especially in the area of small business engagement to help the Consent process. We support working towards a robust business case before approval is given.
- **Urban Development Agency-** we support the idea of an urban development agency as a way of ensuring good design and sustainability in the city. They must have real teeth and suitably qualified staff to be effective and to avoid becoming another layer of bureaucracy. They also need to be able to look at the big picture issues affecting the city such as effective rating and development contribution policies. We would suggest that there is a suitable panel of interested people that act as a review of their policies and effectiveness; as such an agency should be at the forefront of the cities planning and development
- **IT and Innovation-** while this is a success story for the city there are a number of concerns;
 - Is Wellington City Council the best agency to run tech hubs and wi-fi networks?
Could their involvement inhibit the success of commercial projects? WCC place could be more of a facilitative role and involve appropriate private parties through Advisory Boards or special engagement.

- Again we run the risk of thinking too narrowly. If we consider the issue of Tech Associated activities including free wi-fi, why aren't these issues being considered alongside each other? Miramar and Khandallah are looking at developing free wi-fi and security setups in their respective suburbs but it seems crazy that these are not considered as part of a masterplan for the city.
 - Some ideas;
- *Getting actively involved in the ICT Hub proposal and helping push that.*
 - *Satellite ICT Hubs in Eastern, Western, and Northern Wards. Starting with Eastern.*
 - *Extending the free CBD wireless to not just the rest of the city, but to suburbs as well.*
 - *When the free wireless is built, making sure that we can attach sensors to it at a later date.*
 - *A move toward Open Data stored in a Community Cloud that is managed by WCC, the Community, Business, and other interested parties.*
 - *A policy that WCC will attempt to source its ICT locally, where appropriate. (There are moves to do this in government as well and it's worked really well in the UK).*
- **Cycleway and Transport Options-** Enterprise Miramar Peninsula Inc is consulting with local businesses and Council on redeveloping Miramar Avenue for a number of reasons;
 - It is our main economic thoroughfare and usage is growing by 2.5% per year
 - It is mixed usage ie. Businesses compete with the need for mixed transport options ie. Bike, car, pedestrian and bus as well as trucks.
 - We want to avoid an Island Bay scenario and see cycling as a big economic benefit for the Miramar Peninsula and for local businesses
 - We have significant issues with poor infrastructure in this area which will continue to hamper further development in the area.

We remain supportive of efforts to make the area and the city cycle friendly.

Summary

In summary we would like to see the Council broaden its approach and CBD focus. There is considerable value in considering an integrated approach and supporting the suburbs to develop those things that the LTP quite rightly considers important;

- Growth and economic activity
- Vibrancy and innovation
- Infrastructure

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We support the intent of the current Annual Plan and look forward to engaging with Council in many of these initiatives.

Submitter Details

First Name: **Sea**
Last Name: **Rotmann**
Street: **43 Moa Point Road**
Suburb: **Moa Point**
City: **Wellington**
Country: **New Zealand**
PostCode: **6022**
Mobile: **0212469438**
eMail: **drsea@orcon.net.nz**

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 lets 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 lets 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 cycly-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!

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

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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

Lyllal Bay Foreshore Resilience Plan

70

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
Lyll 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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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.)

156

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

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Submitter Details

First Name: **Patrick**
Last Name: **Morgan**
Organisation: **Cycling Action Network**
On behalf of: **Cycling Action Network**
Street: **PO Box 25424**
Suburb: **Featherston Street**
City: **Wellington**
Country:
PostCode: **6146**
Daytime Phone: **042104967**
Mobile: **027 563 4733**
eMail: **patrick@can.org.nz**

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

Actions in the plan need to match this aspiration. Actually, why not go further and aim to be a zero carbon city?

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?

Yes, but: doesn't go far enough. You don't throw a glass of water on a burning house.

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

73

160

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

- Yes
 No

Comments

Doesn't go far enough. Climate experts tell us we need to phase out fossil fuels urgently to meet climate targets.

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

74

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
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If not, what is your preferred approach?

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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

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

Initiatives	Yes	No
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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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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?

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- No

Comments

Other issues/ matters or general comments

Comments

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160

- 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?

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- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian

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

Attached Documents

File
Annual Plan 2016/17 Consultation

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Antoinette Bliss

From: Anna Kemble Welch <akemblewelch@gmail.com>
Sent: Tuesday, 26 April 2016 6:11 p.m.
To: BUS: Annual Plan
Cc: Newtown FestivalNZ; Martin Hanley; James Coyle
Subject: Annual Plan Submission 2016
Attachments: Newtown Festival funding support.pdf

Annual Plan Submission 2016

Anna Kemble Welch

Newtown Festival Committee, Newtown Residents' Association

123 Daniell Street, Newtown, Wellington 6021

10 year plan objective - more major events in Wellington

'Major events make sure the city is a dynamic and enjoyable place to live.'

Newtown Festival is an established well run major event

- A FREE outdoor public event
- The biggest annual street fair and free music festival in New Zealand
- Newtown Festival is complementary to Cuba Dupa and the Wellington Fringe Festival
- Newtown Festival aligns with the Goals, Community Outcomes and Priorities for the 2040 Vision for Wellington
- More funding is needed in the WCC Annual Plan for the Newtown Festival event to ensure its viability, continuity and sustainability [as per unanimous resolution of Wellington City Council Economic Growth and Arts Committee 26 April 2016]

Refer attached PDF 'Newtown Festival funding support'

Also refer strategic business plan, and detailed confidential event budget already on file with WCC.

Recognition with awards :

- Finalists in the Wellington Gold Awards 2014, Vibrant Gold Category

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- Winners of the Wellington Airport, Wellington Community Award, Heritage and Environment category, 2015.

Over 20 years Newtown Festival has established it's kaupapa, representing vibrant Newtown and showcasing vibrant Wellington we have solid roots and strong branches.

I would like to be heard in support of this submission

Regards

Anna Kemble Welch
Newtown Festival Co-Director
Urban Activation Lab Director
Partner - Red Design: Architects

027 27 17 084 (04) 389 7316



Wellington City Council 10 year plan objective - more major events in Wellington
'Major events make sure the city is a dynamic and enjoyable place to live.'

Newtown Festival is a major event
The biggest annual street fair and free music festival in New Zealand



Newtown Festival 2015 Wellington Batucada amongst the 2015 Street Fair Crowds: Photomontage at 4pm from the New World Community Stage (35,000+ people onsite)



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Precis:
**Newtown Festival & The Long Term Plan
Community Outcomes**

People Centered City
Newtown Festival Street Fair is a day long free public street party on a massive scale, facilitating Newtown residents as "hosts" for a day to 85,000+ from the entire region, directly helping to create character and a sense of identity. Newtown has become a vibrant place for residents and visitors alike. We have a tradition of hosting event interns from Europe.

Connected City
The Newtown Festival helps to connect Newtown with the rest of the region through hosting our mega festival. The public are informed of the programme, connected events, and ways to get involved through newspaper adverts, mainstream and b-net radio, website, leafletting and wide use of social media. This creates a wide range of volunteers and participants in the festival. 232 volunteers helped on Fairday 2016. Since 2013 this included include the South Wellington Time Bank as a source of volunteers. Through the imebank contact is retained and volunteer hours are able to be redeemed in other areas of the community. The Newtown Festival volunteer network enables people to maintain connection and increase community based resilience.

Eco-City
The Newtown Festival has a volunteer network that tackles recycling on fair day. The recycling programme and its educator volunteers (90 people in 2016) have become a very successful part of the Fair which each year increases the recycling from the Fair and reduces the waste going to landfill. Newtown Festival's pioneering work to lessen public event waste going to landfill meant our volunteer Recycling Crew were Heritage and Environment Category Winners for Wellington City at the Wellington Airport Community Awards in 2015.

Dynamic Central City
Newtown Mt Cook and Berrimore are the southern quadrant of the Central City, with 3 tertiary institutions they are also a student quarter. Every year aligned with orientation week the Newtown Festival hosts at least 12 stages of music and performance, 275 acts applied to perform for 2016, we accepted 123 acts who performed on the 14 stages / performance zones and 3 venues – over 450 performers. The Festival is a talent nursery providing performance opportunities and big crowds for emerging artists. Similarly we employ services from many small scale production companies and local contractors.

Newtown Festival was a finalist in the Vibrant Gold Category at the Wellington Gold Awards 2014
The Newtown Festival helps to facilitate cultural and performance exchanges with other places including Christchurch, Dunedin, New Plymouth, Hamilton, Auckland, Melbourne, Sydney, Vanuatu and Canada. This helps to strengthen local performers profiles and their ability to sustain themselves as arts practitioners.

Local Bands that have achieved success through this scheme are The Nudge, Newtown Rocksteady and So So Modern.



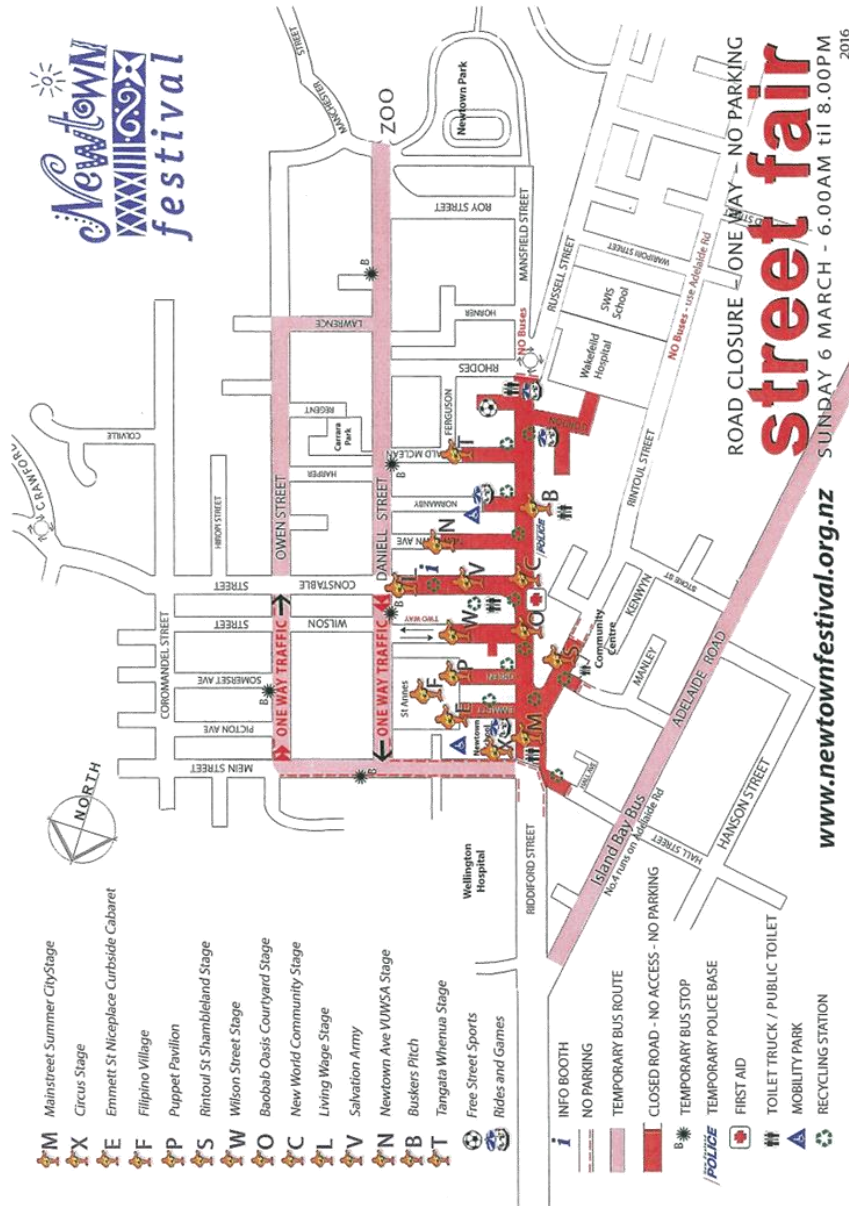
173

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Item 2.2 Attachment 1

Time	Stage	Submitter	Event Details
9:30AM	Sumner City MAINSTREET STAGE	WELLINGTON CITY COUNCIL MC MICHAEL FRANCE	Travis 10:00AM The Eep 11:30AM Sam Maruana Akohauk Band 12:15PM
10:00AM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
10:30AM	9th to 10th City SHAMBLELAND PLAYING FOR WELLINGTON	MC LEO AND ALDO & SHARON STEIN	Opening Exhibition 10:00AM Sally Video presents: Mowing 10:30AM Songs from the Old Country 11:00AM Melissa 11:00AM Priscilla 12:00PM So Samba 12:30PM The Sables 1:15PM SHABBY GAMES & THE 100+ YEAR OLD SOLID GOLD DANCERS & Special Guests 1:45PM Clarity Community 4:00PM
11:00AM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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MIDDAY	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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1:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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2:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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3:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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5:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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6:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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7:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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8:00PM	Sumner City CURSIDE CABARET	COLTSBARD GUITARS MC MICHAELOW	Carissa Spill (Special) 10:00AM Frank Birkett Band 10:45AM Teresa Tyle 11:30AM Flux Johnson 12:30PM Mick Cahill 1:30PM Roku 2:15PM So Jaid Beck 3:15PM Sally Richardson 4:15PM Aria 5:15PM
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Community well-being and the Newtown Festival

One of the less obvious benefits provided by the Newtown Festival is the platform it provides for community organisations. In 2016, 65 community groups had stalls at the Fair, promoting their services and causes or fundraising for their organisations, and others benefited from the opportunity to perform on one of the stages.

Here are some excerpts from emails from community groups participating in the 2016 Newtown Festival Fair Day:

Email From Kaibosh:

"I'd also like to thank you [Martin], Anna and the rest of the Festival crew for offering free stalls to community groups like ours... And of course, for throwing a fantastic party!! I know that it takes a massive amount of work. We were promoting our new Food Rescue Heroes programme and took the opportunity to dress up like fruit and vegetables..."

- The Numbers...
- 22 new regular financial donors to our organisation
 - That's \$360 of new income per month for a local Wellington community group
 - That's the equivalent of 590 meals provided to other Wellington community groups who support people in need! (it costs us .61 cents per meal to rescue and provide food)
 - Because of the large number of people who attend Newtown Festival, massive awareness-raising of our organisation happened too."



Email From The Wellington Circus Trust, who performed on the Circus Stage:

Rosalie Ducharem - Head trainer/Youth Circus Direct at the Wellington Circus Trust
"The Newtown Festival has been a great experience for our Youth Circus, who had the chance to perform 3 times for our own neighbourhood and meeting them through workshops. It was great to see that the Festival included a zone specifically dedicated to circus in their programme this year, and we hope to see it growing in the future, as it gives us a good opportunity to share our passion with the community. The Newtown Festival has provided us lots of visibility, as we noticed a visible rush of requests to join our classes in the following weeks."

Laila Smith - Performer in the Youth Circus
"Being a part of Newtown Fair as a youth circus performer was a very special performance opportunity. The fair had such an enthusiastic vibe and it was great to see so many children and families enjoying our show. A lovely experience and looking forward to the next time."

From the Regional Screening Services, Hutt Valley DHB

"We have been to numerous Fair Days and recently attended Creekfest in Porirua but to be honest the Newtown Fair day was quite unprecedented. We didn't anticipate the amount of people attending. As a service we have been looking at opportunities to raise the importance of breast and cervical screening in the Wellington region and this was a fabulous event to do this. I only wished that I had taken more people to this event as there were only the two of us and it was an extremely hot day so we could have done so much more. I have let my team know that we all will be in attendance next year 2017. We gave away 200 resource packs, had many lovely ladies who were Breast/Cervical Cancer Survivors approach us to say how wonderful it was to see us there, we enrolled quite a few women, answered many questions particularly from younger women with family history of cancer. Can I convey to the organisers how well the day went considering the hoards of people, extreme weather conditions everyone helping was so friendly."

From the Festival of Praise, a precinct on the old Caltech site run by the new owners, a Church group. The organisers are themselves health professionals and their precinct had stalls providing free medical checks to fairgoers, as well as food, entertainment and a 'chill out' zone. They ran this precinct in their own property from their own resources, with logistical support provided free-of-charge by the Newtown Festival:

"We absolutely loved being a part of Newtown Festival. Thanks very much to you and team for helping us even though we signed up very late. You and your team made us feel very welcome indeed.
 Thanks for the use of the big generator and having the use of the warm water washing station. The hay bales were a big hit for people to eat and rest in the shade.
 We had so much great and positive feedback about the Festival.
 The success of the Festival of Praise stall on the day was due to the generous help of your team and of many volunteers from different Christian and youth groups from WLG and Hutt. We even had volunteers and generous donors (doctors/helpers) who came down from Auckland specifically to help us on the day.
 We would like Festival of Praise to be a permanent part of Newtown Festival at the 'old petrol station' site."

From the Mighty Ukes, who performed on the Community Stage:

"We loved every minute of our performance! It had its spin-offs too with people who saw us on the Community Stage wanting to join our group. Plus a proposed request from The Home of Compassion Soup Kitchen for The Mighty Ukes to perform as one of a few groups for their Street Appeal fundraising project in July. Sophie their communications co-ordinator saw us perform and really enjoyed it!
 Gratitude again to you and the organising team for all your wonderful work and making it all possible - an absolutely magnificent festival and we hope to be a part of it again in 2017 :)"

Stalls and the Newtown Festival

The Newtown Festival Street Fair Day includes a market that rivals any in the country. For 2016 there were 500 stall bookings which resulted in 442 stalls attending on the day. 163 of the stalls at the Festival were food stalls.
24% of the stalls came from Newtown and neighbouring suburbs
50% from the rest of the Wellington region including Kapiti Coast and Hutt Valley
26% from the rest of New Zealand – from Auckland to Christchurch.

Here are some excerpts from emails from stallholders participating in the 2016 Newtown Festival Fair Day:

Email from Stallholder from Nelson:
"I just wanted to thank you all for such an amazing Newtown Festival this year. It was my first year attending and I've attended many markets here in the South Island, but this was just so incredibly well run! Getting in and setting up/getting out packing down was so very well organised and I received some great help from several marshals throughout the day. One of the most impressive things (which I have never seen at markets or fairs) was the fabulous attention made to recycling! The people involved in that area were so patient and helpful. I wish more fairs were like this."

Email from Stallholder since 2011 also from Nelson:
"I want to thank you for organising and creating such a wonderful day. Hats off to you and all the team who make this day the best festival to be part of. Looking forward to next year."

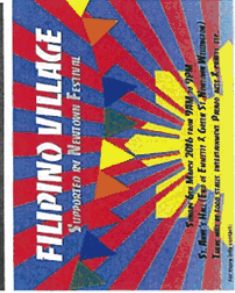
Email from Local stallholder:
"What an amazing feel good day it was once again on the 6th. Does it get any better?"

Email from Masterton, new to our Fair:
"I have just got home from a most enjoyable day. We would like to thank all the people who were involved in making this one of the best markets we have been to. Very well organised and the bench mark for all others to aspire to. Book us in for next year."

Email From Taranaki, another newcomer:
"First I have to say what a pleasure it was meeting some of you, everybody had a smile on their face and was very helpful. The festival was great, but mainly because of all of you people who work hard to make it that way."

Email From A regular attendee, from Whitby:
"Please pass on my congratulations to all involved in the organising of this superb event. It is mind-boggling how it all went so well, how all those involved in organising were so friendly and efficient. Such a huge number of stalls and sound stages, to say nothing of the carnival atmosphere through the streets."

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Thank you for being part of the 20th Anniversary Newtown Festival Street Fair.

Bookings for 2017 have now opened!

Thank you for being part of last week's Newbery Fair. It was a fantastic event and we had a pleasure having your stalls lined up our streets. The weather was certainly kind this year, helping the Festival be a great celebration. Crowd feedback was that people loved the variety and quality of the stalls. Thank you for coming.

In 2016 we had 430 stalls, and this year there were 495 stalls, 163 of which were selling food from around the world. This year we have introduced an online booking system for our stalls. The online stall booking system is based on what you told us when you booked. Please check it out – you might want to tell us something different next year.

If you would like to attend next year's Festival you can book now for Sunday 5 March 2017. Thanks to the hard working web team who have made this available as soon as possible.

Our Stalls team welcome your feedback, suggestions and comments. If you have any photos you would like to share we can feature them in future Newsletters and put them online. Please email stalls@newtownfestival.org.nz.

Booking for the 2017 Festival

The list of stalls will be available on our website before Friday (when all the final allocations are complete). We plan to leave the stall listing page online until the end of the year. If you would like us to add a website link to your 2016 listing, so that customers can track you down now that Friday has been and gone, do send us an email with your facebook or website link and our volunteers will upload that for you.

The box on the booking form labelled "Description of Stall and Contents" gives us what we publish in the online listing of stalls.

Your stall's written promo will be able to be viewed by browsers on their smart phones at the Newtown Festival, and in 2017 we hope to have an improved search function for stall listings. Make what you say in your booking sound inviting. If you make it brief we will use your own words, otherwise there will be some editing.

STALL SITE ALLOCATION

Some zones are extremely popular and over subscribed. Selecting a preference when you book does not guarantee that you will be allocated a stall site in that zone. The local businesses have first priority (outside their Shop or Restaurant) and only the earliest bookers and repeat returning stall holders who book and pay promptly are likely to be allocated the available sites in the most popular zones. Please don't be disappointed if your stall is not in the zone you selected. Many of the stall holders not in the main street have a great fair day and are very happy with their spot.

We have some themed areas based on type of product, and big stalls can only fit in certain places. Most food stalls are clustered together in one of the 7 different food areas. Generator locations for the supply of power to your stall and also closeness to hand washing (for food stalls), also influence the sites we can give you. Due to the number of stall bookings and pressure on space, we might not be able to take



Newtown Festival 3 year Business Plan
Table 1. – Priority Outcomes

Basis for Appendix A: Annual Contract Funding Performance Agreement with WCC for July 2016 to June 2019

This performance agreement Table outlines the desired Newtown Festival outcomes that strengthen capacity in Wellington's social, environmental, arts and cultural sectors. The table specifies the activities and indicators for each outcome and identifies benchmark performance targets for the Newtown Festival's 3 year contract with Wellington City Council.

Outcomes	Annual Objectives	Activities	Indicators	Targets
<p>Outcome 1. Helping maintain Wellington's status as New Zealand's arts and culture and events capital</p>	<p>Strengthening capacity in Wellington's social, environmental and cultural sectors by convening Newtown's public expression of identity, creativity and community empowerment – the annual Newtown Festival</p> <p>Maintaining a high standard of quality performance showcasing talented new and established, music, dance, cultural group circus, and busker performance.</p>	<p>Run the Newtown Festival Fair Day in the closed streets of central Newtown.</p> <p>Foster public enjoyment and participation with this free regional mega event able to be enjoyed by large crowds.</p> <p>Promote, facilitate and run satellite activities during the Festival time of the year additional to the iconic Street Fair Day</p>	<p>Rethink the use of roadways and public space – putting people first for one day of the year with:</p> <ul style="list-style-type: none"> Well designed site layout – a complex series of precincts, "outdoor rooms" occupied by stalls stages and activities for the public to inhabit Traffic Management Plans (diverting 25,000+ vehicles and bus services) Health and Safety Plans Public health and safe food handling practices Environmental impact strategy Efficient Set-up and Pack-down in the public realm 	<p>Keep the event at or about its current size of public crowds, and number of performance stages and stalls (2006 – 2016 New Zealand's largest free outdoor annual performance event and street market)</p> <p>Plans, strategies and practices developed to manage and run the event.</p> <p>Plans strategies and practices approved by Council as necessary.</p> <p>Approved plans, strategies practices and event infrastructure implemented successfully.</p>
<p>Outcome 2. Providing a supportive environment in which performance, arts and cultural activities can flourish, both at a professional and a community level.</p>	<p>Providing creative opportunities for Wellington based musicians and performance artists and their support people – enabling an expression of the best and boldest* of arts and culture to be showcased in the public realm</p>	<p>Act as a talent nursery by providing an enthusiastic 'big crowd' opportunity for emerging artists and crew.</p> <p>Provide or facilitate opportunities for Wellington based musicians and arts practitioners to present their work.</p> <p>Provide a supportive environment for support people and tech crew to develop their skills and to support emerging practitioners</p> <p>Provide volunteering opportunities through events and planning.</p> <p>Have the Newtown Festival office* hub open all year</p> <p>* Mid January – mid March the Festival Office is open for 14 business hours. Maintaining office hours is needed for working with professional crew, performers, contract suppliers, WCC officers and local businesses. Continuing outside regular office hours in the evenings and on weekends is needed for working with community groups, volunteers and even some performers.</p> <p>* Newtown Festival was a finalist in the Vibrant Gold Category at the Wellington Gold Awards 2014</p>	<p>Stages or other performance opportunities will be provided during the Festival for community groups, for established and emerging artists to showcase their skills.</p> <p>Festival stages or other projects will enable support people to develop their craft.</p> <p>The Festival office, which is very well connected to the Newtown community, will stay open all year providing a stronger pathway for young folk and community groups to participate.</p> <p>Reports to Council outline the mix of activities that take place within the event, the numbers of performers (both emerging and established) participating in the Festival plus the benefits of the event for practitioners and other event crew.</p>	<p>Keep the event at or about its current size of public crowds, and number of performance stages and stalls (2006 – 2016 New Zealand's largest free outdoor annual performance event and street market)</p> <p>At least 6 performance stages or performance areas provide free public entertainment during the Festival.</p> <p>Tech practitioner development: At least 10 support crew I have the opportunity to develop their skills during the Festival.</p> <p>Host a Newtown Festival event intern</p> <p>At least 3 arts practitioners participate in the Festival</p> <p>At least 12 community groups will be actively encouraged and supported to participate in the delivery of the Festival.</p> <p>Ongoing artist support: Use the web and ICT to promote the performers and artists before, and after, as well as during, the event.</p>

Provisionally For 2016 – 19 Agreement 1 of 3

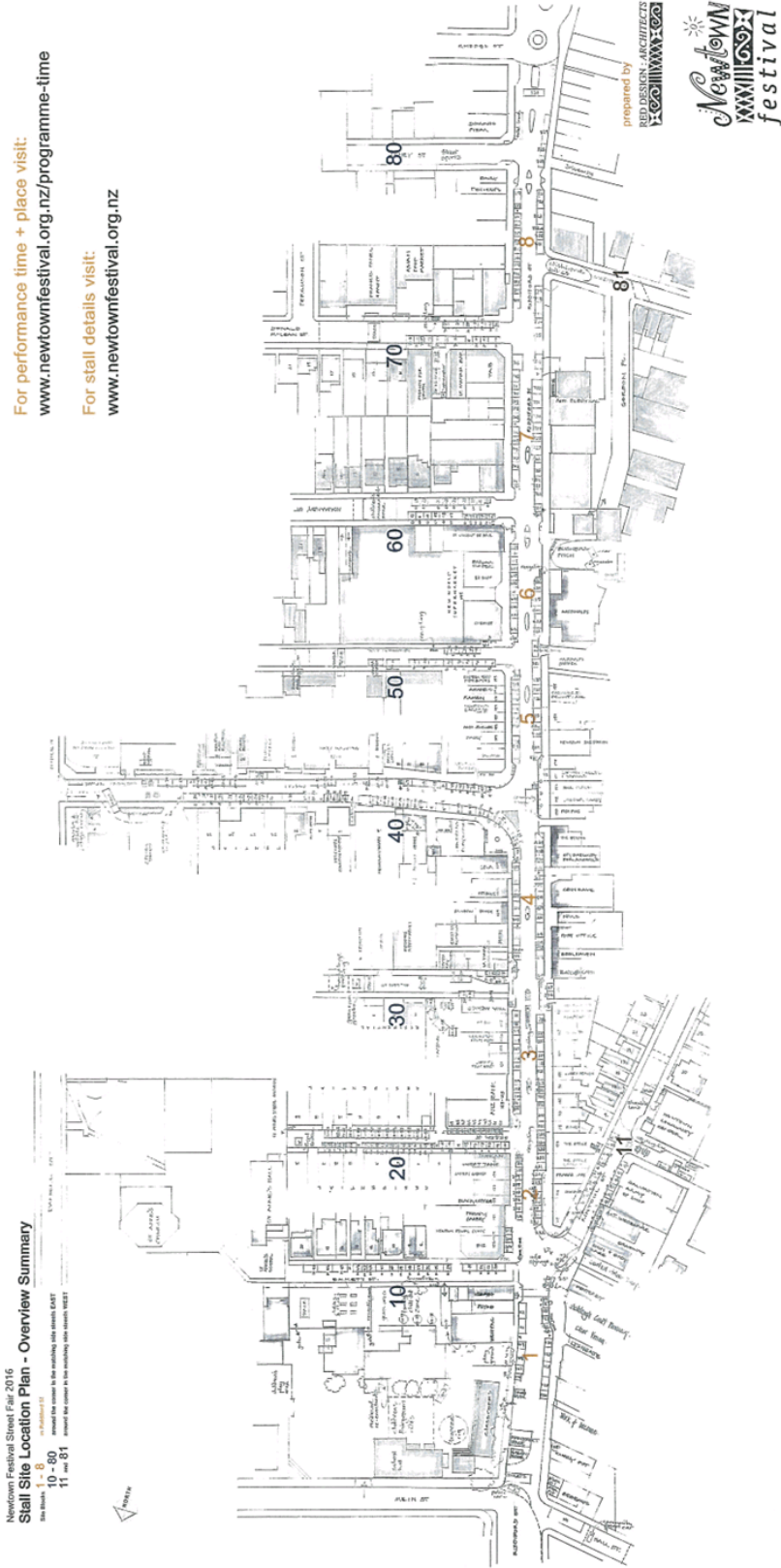
VERSION 2.1: Newtown Festival 3 Year Business Plan July 2016 to June 2019 DRAFT Appendix A: Newtown Festival Annual Contract Funding Performance Agreement March 2016
Newtown Festival CONFIDENTIAL DOCUMENT

Appendix A: continued Newtown Festival Annual Performance Agreement				
Outcomes	Annual Objectives	Activities	Indicators	Targets
<p>Outcome 3. Fostering social responsibility, environmental sustainability through waste minimisation, community connectivity and resilience while positively supporting and showcasing Wellington's inclusive culture.</p>	<p>Showcase embracing social and cultural diversity.</p> <p>Providing opportunities for community groups and Wellington's diverse communities, as performers, stallholders, crew and volunteers contributing integrally to the success of the Newtown Festival.</p> <p>Continue Newtown Festival's pioneering award winning "work to lessen waste going to landfill."</p> <p><small>* Recycling Crew were Heritage and Environment Category Winners for Wellington City at the Wellington Airport Community Awards 2015</small></p>	<p>Act as a socially responsible regional advocacy forum by providing a family friendly enthusiastic "big crowd" opportunity for promoting issues, causes and community groups.</p> <p>Activate a community network that pro-actively engages with local schools, businesses, performers and community groups over many months while convening the logistics required for the annual Festival event.</p> <p>Activate a community network for Newtown Festival's award winning zero waste team's recycling and waste minimisation crew on Fairday.</p> <p>Pro-actively minimising or eliminating social and physical barriers to access and participation in the Newtown Festival.</p>	<p>Community groups have opportunities to be actively involved in the delivery of the Festival.</p> <p>Zero Waste Fairday strategies target increased recycling and further minimisation waste on Fairday.</p> <p>Paperless office protocol: Digitally handle stall booking, stall holder info packs, digitally file consents and licensing and TM Plans for approvals.</p> <p>In the off season Newtown Festival will participate in programme of activities facilitated by Arts Access Aotearoa and Council and share Newtown Festival experiences with Arts Access and other arts networks.</p> <p>The baseline foundation financial support provided by Wellington City Council is acknowledged.</p>	<p>Provide community groups and community service organisations with opportunities to profile themselves, taking advantage of the Street Fair's large crowds.</p> <p>Provide reduced rates for community groups to participate in the Festival as stallholders [to at least 40 groups]</p> <p>Provide performance opportunities for community groups from throughout the Wellington region</p> <p>Move the Street Fair closer to Zero Waste – with increased recycling and less waste.</p> <p>Maximise the paperless office protocol, using digital files (without printing) as much as possible.</p> <p>Design and implement a barrier free Fair site</p> <p>Provide temporary mobility parking near the Fair</p> <p>Assist WCC to bring its free public mobility scooter service to Fairday.</p>
<p>Outcome 4. Contributing to Wellington's sense of place and community connectivity – developing social capital while invigorating the Capital City cultural experience through innovative urban celebration.</p>	<p>Highlighting the role of "Urban Story Telling" and its contribution to sense of place.</p> <p>Raising awareness of the role of dynamic Street Festival as significant "Urban Story Telling".</p> <p>Raising awareness of the importance of a sense of belonging in the community in which you live.</p> <p>Raising the profile of the Newtown Festival outside Wellington and giving additional reasons for increasing visitor numbers coming to the Festival from outside the city.</p> <p>Urban Story Telling: <i>In the pre colonial marae and the pre industrial village everyone knew everyone else's story – who was good at what, who to trust, who to go to for help, and much more... In modern, mobile society this is not always the case. We no longer know everyone we live near. But if that place itself has a strong "urban story" that others can relate to and be part of (in a big, or small way) then it is much easier for people to feel they belong, and to be part of the society they live in.</i></p>	<p>Promote a public awareness of enhancing "sense of place".</p> <p>Raise the profile of the urban and social initiatives that lie behind the Newtown Festival – the thinking that lead the team to devote so many years to this long running urban social development exercise.</p> <p>Promote Wellington's inclusive culture and the 20 year growth of this landmark creative temporary urban initiative.</p> <p>Promote the methodology of Newtown Festival's award winning zero waste team's work on recycling and waste minimisation on Fairday, and their leadership influencing other events.</p> <p>Increase visitor numbers coming to the festival from outside Wellington, both to enjoy as a member of the public crowd and to participate in as performers, event team, crew and stallholders.</p>	<p>Highlight the role that careful professional design has in successfully staging vibrant temporary urban events.</p> <p>Discuss the public empowerment and involvement that comes from closing 10 blocks of arterial traffic corridor for a day* and re-inhabiting the streets.</p> <p>Discuss the public empowerment and sense of identity that comes from having 85,000 people, 435 stallholders, and 123 performance acts** at "your place" for a day/long celebration.</p> <p>Link and partner with Positively Wellington Tourism, Council and other marketing and media channels to promote this uniquely Wellington initiative more widely.</p> <p>The profile of Newtown Festival outside Wellington is raised, resulting in more participation and attendance from visitors outside Wellington.</p> <p>Mentor other groups to re-imagine public space and stage free outdoor activities.</p> <p><small>* The guest of honour at the Street Fair is Newtown itself.</small></p> <p><small>** 2016 Newtown Festival Street Fair numbers</small></p>	<p>More media exposure for the idea of reconfiguring public space for creative public use.</p> <p>More media exposure for the temporary city that is established every Fairday.</p> <p>Use the web and ICT to promote the ideas and ethos behind the Festival (as well as promoting the performers and artists).</p> <p>Move closer to Zero Waste – with increased recycling and less waste on Fairday</p> <p>The techniques of Newtown Festival's award winning zero waste team are adopted by other events.</p> <p>Wider acknowledgement of the significance of the support of Wellington City Council (and other sponsors).</p> <p>Innovative free public events by others occur in the southern suburbs.</p> <p>WCC collaborates with Newtown Festival and with other agencies gathering data on numbers of visitors attending the Festival from outside Wellington city.</p> <p>With WCC assistance the economic impact of the Newtown Festival is assessed and discussed.</p>

VERSION 2.1: Newtown Festival 3 Year Business Plan July 2016 to June 2019 DRAFT Appendix A: Newtown Festival Annual Contract Funding Performance Agreement
March 2016 Newtown Festival CONFIDENTIAL DOCUMENT

Provisionally For 2016 – 19 Agreement 2 of 3

Appendix A: continued Newtown Festival Annual Performance Agreement		Annual Objectives	Activities	Indicators	Targets
<p>Outcomes</p> <p>Outcome 5. Strengthen capacity in Wellington's social, environmental and cultural sectors by establishing a sustainable future and organisational resilience for the Newtown Festival</p>	<p>Newtown Festival Charitable Trust established to assist the highly experienced Festival Committee to run the event [as foreshadowed by the Newtown Residents' Association in 2014 and 2015*]</p> <p>Secure sufficient funding to pay the organising team realistic rates, at least a living wage, for managing an event of this scale and its performance line-up** along with the extensive volunteer network.</p> <p>* The Residents' Association membership are proud of the event they have fostered but realise they no longer want to be potentially responsible for such a large scale undertaking.</p> <p>** Industry insiders tell us: 6 March 2016 saw fees public performance worth more than \$100,000 on a production set up worth \$55,000 with Newtown festival only paying 1/3 of this value.</p> <p>Note: Some wording of this Outcome 5. segment of the table will need updating slightly in year 2 of the contract/funding agreement.</p>	<p>Establish a vibrant Newtown Festival Steering Group / Friends of Newtown Festival – a support panel for advising and recruiting suitable trustees and business mentors.</p> <p>The current organisers continue to run the event, assist in establishing the Newtown Festival Charitable Trust and configuring viable succession planning for the future.</p> <p>The new Festival organisation develops a more robust Business Continuity Plan.</p>	<p>Newtown Festival Trust established to assist the Newtown Festival Committee.</p> <p>Succession Plan devised</p> <p>Business Continuity Plan reviewed and updated.</p> <p>Increased baseline funding allows the organising team to spend time negotiating and establishing sponsorship relationships and fostering (latent) volunteer talent.</p> <p>Progress is made on a strategy towards paying performers and crew closer to market rates</p> <p>Friends of Newtown Festival support group recruits business mentors to advise the Festival</p>	<p>Friends of Newtown Festival, Newtown Festival Trustees and business mentors all help connect to potential sponsor partnerships.</p> <p>Key staff and committee members retained.</p> <p>Increased volunteer roles.</p> <p>Sponsorship increases.</p> <p>Performers and tech crew can be paid more realistic fees, and Newtown Festival avoids being the major event that drives down the industry standard rates.</p> <p>Festival becomes less vulnerable to volunteer and contributor discount fatigue (pro bono contributions have a half life).</p> <p>The goodwill of our much loved Festival is maintained and strengthened.</p> <p>By the time of the 2017 Newtown Festival (the 21st Festival Street Fair) the event is no longer the responsibility of the Newtown Residents' Association. – marking this 21st Birthday Party landmark as part of the Newtown Festival Opening in 2017!</p>	
<p>Provisionally the basis for Appendix A: Agreement: July 2016 – June 2019</p> <p>Note: Outcome 5. will need updating in year 2 of the contract funding agreement.</p>	<p>Date: 22 March 2016</p>	<p>Name: Martin Hanley Newtown Festival Director 389 7316 027 41 58 731 123martinh@gmail.com</p>	<p>Signature:</p>		



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Talava Sene

From: Ronnie Nathu <Ronnie.Nathu@sccn.co.nz>
Sent: Tuesday, 26 April 2016 5:31 p.m.
To: BUS: Annual Plan
Subject: Eastern Suburbs Cricket Club Submission re Annual Plan 2016/17 for consultation
Proposed \$750,000 grant to Toitu Poneke Community & Sports Hub
Attachments: Eastern Suburbs Cricket Club Submission re Annual Plan 2016-17 Proposed
\$750,000 grant to Toitu Poneke-signed.pdf

Please find attached a copy of Eastern Suburbs Cricket Club Submission re Annual Plan 2016/17 for consultation
Proposed \$750,000 grant to Toitu Poneke Community & Sports Hub.

We wish to also make an oral submission to councillors.

If you have any questions please do not hesitate to contact me.

Regards

Ronnie Nathu
Finance Director
Southern Cross Cable Network
Main +64 4 496 3260
DDI +64 4 496 3246
Mob + 64 21 455 472
www.southerncrosscables.com



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Eastern Suburbs Cricket Club

2016 National Club Champions
P.O. Box 4099, Wellington

28 April 2016

2016/17 Annual Plan
Freepost Wellington City Council
PO Box 2199
Wellington 6140

Eastern Suburbs Cricket Club Submission re Annual Plan 2016/17 for consultation Proposed \$750,000 grant to Toitu Poneke Community & Sports Hub

Background

Eastern Suburbs Cricket Club is the largest adult cricket club in New Zealand, with 25 adult teams and 35 junior teams. It has achieved unprecedented success over many years on the cricket field and is currently New Zealand's Club National Champions. It is the major user of Kilbirnie Park in the summer months.

Introduction

This submission is in response to a Council resolution to grant \$750,000 to a Toitu Poneke development.

Submission

Eastern Suburbs Cricket Club welcomes the commitment that the Wellington City Council has shown in being prepared to partial fund and invest in a sports hub on Kilbirnie Park, given the strategic importance of Kilbirnie Park as a key sports and community hub. However, this must be targeted to meet the needs of **all** clubs in the area and in providing a long term sustainable solution for **all** clubs.

There are a number of significant sports clubs with a substantial membership base in excess of 1,800 members who directly have very high usage of Kilbirnie Park and Evans Bay Park, these clubs are not part of Toitu Poneke and these clubs needs and requirements must also be catered for in any long term solution.

The Eastern Suburbs Cricket Club is committed to a sports hub that provides a long term solution for **all** clubs. The Toitu Poneke proposal does not provide for the needs of Eastern Suburbs Cricket Club, as a result it does not support the funding submission of \$750,000 to Toitu Poneke as the sole solution for a Sports and Community hub at Kilbirnie and Evans Bay Park, in particular:

- We do not believe the financial projections for Toitu Poneke are credible or sufficiently robust to justify Eastern Suburbs Cricket Club joining the Toitu Poneke sports hub, nor do they appear viable enough to warrant the proposed financial commitment from Wellington City Council. We are concerned that there has been insufficient due diligence undertaken.
- A separate funding package to support Toitu Poneke completely undermines the commitment and effort in forming the Kilbirnie and Evans Bay Park Community Sports Hub Working Group, established in early 2015. Eastern Suburbs Cricket Club has actively



Eastern Suburbs Cricket Club

2016 National Club Champions
P.O. Box 4099, Wellington

participated in the Kilbirnie and Evans Bay Park Community Sports Hub in good faith with a number of other clubs including council officers with a view to working towards a long term solution for **all** clubs within the Hub. The funding grant is outside of the full knowledge of the working group and also does not address the needs of **all** clubs.

- Any funding plan needs to have a long term perspective with an agreed masterplan of the wider area that encompasses not only Kilbirnie Park but also Evans Bay Park, WRAC and the artificial surface at St Pats College. It does not provide a long term solution, with Toitu Poneke viewing its current proposal as a 10 year solution. This will avoid any unnecessary duplication of facilities.
- The position of the cricket blocs, current training nets and the location of the clubhouse make the Toitu Poneke facility extremely unattractive for Eastern Suburbs Cricket Club.
- The Council/Toitu Poneke appointed consultant, Global Leisure, noted the South Eastern corner of Kilbirnie Park as the preferable site for any new redevelopment in their report dated 22 October 2014. We believe the resource of Wellington City Council should be targeted to the development of this site.
- We consider a two facility structure within the Kilbirnie and Evans Bay Park Community Sports hub the best option for **all** clubs, the addition of a smaller boutique clubhouse in the south east corner would complement the existing Poneke Rugby Club structure. This option would not diminish the existing green footprint and warrants further consideration.
- There is no precedent for two major rugby clubs of the size and standing of MSP RFC and Poneke RFC to share the same facility. We do not believe this is a feasible solution without significant further thought. MSP RFC is the largest rugby club in the Eastern Suburbs and needs to be a key participant in a sporting hub that incorporates Kilbirnie and Evans Bay Parks, given their significant commitment to the artificial surface and Evans Bay Park.

Recommendation: That the Wellington City Council

Agrees to reasonably consider a wider funding proposal to the Kilbirnie and Evans Bay Park Community Sports hub, when a robust financial plan, a MOU and an agreed long term masterplan for Kilbirnie Park and Evans Bay Park has been agreed by all key stakeholders that is all encompassing and that provides a viable long term sports hub for all parties.

The Eastern Suburbs Cricket Club is prepared to make an oral presentation should the Council require.

Yours sincerely



Ronnie Nathu
President -Eastern Suburbs Cricket Club

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Annual Plan 2016/17 consultation

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

Submission form

Visit wellington.govt.nz/ap2016-17 if you want to submit online. Submissions close 5pm, Friday 29 April 2016.

Enter your name and contact details	
<input checked="" type="checkbox"/> Mr	<input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr
First name	BERNARD
Last name	O'SHAUGHNESSY
Street address	139a Daniell Street
Suburb	NEWTOWN
City	WELLINGTON
Phone	022 .1888.289
Email	BernardCat011@yahoo.co.nz
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	

Annual Plan 2016/17 consultation survey questions

Low-carbon capital
<p>1) Do you support Wellington City Council's aspiration to be the "low-carbon capital"?</p> <p><input checked="" type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>2) Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, what else could be done?</p>
<p>3) Do you agree with the recommended emission reduction targets for the city?</p> <p>2020: 10 percent reduction 2030: 40 percent reduction 2040: 65 percent reduction 2050: 80 percent reduction</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Comments:</p>

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Urban Development Agency	
Should the Council establish an Urban Development Agency to:	
4) lead and co-ordinate the physical regeneration of strategic parts of the city?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5) parcel land together and increase the supply of affordable housing?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6) deliver large-scale Council developments?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7) demonstrate good practice in housing development urban design and sustainability?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8) take a leadership role in areas where earthquake-prone building issues are preventing a timely market response?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Comments:	
<i>But with some reservations.</i>	
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?	
<input type="checkbox"/> Yes <input type="checkbox"/> 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?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If not, what should happen to the governance of Zealandia?	
<i>I am & will always be opposed to the blood money sucking by Zealandia.</i>	
11) Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If not, how should the Trust's balance sheet pressures be addressed?	
<i>NO</i> <i>get the University to pay their share. They pushed for it to have Research in their backyard.</i>	

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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 think this should be debated
more in our communities.*

Other initiatives

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

Initiative	Do you agree the Council should fund this initiative in 2016/17?	Is this one of your top five preferred initiatives?
Lyall Bay Foreshore Resilience Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Toitu Pōneke Sports Hub	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Ngauranga to Airport - minor capital projects	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Johnsonville Library Kindergarten purchase	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Living Wage	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Community Grants changes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
New Outdoor Events Series	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Toi Pōneke support	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Placemaking	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Middleton Road	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council art collection	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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:

*Rates should be 2.2%.
Stop the expensive roading/beautification
projects in the over expensive CBD.
for 3 yrs & put that money out to
the suburbs for a change.*

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

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Who we are 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 *(why ask this question?)*

Which of the following 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)

<input checked="" type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
<input checked="" type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	Please state:
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

Privacy statement
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Other issues/matters or general comments

I have heaps to say and as I have a Busker's license I will sing & dance during my presentation.

I think Council fail our city with its failure to address the beggar issue, more areas needing Liquor Bans, & our rubbish collection system is just rubbish. Its time for heads to roll!

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Wellington City Council
Policy and Reporting (COPO08)
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Wellington 6140



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First name <i>Peter</i>	
Last name <i>Frater</i>	
Street address <i>90 Britomart</i>	
Suburb <i>Benhampton</i>	City <i>Wellington</i>
Phone <i>04 972 9718 / 027 442 1647</i>	Email <i>peter.frater@clear.net.nz</i>
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	

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98

Item 2.2 Attachment 1

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Item 2.2 Attachment 1

Urban Development Agency	
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Comments:	
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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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If not, how should the Trust's balance sheet pressures be addressed?	
<p>The Zoo, Zealandia and the proposed Marine Education Centre should be combined and operated as a single entity and operated by the Zoo.</p>	
99	

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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?

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Middleton Road	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
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 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

100

Item 2.2 Attachment 1

238

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I am male female

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Have you ever made a submission on a draft Annual Plan before? Yes No

Which of the following best describes you?

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

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<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

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Other issues/matters or general comments

That Council invest in more practical and financial support for outdoor community events such as the Island Bay and the Newtown Festivals

That Council invest in more practical and financial support for community centres such as the Berhampore and Newtown Community Centres.

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FREEPOST 2199
Annual Plan 2016/17 consultation
Wellington City Council
Policy and Reporting (COPO08)
PO Box 2199
Wellington 6140

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Item 2.2 Attachment 1

Submission- Wellington City Annual Plan

Allan Probert
Allan@wellingtonvets.co.nz
Secretary-0272414393

Introduction

The Khandallah Business Association is establishing itself as a strong advocate for Khandallah business and innovative change for the village; which is under challenge economically and demographically. Our relationship with Council continues to improve. We continue to work towards improved lines of communication with council officers as the first contact of choice and to partner with Council to benefit the Business Improvement District and the greater Wellington region.

Comments

In general, we are supportive of the aims and intentions of the annual plan. We do however have a number of concerns around the CBD focus given to many projects;

- We are a 'compact city' yet the suburbs miss out on many benefits of proposed projects.
- All projects are being subsidised by the Council who draw on the reserves of businesses in the suburbs. This affects the economic activity and business blend in suburbs such as Khandallah.
- City project examples would be IT incubators; gyms and venue activities and especially the proposed film museum. While there is often a need for Council to facilitate the establishment of such activities it needs to be careful of the long term effects of those subsidies in terms of fees; allocations and costs.

Specific Issues

- **BID funding**- while we are very grateful for the funding support to establish our BID; we are concerned that funds are limited and also that as the policy gathers pace; funding and staffing constraints will limit the number of BIDs and their ability to deliver benefits such as economic growth and engagement with the city. We are happy to offer our feedback to enable policy review and ideas around developing capacity to handle BID development and support. It should be noted there is significant pressure on board members who volunteer their time; while running their own businesses.
- **Runway Extension**- we are generally supportive of this project as one that can deliver economic benefits to all sectors of Wellington. We remain willing to help the process especially in the area of small business engagement to help the Consent process. We support working towards a robust business case before approval is given.
- **Medium Density Housing**- we see this as important for the growth and long term stability and future of the village business area. We need a sensible policy that is consistent across the city; but in Khandallah's case; offers housing choice and the ability for long term residents particularly to be able to down size and remain in the village.

- **Urban Development Agency-** we support the idea of an urban development agency as a way of ensuring good design and sustainability in the city. They must have real teeth and suitably qualified staff to be effective and to avoid becoming another layer of bureaucracy. They also need to be able to look at the big picture issues affecting the city such as effective rating and development contribution policies. We would suggest that there is a suitable panel of interested people that act as a review of their policies and effectiveness; as such an agency should be at the forefront of the cities planning and development

- **IT and Innovation-** while this is a success story for the city there are a number of concerns;
 - Is Wellington City Council the best agency to run tech hubs and wi-fi networks? Could their involvement inhibit the success of commercial projects? WCC place could be more of a facilitative role and involve appropriate private parties through Advisory Boards or special engagement.
 - Again we run the risk of thinking too narrowly. If we consider the issue of Tech Associated activities including free wi-fi, why aren't these issues being considered alongside each other? Miramar and Khandallah are looking at developing free wi-fi and security setups in their respective suburbs but it seems crazy that these are not considered as part of a masterplan for the city.
 - Some ideas;
 - *Getting actively involved in the ICT Hub proposal and helping push that.*
 - *Satellite ICT Hubs in Eastern, Western, and Northern Wards. Starting with Eastern.*
 - *Extending the free CBD wireless to not just the rest of the city, but to suburbs as well.*
 - *When the free wireless is built, making sure that we can attach sensors to it at a later date.*
 - *A move toward Open Data stored in a Community Cloud that is managed by WCC, the Community, Business, and other interested parties.*
 - *A policy that WCC will attempt to source its ICT locally, where appropriate. (There are moves to do this in government as well and it's worked really well in the UK).*

- **Cycleway and Transport Options-** We remain supportive of efforts to make the area and the city cycle friendly.

Summary

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In summary we would like to see the Council broaden its approach and CBD focus. There is considerable value in considering an integrated approach and supporting the suburbs to develop those things that the LTP quite rightly considers important;

- Growth and economic activity
- Vibrancy and innovation
- Infrastructure

We support the intent of the current Annual Plan and look forward to engaging with Council in many of these initiatives.

Submitter Details

First Name: Carolyn
Last Name: Nimmo
Street: 39 Mitchell Street
Suburb: Brooklyn
City: Wellington
Country: New Zealand
PostCode: 6021
Daytime Phone: 044398142
eMail: nimmoc5@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

I applaud the CEMARS certification of WCC and the website Climate Calculator that allows people to assess different options for climate mitigation and adaptation.

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?

While I support all of the proposals, I believe the Plan does not go far enough and does not commit sufficient money (it's mostly from existing budgets). In particular, more needs to be done to improve transport efficiency and building quality, and reduce waste to landfill. Re transport, I know this is partly GWRC responsibility and there needs to be strong advocacy to get much better services, such as from the railways station to the airport and hospital, such as light rail, tram or more bus priority. Also, more action on walking and cycling facilities. I support changes to the Council vehicle fleet and encouragement of other options as outlined. Energy efficient housing is also important and every support the council can give to this, including the review of minimum parking

105

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requirements, is welcome. There should be increased budget and accelerated timeframe for the sustainable building solutions work.

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

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

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I have not had time to read the proposal for the urban development agency but strongly support all the actions it is proposed to take, as outlined above. Therefore, I have no opinion on whether the creation of an agency or other management option is the best .

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 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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input type="radio"/>	<input type="radio"/>
Community Grants changes	<input type="radio"/>	<input type="radio"/>

302

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 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
Lyll 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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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 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

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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

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Item 2.2 Attachment 1

Submitter Details

First Name: **James**
Last Name: **Solari**
Organisation: **Solari Architects Limited**
Street: **3/306 Evans Bay Parade**
Suburb: **Hataitai**
City: **Wellington**
Country: **New Zealand**
PostCode: **6021**
Mobile: **0274229430**
eMail: **james@solariarchitects.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

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?

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

110

2050: 80 percent reduction

- Yes
- No

Comments

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

We at Solari Architects strongly support the proposal for an Urban Development Agency. The challenges that compromise an restrict growth capacity, and are currently affecting housing affordability can be definitely be assisted through an appropriate UDA. The city wants to bring new higher density residential communities into the city, however the quality of infill development is always compromised, and is expensive. In general terms the city is set out in a relatively fine grain of property sizes, as such, the ability to amalgamate sites and masterplan high quality precincts/communities has the opportunity for much better overall outcomes. Having personally spent time working in Sydney, I know the benefits of consolidated masterplanned developments. Urban Growth NSW, their local UDA, is a good example of a successful agency, but further to them, there are also some exemplar projects of larger scale consolidation that has been undertaken by

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large developers such as Lend Lease, and Frasers (see Jacksons Landing, Central Darling Square, etc) as successful growth and development projects. In Wellington we are limited by scale, and don't have the benefit of these large developers. The ability of a UDA to facilitate opportunity for our developers would be very beneficial. I can see a model where the UDA consolidates and masterplans precincts and can then bring in various private developers to undertake various parts of the masterplan, creating opportunity for all. Masterplanned precincts allow for a better balance between built form and collective open space. Careful consideration can be given to how the displaced businesses from an consolidated area, are able to be relocated to somewhere else. A UDA needs to be able to sensitively manage such issues, and in fact should look at this as opportunity. Successful precinct plans rely on a good blend of variety, and mixing residential and business appropriately. We would certainly like an opportunity to provide further input into the structure and principles of a UDA. Well done on the initiative, please make sure it happens.

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 **112**

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

Lyllall 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 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 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 type="radio"/>	<input type="radio"/>
Council art collection	<input checked="" 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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
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Middleton Road	<input type="radio"/>	<input type="radio"/>
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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

This is important infrastructure, it needs to be appropriately managed and controlled in a consolidated manner. Should not be left to private individuals.

Other issues/ matters or general comments

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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

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Antoinette Bliss

From: James Solari <james@solariarchitects.com>
Sent: Friday, 29 April 2016 5:52 a.m.
To: BUS: Annual Plan
Subject: Urban Development Agency - Submission

We would like to specifically table our support of an Urban Development Agency. Please note that we have made an on-line submission, however, we have particular interest in this proposal. As such we feel it important that we make a direct contribution. We would relish the opportunity to have more active contribution to the development of a UDA. Our comments below are what we have tabled in our on-line submission.

We at Solari Architects strongly support the proposal for an Urban Development Agency. The challenges that compromise an restrict growth capacity, and are currently affecting housing affordability can be definitely be assisted through an appropriate UDA. The city wants to bring new higher density residential communities into the city, however the quality of infill development is always compromised, and is expensive. In general terms the city is set out in a relatively fine grain of property sizes, as such, the ability to amalgamate sites and masterplan high quality precincts/communities has the opportunity for much better overall outcomes. Having personally spent time working in Sydney, I know the benefits of consolidated masterplanned developments. Urban Growth NSW, their local UDA, is a good example of a successful agency, but further to them, there are also some exemplar projects of larger scale consolidation that has been undertaken by large developers such as Lend Lease, and Frasers (see Jacksons Landing, Central Darling Square, etc) as successful growth and development projects. In Wellington we are limited by scale, and don't have the benefit of these large developers. The ability of a UDA to facilitate opportunity for our developers would be very beneficial. I can see a model where the UDA consolidates and masterplans precincts and can then bring in various private developers to undertake various parts of the masterplan, creating opportunity for all. Masterplanned precincts allow for a better balance between built form and collective open space. Careful consideration can be given to how the displaced businesses from an consolidated area, are able to be relocated to somewhere else. A UDA needs to be able to sensitively manage such issues, and in fact should look at this as opportunity. Successful precinct plans rely on a good blend of variety, and mixing residential and business appropriately. We would certainly like an opportunity to provide further input into the structure and principles of a UDA. Well done on the initiative, please make sure it happens.

We look forward to hearing more on this initiative.

Regards
James Solari

Managing Director

solari ARCHITECTS

Level 1, 13-15 Adelaide Road, Wellington, 6021, New Zealand
P: +64 (0) 4 974 4562
M: +64 (0) 27 422 9430
www.solariarchitects.com

This communication, including any attachments, is confidential. If you are not the intended recipient, you should not read it - please contact me immediately, destroy it, and do not copy or use any part of this communication or disclose anything about it. Thank you. Please note that this communication does not designate an information system for the purposes of the Electronic Transactions Act 2002.

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Item 2.2 Attachment 1

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Marist St. Pats Rugby Football Club (Incorporated)

P O Box 3472, Wellington 6140

Gym Telephone: (04) 387 2316

Gym Facsimilie: (04) 387 3462

www.msprugby.co.nz

27 April 2016

2016/17 Annual Plan
Freepost Wellington City Council
PO Box 2199
Wellington 6140

Wellington City Council – Submission by Marist St Pats Rugby Football Club Incorporated on the Annual Plan 2016/17 – Proposed Pōneke Toitu Sports Hub

1. This submission relates to the Wellington City Council's Annual Plan for 2016/17. This submission is made on behalf of the Marist St Pats Rugby Football Club Incorporated (**Marist St Pats RFC**) in response to Proposal 6: New initiatives – which includes a proposed grant of \$750,000 to a Toitu Pōneke Sports Hub.

Background

2. The following two options have been proposed for sports and community club development at Kilbirnie Park:
 - a. A grant of \$750,000 to a proposed Toitu Pōneke Sports Hub as part of Proposal 6 of the 2016/17 Annual Plan. This would result in a common sports hub facility within the existing Pōneke Football Club clubrooms comprising Pōneke Football Club and other community clubs (**Toitu Pōneke Sports Hub**). Marist St Pats RFC opposes this proposal.
 - b. A hub for all sports and community clubs in the area including Easts Cricket Club, Marist AFC, Marist St Pats RFC, Pōneke Football Club, Pōneke-Kilbirnie Softball, Wellington Darts and St Patrick's College (**Kilbirnie and Evans Bay Parks Community Sports Hub – Foundation Clubs**). Marist St Pats RFC supports this proposal.
3. Marist St Pats RFC is the largest rugby club in the Eastern Suburbs and one of the largest sports clubs in Wellington City. In 2016 it has increased its number of junior and senior teams registered with the Wellington Rugby Football Union. The clubs referred to in paragraph 2b, above are the **Foundation Clubs** that use Kilbirnie and Evans Bay Park.
4. Marist St Pats RFC contributed, at the request of Council, to an analysis by an independent consultant – Global Leisure. That independent analysis dated 22 October 2014 submitted that the best location for a community facility was the south-eastern corner of Kilbirnie Park. It was recommended that land at Kilbirnie Park be set aside for a new purpose built facility that would meet the needs of all current and prospective users of Kilbirnie and Evans Bay Parks.
5. Global Leisure completed a further analysis on 15 February 2016. Marist St Pats RFC was not invited to contribute but notes a number of inaccurate statements that were attributed to Marist St Pats RFC. Such inaccuracies led to false views of Marist St Pats RFC's desired outcomes.

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Submission

6. The Toitu Pōneke Sports Hub funding proposal is opposed for the following reasons:
- a. A Toitu Pōneke Sports Hub principally comprising Pōneke Football Club is disproportionate to the level of consolidation required as well as contrary to the community interest by excluding major sports users of Kilbirnie Park and its environs.
 - b. The decision to favour the Toitu Pōneke Sport Hub proposal contradicts previous representations by Council Officers and Councillors. At meetings of interested parties on 5 August and 7 October 2015, held at the ASB Sports Centre and promoted by WCC Councillors and Officers, it was agreed that the appropriate focus was the formation of a community sports hub for Kilbirnie and Evans Bay. At these meetings Councillors and Officers endorsed the Kilbirnie and Evans Bay Parks Community Sports Hub proposal.
 - c. A grant to an entity other than that promoted by Council and its Officers in August and October 2015 would undermine the significant work that has been undertaken by the **Foundation Clubs** on the Kilbirnie and Evans Bay Parks Community Sports Hub. Such a grant would be premature without consideration of alternative options.
 - d. The funding proposal in the Annual Plan for 2016/17 is for a 10-year extension of an aged facility that is not fit for purpose. This proposal is short-sighted.
 - e. The proposed Toitu Pōneke Sports Hub funding does not address the needs of these large sports clubs (Easts Cricket Club, Marist AFC and Marist St Pats RFC) that together have a natural synergy. These have playing and non-playing membership which exceed 2,000 persons.
 - f. The funding proposal is similar to that of the Johnsonville Hub. The Johnsonville Hub concept has not been successful.
7. We welcome the Council's initiative to grant funding to sporting and community development in the underdeveloped Kilbirnie area. However, we oppose a broad consolidation of sports clubs into the existing Poneke Football Club facilities.

Recommendations:

- 8. That Wellington City Council make no funding decision until there has been further consultation and a Memorandum of Understanding has been agreed and entered into by all interested parties.
- 9. Marist St Pats RFC is grateful for the time and energy that all parties have brought to this project. Representatives of Marist St Pats RFC are happy to make an oral submission should the Council require.

Yours sincerely



Michael Hansen
Chairman Marist St Pats Rugby Football Club Incorporated

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Antoinette Bliss

From: John Holden <Holden@smnz.org.nz>
Sent: Thursday, 28 April 2016 4:34 p.m.
To: BUS: Annual Plan
Cc: 'Hansen, Mike'
Subject: Marist St Pats RFC - Submission re Annual Plan 2016/17 for consultation
Proposed \$750,000 grant to Toitu Poneke Community & Sports Hub
Attachments: MaistStPatsSubmissiontoWCCAnnualPlan2016 17Consultation.pdf

Please find attached a copy of a submission on behalf of the Marist St Pats Rugby Football Club Inc. re Annual Plan 2016/17 for consultation.

The submission relates to a proposed \$750,000 grant by Council to the Toitu Poneke Hub.

Should it be helpful the Club would also be willing to make an oral submission to councillors.

If you have any questions please do not hesitate to contact me as an initial point of contact.

Regards

John Holden
On behalf of:
Marist St Pats RFC
DDI 04 471 4122
Mobile 021 465 457
email msprugby@xtra.co.nz
website www.msprugby.co.nz

This e-mail is intended for the named recipient(s) only and may contain privileged and/or confidential information intended only for the use of the addressee(s) named above. If you are not the intended recipient, any use, reliance upon, disclosure or copying of this e-mail is unauthorised. If you have received this message in error please notify the sender immediately and erase the e-mail. Thank you

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Antoinette Bliss

From: Rebekah Rennell <rebekah.rennell@charge.net.nz>
Sent: Thursday, 28 April 2016 5:20 p.m.
To: BUS: Annual Plan
Subject: Submission ChargeNet NZ - Annual Plan 2016/17
Attachments: WCC Submission ChargeNet .pdf

Hello,

Attached please find a written submission on the WCC annual plan from ChargeNet NZ.

The feedback relates specifically to our area of expertise, Electric Vehicle charging.

As discussed on the phone with your office, **ChargeNet NZ requests the opportunity to make an Oral Submission**. We understand this is happening on the 9th in Wellington.

I will follow up regarding the Oral Submission tomorrow with a phone call to organise a time-slot.

If there are any questions regarding this or the attached written submission, my phone number is 027 365 1008.

Thank you in advance for your consideration.

Kind Regards,

Rebekah Rennell

Item 2.2 Attachment 1

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charge.net.nz

29/4/2016



ChargeNet NZ
4a Ride Way
Rosedale
Auckland

P.O. Box 302446
North Harbour
0751
0800 224 274

Wellington City Council
101 Wakefield Street
Wellington

Submission on Annual Plan 2016/17, Draft Low Carbon Capital Plan

Response with particular consideration to Wellington City's emissions profile and the contribution of Electric Vehicles (EV) role in Transport and Carbon reduction solutions.

Introduction

ChargeNet NZ is the only non-utility in Aotearoa New Zealand installing and maintaining Rapid DC chargers. ChargeNet NZ is the only provider of Rapid DC charging facilities in Te Kaunihera o Pōneke Wellington Council region. Opened in conjunction with Z energy, our Vivian St charger is the only rapid charger in downtown Wellington.

ChargeNet NZ works in conjunction with location partners including lines companies, traditional retailers from petrol stations to supermarkets, and **currently already has MOUs with six district councils throughout Aotearoa New Zealand.** Our chargers are hosted on council land in Invercargill, Waimate, Dargaville, Kaiwaka, Kawakawa and New Plymouth.

ChargeNet NZ (ChargeNet) is the only company that is currently installing a network of Rapid Chargers to create a nationwide corridor of charging opportunity in order to promote rapid uptake of EV. We are installing on average one new charger every fortnight.

We therefore consider ourselves to be a primary stakeholder in charging infrastructure and understand the unique challenges and potential for the Wellington region.

Summary

Below response to our consideration of your annual plan:

i) EVs are considered to be an area with the greatest potential to transform Wellington's emission profile

charge.net.nz

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Identifying the area for greatest potential

1. *Electrification of the vehicle fleet*

pg. 17

As the plan references, Wellington City's emissions are dominated by two key sectors – transport and stationary energy, which combined account for more than 90% of the city's emissions. All stakeholders can agree on the beyond business benefits of EV uptake. **Most large stakeholders in the electricity sector are regulated against operating in this space by the Commerce Act and the Electricity Act to secure our non-monopolistic supply chain security. ChargeNet agrees fleet electrification in Wellington and nationwide is the area with greatest potential for carbon reduction and economic benefit.**

ii) Car sharing schemes and support of these

Two Smart Energy Challenges have been successfully run to date resulting in initiatives such as Mevo – an EV car-sharing scheme to be launched in 2016

pg. 24

ChargeNet supports these initiatives as they represent the choice available in private transport. A car sharing fleet that is not electrified is not future focused, and we encourage the support of car sharing schemes to focus on EV car sharing, such as Mevo. The car sharing initiative relies on plug in hybrids. This addresses consumer range anxiety at an experiential level – and actual range issues at this date – but does not address the visible infrastructure needed to reduce consumer point of purchase anxiety, which slows private fleet conversion.

iii) Research into incentives for EV charging infrastructure

Over the next two years, we will investigate what incentives, financial or otherwise, could be effective in ensuring the provision of services including, but not limited to... electric vehicle charging infrastructure...

pg. 25

We support this initiative. Each region has different challenges, and the nature of our electricity supply chain being protected from monopolization means network stakeholders have both regional restrictions, and are restricted in their scale of provision of charging infrastructure by both the Commerce Act and the Electricity Act. Charge Net works in conjugation with a wide range of stakeholders, including councils and distributors, to address technical and resource issues to deliver consumers access to EV charging.

iv) Investment in Solar

...and in order to accommodate the desired uptake of electric vehicles across New Zealand we will need to increase electricity generation nationally so investment in solar could also be considered as investment in future EV charging infrastructure needs.

pg. 28

ChargeNet supports the employment of renewable energy in all forms, **but strongly contests that investment in solar can be considered as investment in EV infrastructure, nor its supply needs.**

The employment of our renewable energy is as important as its generation. Encouraging the employment of this renewable energy in areas where we are currently using fossil fuels is crucial to our energy resilience and carbon emission reduction.

ChargeNet believes investment in a facet of our electricity supply chain cannot be considered to be an investment in EV infrastructure itself. How electricity is generated, the delivery of the electricity, and how it is sold defines our highly regulated electrical supply chain.

The employment of renewable electricity in place of fossil fuels can be considered to be addressing carbon reduction needs, and the infrastructure to deliver that specifically to charge EVs can be considered to be EV infrastructure needs.

ChargeNet commits to 100% renewable energy, and to deliver this we partner with Zero Carbon electricity provider Ecotricity. The sourcing of zero carbon emission energy is possible without the need for council investiture in any small-scale renewables, if the primary motivating factor is to support EV uptake.

EVs will certainly encourage more kilowatt-hours, and more electricity used, but do not require more generation. This conclusion is supported by central government energy focused agencies such as EECA.

The causality between EV uptake and load demand cannot be drawn when it is considered in the context of energy resilience and other emerging technology. Battery storage technology and load management have a large part to play in the management of distributed electricity production (such as solar).

An investment in the actual delivery of electricity to EVs is the only true investiture in EV charging infrastructure needs.

v) Encouraging personal vehicle uptake

Changing the way we move

In order to meet Wellington's climate transport challenges we must make it easier for Wellington City residents ... to own personal vehicles which operate on sustainable alternatives to fossil fuels. pg. 29

We support this, and recognize the **primary** barrier to the uptake of EVs in all comparable markets - even with PPP is considered - to be range anxiety. Increased incentives for drivers, coupled with **visible infrastructure**, increases EV uptake. Most effective support from councils comes in the form of car parking, dedicated lanes, etc.

vi) Car parking

Over the next three years we propose to identify up to 100 car parks citywide (suburbs 70%/CBD 30%), with an early focus on the CBD, to be made available based on demand for car-sharing operations, electric vehicle charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. pg. 31

We support this initiative, and further request support from WCC similar to that we have received working in conjunction with six other regional councils, that saw access to council land and car parking at install sites. In these instances, ChargeNet NZ met all cost of hardware, and distributor partners (such as PowerCo and Alpine) provided works support.

This model has allowed councils across the nation to achieve their mandates of EV support without hardware investment.

vii) Subsidy for EV infrastructure

This will be an enabling policy with a focus on reducing compliance and cost particularly for small start-up companies. In addition to the policy, guidelines will be drawn up to identify the level of subsidy needed to grow electric vehicle infrastructure and car-sharing take-up, and the point at which they no longer need subsidized Council car-parking. pg. 31

ChargeNet supports council actions that reduce compliance and cost for companies EVs infrastructure.

viii) Promote Electric vehicle uptake

The other barrier to uptake of EVs is the lack of charging infrastructure around the city, particularly in the CBD, and in neighbouring cities in the Wellington region. This exacerbates "range anxiety" which may deter otherwise motivated car owners from going down the EV path. Wellington also has a higher than average number of residential properties without garages for overnight charging which makes provision of charging near place of work...

As well as providing access to public spaces, including car parks, for the provision of EV charging infrastructure Council can also play a critical role in ensuring the consenting processes for the installation of chargers are as streamlined and affordable as possible. pg. 32

ChargeNet agrees that one of the biggest contributions council can make to reducing range anxiety is streamlining the process for visual and accessible infrastructure in all of its capacity, including but not exclusive to consent processes and access to public spaces.

ix) Oversight for existing installations

We are currently working with a number of private sector partners and key stakeholders to progress this work with a view to producing an easy to understand guide for those looking to install chargers on public and private land within Wellington City, from the standard three pin socket (slow-charger) to the 50kWh fast chargers. pg. 33

- ChargeNet is the only non utility in Aotearoa New Zealand installing rapid charging infrastructure.
- ChargeNet is the only non utility in Aotearoa New Zealand installing a network of rapid chargers.

As we have the largest number of rapid chargers, and are the only network in the nation, we consider ourselves to be a key stakeholder, independent from the regulated electricity supply chain being considered to be a tier 2 retailer, and would welcome the opportunity to be included in this

consultation process. The inclusion of the only independent, and largest network in Aotearoa New Zealand would be in the councils interests. We are proud to have installed the first two and only current rapid DC charging units in Wellington Council area in conjunction with Z.

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. pg. 33

We support the existing scenario with the exemption from building act.

We are also requesting a standardization of the resource consent at a nationwide level, and see Wellington has the chance to lead the country with smart resource consent policy.

We will also investigate the potential within council owned car parking buildings for low-cost EV standard chargers to immediately be introduced in order to get a basic level of public EV charging infrastructure into the CBD. pg. 33

ChargeNet supports opportunity charging as we support all initiatives that accelerate uptake of EVs in Aotearoa New Zealand.

Consultation questions

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

Yes. Leading by example is symbiotic with ChargeNet NZs goals to reduce emission through reducing range anxiety, and Wellington City has a true opportunity to manage a positive transition through smart policy that includes a realistic look at transportation and builds a resilient EV infrastructure.

2. Will the activities proposed in the draft Low Carbon Capital plan contribute to a meaningful reduction in emissions? If not, what else could be done?

ChargeNet NZ supports WCCs plan and its consideration of EVs as a priority, and we foresee a meaningful research into EV integration as planned will show further opportunity for rapid EV uptake in Wellington.

- **Streamlining the process of new power connection applications for EV charging infrastructure is noted in the goals of the council - we see the prioritization of this as crucial.**
- Research into incentives for EV charging infrastructure is important to define needs and opportunity for Te Kaunihera o Pōneke Wellington Council region.
- ChargeNet supports the employment of renewable energy in all forms, but strongly contests that investment in solar can be considered as investment in EV infrastructure, nor its supply needs. ChargeNet believes investment in a facet of our electricity supply chain cannot be considered to be an investment in EV infrastructure itself. Further, the causality between EV uptake and load demand

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cannot be drawn when it is considered in the context of energy resilience and other emerging technology.

- We support the encouragement of personal vehicle uptake through incentives such as car parking, and a presence of charging infrastructure.
- ChargeNet supports council actions that reduce compliance and cost for companies EVs infrastructure.

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

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

Yes.

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Item 2.2 Attachment 1

From: Sophie Mormede [mailto:sophie.mormede@gmail.com]
Sent: Thursday, 28 April 2016 9:15 p.m.
To: BUS: Annual Plan
Subject: Consultation on the 2016/17 annual plan

To whom it may concern,

Please find attached my submission for the above consultation. I wish to present at an oral hearing.

Regards,

Sophie Mormede
02102675254
sophie.mormede@gmail.com

Consultation on the annual plan 16/17

Submitted by Sophie Mormede, Oriental Bay
Sophie.mormede@gmail.com or 02102675254

Below are the main points I would like to present my views at the oral submissions.

- Low carbon capital
 - I support higher levels of reduction targets, and further accountability. Even though all the climate change actions have been carried out, our emissions still increased since 2013 instead of decreasing.
 - The target should remain 40% by 2020 and not be reduced to 20% by 2020.
 - Methods should not change year on year to hide lack of progress, or be recalculated retrospectively using the new method.
 - Emissions need to include international aviation and all other sources, such as agriculture.
 - Why is nothing about the airport extension and air travel in general included in proposals? Although it has a much smaller impact on emissions for Wellington than wastewater for example, leading by example could be increasing video conferencing and reducing air travel. Emissions are also not due to drop (see Tonkin and Taylor report 2014) unlike what is suggested in this report.
 - The position of the airport is incorrect for resilience (see WCC own commissioned report by Tonkin and Taylor in 2013). And air transport will be increasingly an issue (see NZSS report). This contravenes the resilient city objectives.
 - I applaud the move to finally address the issue of waste going to landfill, in particular wastewater waste. The process will be long and expensive and needs to be started as soon as possible.
 - Why are parents dropping their kids to school not addressed specifically or mentioned at all? It has been showed to contribute

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- to 70% of the traffic jams, increasing emissions. Specific initiatives there are needed to get more kids to school not using cars.
- It is good to try and reduce the price of public transport. It is one of the highest in large countries. Check out Sydney for example.
 - Urban development agency
 - Potentially a good idea but full of pitfalls.
 - Strong safeguards need to be in place so this doesn't become a subsidy to developers. Transparency is paramount.
 - There needs to be strict environmental targets for any projects through this agency.
 - The agency should become self funding within 5 years or be disbanded.
 - Food act fee changes
 - Why are the fees lined up with other councils? If WCC is cheaper then it should charge this. If it's more expensive, it should also recover its costs but also investigate why it's more expensive than elsewhere.
 - New initiatives
 - Generally support these initiatives.
 - Lyall Bay foreshore resilience plan should take into account climate change, and also the proposed airport extension, which will result in larger waves at the car park, the roadside that gets damaged, and a proposed wave focusing. The plan should have long-term solutions, not just continued repairs to the car park until the next large storm for example. It seems to not have been future-proofed.
 - Private wastewater pipes
 - I support WCC's proposal to take responsibility of maintenance and renewal costs of private wastewater connections in the road reserve.
 - Year two work program
 - I generally support this program
 - Dog exercise areas: I suggest the introduction of agility-type equipment in one of those fenced dog areas as a trial. There also needs to be walking areas available for walkers with dogs off-leash.
 - Biodiversity action plan should be better funded. Diverting a small amount of the million spent on cycleways to biodiversity would go a long way to achieving a more liveable city, more resilient and with more trees.
 - Operational projects: good to see the social and recreation grant directed to esol. There should be a holistic approach to welcoming and integrating new migrants, particularly the recent migrants from Syria and other war countries.

Antoinette Bliss

From: Sarah Rusholme <sarah.rusholme@wmt.org.nz>
Sent: Friday, 29 April 2016 7:58 a.m.
To: BUS: Annual Plan
Subject: Annual Plan Submission: Wellington Amenities Fund

Over the last two years the Wellington Amenities Fund has provided support for the 150 Years: 150 Buses and Kids to the Capital projects.

These projects provide free buses for children from lower decile schools across the region to visit the capital's national institutions: places like Parliament, Government House, Pukeahu National War Memorial Park, the Great War Exhibition, National Portrait Gallery, Supreme Court, Reserve Bank Museum, Te Papa, Holocaust Centre of New Zealand, Wellington Museum, National Library of New Zealand, New Zealand Archives and Nga Taonga Sound & Vision to explore concepts of commemoration of citizenship.

The project also provides professional development training and resources for teachers and support for staff working at these institutions - all designed to make the young learners visits as relevant as possible.

The 150 Years: 150 Buses and Kids to the Capital consortium are grateful for this support, and for Wellington City Council's proposal that their funding of WAF continues. Through 150 Years: 150 Buses in 2015, 4,597 students participated, including 509 young learners from Wellington City - some of these young learners had never previously visited the heart of the capital.

Without WAF support, staff and volunteers at these students and their teachers simply would not have able to access these considerable resources, training, support and benefits. We anticipate that more students will take part in Kids to the Capital in 2016.

Who participated in 150 Years: 150 Buses in 2015?

Council District	Number of Schools	Number of Students
Hutt City Council	11	1155
Upper Hutt City Council	5	359
Porirua City Council	11	1001
Wellington City Council	10	509
Masterton, Carterton and South Wairarapa District Councils	11	769
Kapiti Coast District Council	6	589
Other	2	215
TOTAL	56	4597

The investment that Council makes in the Wellington Amenities Fund enables 150 Years: 150 Buses and Kids to the Capital, as well as projects such as the Matariki consortium featuring Te Papa and City Gallery Wellington, and Nature Connections involving Wellington Zoo, Zealandia Wellington Botanic Gardens and Otari-Wilton's Bush, its business and residents receive significant return, benefits and profile. In addition, Councils' ongoing participation in the Wellington Amenities Fund strengthens every participating organisation's networks and profile among their regional peers and places them firmly in the forefront of a vibrant region's collective offer.

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Your ongoing support is appreciated.

+++++

THIS SUBMISSION IS MADE ON BEHALF OF THE 150 YEARS: 150 BUSES & KIDS TO THE CAPITAL CONSORTIUM.

I WISH TO PRESENT THIS SUBMISSION IN PERSON TO COUNCILLORS.

With best wishes,

Sarah.

+++++

Dr Sarah Rusholme, Head of Strategic Development, Wellington Museums Trust
0221770414

Note:

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Thank You.

Submitter Details

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Last Name: **Squire**
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On behalf of: **Sustainability Trust**
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Country:
PostCode: **6011**
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eMail: **phil@sustaintrust.org.nz**

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

Wellington is ideally placed to make significant inroads into its current carbon emissions. With the absence of agriculture, and some big inroads that can be made into vehicle emissions and stationary emissions the city has the ingredients to meet our 80% reduction targets. We are also the capital city with an educated citizenry, and we can be NZ and world leaders. What is most important, however, is that we must take practical action on the ground and link actions to specific emissions reductions. We would like the larger targets broken down into project sized chunks with a project plans, funding, partners etc. For instance, the Trust could be tasked with reducing household energy emissions by 5% over 2 years, with success payments. Incentivising organisations with expertise in particular areas would galvanise measurable actions. Continuing in that vein, we would also like to see all organisations above a certain size be encouraged and incentivised to reduce emissions in line with Council targets. Potentially a local carbon neutral branded scheme, with local offsets (such as those from www.ekos.org.nz).

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

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Item 2.2 Attachment 1

- Yes
- No

If not, what else could be done?

Building energy use and transport emissions are our main areas for gains. Of note however, is that (based on the high Greens vote in central Wellington in the general elections) there is plenty of scope for leveraging action from those who purport to be environmentally responsible. We still think that more could be done to link climate change to actions that citizens are taking now - such as driving into town. Saving energy or waste minimisation is OK, but saving the world (or Wellington) is more heroic. We'd like to see some serious public messaging linking low carbon behaviours with real reductions - a cross-city challenge. We fully support increasing infrastructure for safe cycling across the city. Particularly for main feeder routes into Wellington from the outer suburbs.

Separation of bikes from cars will remove one of the main barriers to cyclists. Mt Victoria tunnel, however, continues to be a major barrier for cyclists (and pedestrians) in accessing the city. It is narrow, noisy and smelly with walkers and cyclists competing for minimum space. As an extra tunnel is not in the current planning, we would like to see investigations into alternate options such as using the existing pilot tunnel, or separating cyclists and pedestrians by excavating below the existing walkway for another walking/cycling route. Reduction in transport emissions through reducing regs for car parks is a good idea. Reducing the number of car parks, congestion charging, increasing parking charges and increasing density of housing in central city and around transport hubs will have some effect. However, attention needs to be paid to providing effective alternatives to private vehicle use. Alternatives to car use need to have significant enough benefits to reduce the desire to take a car in the first place. Decreasing the cost of public transport (it is usually cheaper to drive than to take the bus) and increasing travel time reliability; car sharing schemes (app enabled), ride sharing, bike sharing (especially electric bikes), and again making it very cool to use active transport, or bad behaviour to drive into town through public campaigns. Guilt while not the greatest emotion is a great enabler when coupled with social norms. As a provider in the government's WarmUp NZ:Healthy Homes scheme Sustainability Trust is very supportive of the allocation of funding towards assisting low-income households access subsidised insulation. In previous years Council has allocated up to \$100K/annum. This year's allocation has been reduced to \$60K and we encourage Council to increase the allocation back to \$100K/annum. Investing in healthy homes, improves the health and wellbeing of low-income families and shows a significant return on investment in health costs. Due to the funding formulas used in WarmUp NZ, funding from Council leverages funding from government of 1:1, and also incentivises investment from other funding partners in the city. Recent data from Wellington School of Medicine showed 12% lower hospitalisation rates for children in low-income homes that had been insulated in WarmUp NZ. Canterbury DHB studies (to be published) show similar benefits. WCC providing leadership in this space is critical in upgrading our housing stock. We look forward to progress on the rental housing WoF as well and applaud WCC for its efforts. The Trust is also very supportive of the funding allocated to the Home Energy Saving Programme. Personalised, independent advice provided to households is a significant driver for behaviour change and investment in energy efficient appliances. Council, Victoria University and the Trust are currently evaluating the energy usage patterns following home visits, which will inform future delivery of the programme. Interest in the programme from Auckland and other cities is also evidence the programme is effective and popular.

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

132

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 **133**

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Zealandia as a Council-controlled organisation?

- Yes
- No

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

Zealandia has proven itself as a key asset for Wellington. With significant Council investment, the proposed governance arrangement gives Council and citizens a greater say in how Zealandia will function well into the future.

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 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 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

Lyll 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 checked="" type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>

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Living Wage	<input 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 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

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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

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Submitter Details

First Name: **Hugh**
Last Name: **Walcott**
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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

My concern is that the actions and initiatives proposed in the annual plan are insufficient to honour this as a title.

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?

'Meaningful' emission reductions I would heap reduce the councils organisational footprint with a minor change in emission profile. To ensure this is a meaningful reduction a higher reduction target is be needed. For this to happen more Wellington based organisations will need to be on board with the reduction strategy. I propose that all city rate payers be part of this strategy. One way to do this is to impose a rate penalty to any company or organisation (including government offices) that does not disclose their carbon footprint or implement a carbon management plan.

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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

Appears close to other international climate leaders. Could be a little higher: E.g. Oregon's long term goal is to reduce the state's global warming pollution to 75% below 1990 levels by 2040.

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

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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

Lyal Bay Foreshore Resilience Plan	<input checked="" type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input checked="" 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 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 checked="" type="radio"/>	<input type="radio"/>
Placemaking	<input checked="" type="radio"/>	<input type="radio"/>
Middleton Road	<input checked="" type="radio"/>	<input type="radio"/>

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Council art collection

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 type="radio"/>	<input type="radio"/>
Living Wage	<input 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 type="radio"/>	<input type="radio"/>
Council art collection	<input checked="" 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

Combination of operational efficiencies and new targeted rate penalties for rate payers who are carbon polluters or businesses / organisations with no carbon disclosure.

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

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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

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Submitter Details

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Country:
PostCode: **6011**
Mobile: **02102394694**
eMail: **yonyisohn@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

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?

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

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- Yes
 No

Comments

The above targets seem over-enthusiastic. I would think 10-30 percent reduction would be realistic and achievable. Adjust targets every 2-3 years, according to the plan, execution, results and so on.

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

Urban Development Agency is a conflict-of-interest vehicle. Wellington is not big enough to use the examples from other cities such as Melbourne. The Council should focus on core services such as road, park, water. Leave the property area to the private business sector.

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?

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- Yes
- No

If not, what is your preferred approach?
No opinion.

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?
No 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	<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"/>
Johnsonville Library Kindergarten purchase	<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"/>

144

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

Initiatives	Yes	No
Lyll 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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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

Look at the current budget plan and try to cut down 5-10% across all the sectors.

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

No opinion

Other issues/ matters or general comments

Comments

The introductory video by the Mayor mentioned ' we will start fixing the Town Hall.' I couldn't find the Town Hall in anywhere in the budget or plan. Instead of spending \$10 million to bail out Zealandia, the Council should put that fund to start fixing the Town Hall. The Council should aim to have 5-10% deduction across all areas of the operational and capital expenditure budget - e.g. Culture (\$19 million operational, \$34 million capital) or Social (\$54 million operational, \$43 million capital) - and allocate the money to start fixing the Town Hall.

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

375

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
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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)
Korean

Attached Documents

File
Annual Plan 2016/17 Consultation

146

Submitter Details

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Last Name: **Mather**
On behalf of: **WCC Environmental Reference Group**
Street: **101 Wakefield Street**
Suburb: **Wellington Central**
City: **Wellington**
Country:
PostCode: **6011**
Mobile: **0221968220**
eMail: **james.mather@WCC.govt.nz**

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.

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- Submitter
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Submission

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

- strongly support
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Comments

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

- Yes
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If not, what else could be done?

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

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2050: 80 percent reduction

- Yes
- No

Comments

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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?

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Comments

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Attached Documents

File
20160426 ERG submission UDA
Annual Plan 2016/17 Consultation

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Urban Development Agency – WCC 2016/17 Annual Plan

Submission to the Wellington City Council from the Environmental Reference Group

26 April 2016

The Environmental Reference Group (ERG) would like to make an oral submission. Please liaise through our Council liaison officer, James Mather.

Introduction:

The Environmental Reference Group of the Wellington City Council is keen to engage with you in the next months as you design the details of the proposed UDA.

We believe the ERG could have significant and helpful contribution to the next phase of work.

Overall support for the proposal

We can see the value of such an agency and support it in principle. Specifically, we appreciate that the Council taking a more active role in the development of land in a holistic manner could benefit the city and be a catalyst to the achievement of the Urban Growth Plan. We understand that this creates some risk for the Wellington City Council, but stepping in to facilitate or act as a bridge is a good idea in principle. The details of how it is done will of course determine whether it is a success.

The following are examples of possible substantial risks.

- The risk that other critical council policies will be ignored or merely given lip service to, e.g. biodiversity, heritage, open spaces, water-sensitive urban design.
- The risk that Developers will come to rely upon Council contributions to subsidise work the developers could in fact do without Council support.
- The risk that accountability to all Council policies will not be built in and monitored.
- The risk that social and environmental impact will not be factored in to all initiatives including procurement

Some essential principles and practices for the UDA

The foundation documents upon which the UDA will be set up

We appreciate that the Urban Growth Plan will be the guiding document for the UDA. However, we would emphasise that:

- We assume there will be a clearly articulated **frame of reference** at the outset which sets out what the UDA aims to achieve and how it intends to do this. This should consider things such as the scale of developments, drivers and clear overarching values and objectives
- We assume that in the Constitution that the Treaty, affordable housing and all other essential requirements will be specified. But writing them down, and then designing mechanisms to ensure they are made real, is a challenge. We would be interested to know **how all foundation principles will be made operational, with** accountability across all projects through relevant KPIs.
- There are also some very important steps Council are taking to improve the environment – for example, to mention but two, the recognition of the importance of **climate change and resilience**. The UDA needs to pursue its objectives, “whilst safeguarding” some of the

essentials. The UDA has the ability to lead local implementation of WSUD principles and this is where KPIS for all projects (noted above) would also serve the purpose.

- We would anticipate a **sustainability framework** which would outline sustainability principles which must be adhered to on all projects. This includes environmental, cultural and social/community aspects encompassing things such as integrated water management, urban ecology, active transport, vegetation and materials.

How the UDA would operate

- We appreciate the need for commercial sensitivity but we believe **transparency** will be essential to the success of this entity. As full disclosure as possible about plans and costs should be built in, as well as clear expectations about public consultation.
- One of the best ways of getting alignment between a CCOs and a Councils long term plan is to ensure **positive informal conversation** and workshops occur with the CCO board. We would suggest that senior staff involved with environmental and social issues are part of these informal conversations so that these perspectives are mainstreamed into expectations and are not an add-on nor primarily paper-based compliance.
- We believe there is an opportunity to be rigorous about the **criteria for procurement**. Working with developers who can provide evidence of a track record in relation to social and environmentally good practice and quality, can set the sort of standard you need.

Who would be on the Board

- We note the skills focus suggested for the Board. We would like to suggest that a person with **expertise in social and environmental impact analysis** be on the Board. We would not wish to see the social and environmental expertise only on the Technical Advisory Group. It needs to be core to decision-making. A social and environmental perspective also has economic and commercial significance.

Important things to be set up at the outset

- We would support the establishment of **outcome monitoring indicators** very early on in order to assess the performance of the UDA.
- We note the intention for the UDA to be self-funding. We are concerned about the potential for the Council to become a permanent financier of developments, rather than a catalyst. We would suggest a **sunset clause for the UDA**, or at the very least, a review date in perhaps 5 years time, when a cost benefit analysis (including costs and benefits from an environmental point of view) are reported on and decisions made on the basis of this. For this to work, benchmarks must be set up prior to the establishment of the UDA.
- It will be essential that the UDA has an **actively managed risk framework**, where assessment and mitigations are regularly reviewed and tracked – probably on a monthly basis to the Board. Adjustments can then be made in a timely manner where poor management of risks or unforeseen problems are emerging.

We appreciate being informed early about the UDA. We see this agency as a great opportunity to further the Urban Growth Plan and the long term plan, giving real substance to environmental concerns to ensure economic vitality

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We emphasise again, that the ERG would like to be involved at all stages, and would participate proactively and positively

Submitter Details

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Last Name: **Jones**
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Suburb: **Mount Victoria**
City: **Wellington**
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PostCode: **6011**
Mobile: **0273590293**
eMail: **tjonescan@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

It is vital that Wellington lead the way in both climate change mitigation and climate change adaptation

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?

Many of the proposed activities will lead to at least some reduction in emissions, but the proposed actions should go much further. I have proposed specific actions below, but as a general statement, I believe that the city needs to stop dividing action to mitigate climate change with action to adapt to climate change. Keeping these activities siloed, as is the case in the LCCP which barely mentions adaptation, leads to perverse decision-making and fails to bring home the gravity and urgency of the issue to Wellington residents. Specific proposals: 1. Make the prevention of increased emissions, the promotion of a reduction in emissions, and ensuring resilience against future climate changes key criteria in evaluating future Council projects and spending proposals. Projects which

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lead top increased emissions, or which do not either reduce future emissions or increase resilience against climate change, should not be permitted to proceed. 2. End the siloing of climate change adaptation from climate change mitigation. Future projects should be evaluated both for their ability to mitigate climate change, and their ability to withstand, and to contribute to the city's ability to withstand or adapt to, the effects of climate change. 3. 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. Dunedin City Council has already made the commitment to this, and we understand is currently being considered by Auckland Council. 4. 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. 5. Incentivise decreasing vehicle usage and foster 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. Where vehicles are needed, prioritise and provide the infrastructure to support shared cars, electric vehicles, and other measures which reduce dependency on individually owned private motor vehicles. 6. Work with Greater Wellington 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 explore the benefits of light rail, and avoidance building infrastructure that may preclude light rail's development as an option in the future. Prioritise improving both the perception and the reality of safety and accessibility for public transport users, as safety fears prevent some people using public transport, especially at night. 7. Provide 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 cycleway. 8. Also continue to improve walking infrastructure, and ensure that the increase in cycling does not have negative safety and access consequences for pedestrians. 9. 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 10. Oppose, and refuse to provide funds to, 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). Furthermore, whether or not the proposed airport runways extension is 'safe' from sea level rise, the surroundings of and access to the airport are very vulnerable to sea level rise. 11. 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. 12. Further thought also needs to be given to the needs for adaptation. How is coastal-lying infrastructure and residents being prepared for future changes.

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

Yes, but with added comments below: Adopt 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

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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.

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?

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- 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
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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
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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
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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

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Annual Plan 2016/17 Consultation

160

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Submitter Details

First Name: **David**
Last Name: **Tripp**
On behalf of: **Hutt Cycle Network**
Street: **3 High Street**
Suburb: **Petone**
City: **Lower Hutt**
Country:
PostCode: **5012**
Daytime Phone: **+6445864626**
Mobile: **+64275864626**
eMail: **David.Tripp@xtra.co.nz**

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 Cook Island
 Tongan
 Niuean
 Chinese
 Indian

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

Attached Documents

File
2016 Submission on Wellington Annual Plan 2016
Annual Plan 2016/17 Consultation

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hutt cycle network

Submission on Wellington Annual Plan

Hutt Cycle Network

April 2016

Overview

This submission advocates for a much greater share of current investment to be allocated to active transport, particularly cycling. The health, environmental and congestion benefits of active transport (cycling and walking) are substantial.

The Hutt Cycle Network recommends the Wellington City Council:

- Note the significant health, environmental and economic benefits from increased cycling.
- Endorse a bigger, more ambitious and more inclusive vision for cycling
- With respect to the Melling to Wellington Cycle Corridor:
 - Proceed promptly with the Hutt Rd improvements;
 - Make the Aotea Quay to Wellington Station route a priority;
 - Accelerate planning for separate cycle paths through the city; and
 - Develop stronger governance arrangements for the “Melly to Welly” cycle corridor between the Mayors of Hutt and Wellington City, the Greater Wellington Regional Council and NZTA.

Background

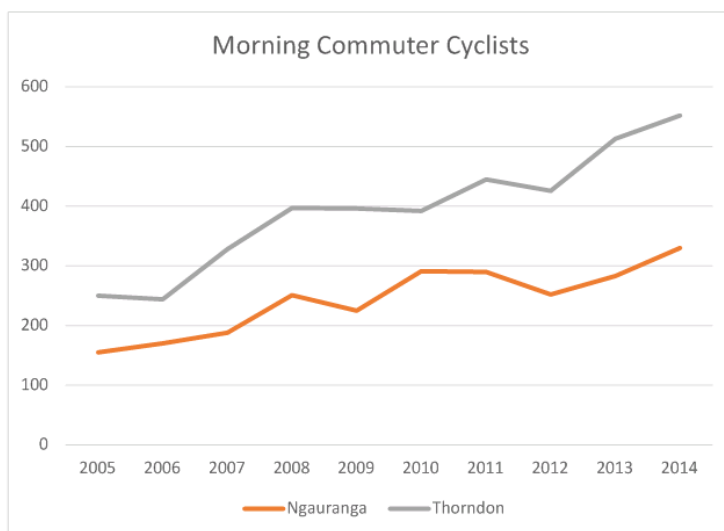
The Hutt Cycle Network is a collective of over 100 people in the Hutt Valley working to improve cycle infrastructure. We consider the option to be able to safely and directly cycle around our city and region is important for our health, our environment and our economy.

We are submitting on the Wellington City Council Annual Plan because many Hutt residents work in – and cycle to – Wellington on a daily basis. We bring our talents to your businesses. We spend our money in your shops and cafés. And we suffer on your awful roads.

The following graph shows the average number of people cycling to Wellington between 7 and 9 am (source: WCC Transport Monitoring Surveys).

These numbers have doubled over the last 10 years, and now see well over 300 cyclists a day commuting from Hutt to Wellington. They are joined by a further 200 cyclists from Khandallah and

Ngaio. The Hutt Road – Thorndon Quay route is most heavily used cycle route into the Wellington CBD.



Benefits of Active Transport

- **Health**

In high and middle income countries physical inactivity has become the fourth leading risk factor for premature mortality.¹ Declining rates of functional active travel have contributed to this population-level decrease in physical activity, and evidence suggests that rising levels of obesity are more pronounced in settings with greater declines in active travel.²³

Active commuting to work has been strongly recommended by the UK National Institute for Health and Care Excellence (NICE) as a feasible way of incorporating greater levels of physical activity into daily life.⁴ Policies designed to effect a population-level modal shift to more active modes of work commuting therefore present major opportunities for public health improvement.

Studies consistently suggest that use of active commuting modes translates into higher levels of overall individual physical activity.^{5 6 7} A recent UK study provided 103 commuters with

¹ UK Department of Health. Start active, stay active: a report on physical activity from the four home countries' chief medical officers. DoH, 2011.

² Pucher J, Buehler R, Bassett D, Dannenberg A. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health* 2010;100:986-1992

³ Bassett D, Pucher J, Buehler R, Thompson D, Crouter S. Walking, cycling and obesity rates in Europe, North America, and Australia. *J Phys Act Health* 2008;5:795-814.

⁴ National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (public health guidance 41). NICE, 2012. www.nice.org.uk/guidance/ph41.

⁵ Faulkner GE, Buliung RN, Flora PK, Fusco C. Active school transport, physical activity levels and body weight of children and youth: a systematic review. *Prev Med* 2009;48:3-8.

accelerometers for seven days and found that total weekday physical activity was 45% higher in participants who walked or cycled to work compared with those who commuted by car, while no differences in sedentary activity or weekend physical activity were observed between the two groups.⁹

A recent, large study published in the British Medical Journal examined the effect of active transport (cycling and walking) on the obesity epidemic, and compared this affect with sport involvement.⁸ This study found a robust, independent association between active commuting and two objective markers of obesity, BMI and percentage body fat. Those who used active modes had a lower BMI and percentage body fat compared with those who used private transport. These differences are larger than the effect sizes seen in most individually focused interventions based on diet and physical activity to prevent overweight and obesity.⁹ They are also approximately four times larger than the reductions in obesity due to involvement in sport.

	Reduction in BMI		Reduction in Percentage Body Fat	
	Men	Women	Men	Women
Attributable to active transport	-0.97	-0.87	-1.35	-1.37
Attributable to involvement in sport	-0.10	-0.26	-0.19	-0.34

- **Other Benefits of Active Transport**

- Many people will be attracted to the vision and sustainability of a city that makes ample provision for active transport.
- Cycling is the best commuter transport alternative in terms of environmental sustainability.
- Cycling is economically smart. The payback on cycle infrastructure is significantly greater than on road construction, and also serves to ease congestion for existing road users

The “Welly to Melly” Cycle Corridor

Councillors are currently considering desperately needed improvements to the Hutt Rd cycle path.

We whole-heartedly endorse these proposals.

However, this is just one “span of the bridge” in the cycle corridor connecting the Hutt Valley to Wellington. For this route to actually work for cyclists, we urge council to:

- Advance quickly on planning for the Aotea Quay to Wellington Railway Station separated cycle path;
- Advance quickly on planning for separated cycle facilities from the Railway Station through the city; and

⁶ Ogilvie D, Foster CE, Rothnie H, Cavill N, Hamilton V, Fitzsimons CF, et al. Interventions to promote walking: systematic review. *BMJ* 2007;334:1204.

⁷ Audrey S, Procter S, Cooper AR. The contribution of walking to work to adult physical activity levels: a cross sectional study. *Int J Behav Nutr Phys Act* 2014;11:37

⁸ Associations between active commuting, body fat, and body mass index: population based, cross sectional study in the United Kingdom, *BMJ* 2014;349:g4887 doi: 10.1136/bmj.g4887 (Published 19 August 2014)

⁹ Stephens K, Cobiac J, Veerman J. Improving diet and physical activity to reduce population prevalence of overweight and obesity: an overview of current evidence. *Prev Med* 2014;15:167-78.

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- Coordinate better at a governance level between the 5 agencies involved along the Welly to Melly cycle corridor (WCC, GWRC, HCC, NZTA, Kiwirail).

Sadly....

Cycling continues to receive the crumbs from under motorists' table. The \$10 million for the proposed Hutt Rd cycle path improvements is dwarfed by an adjacent motorway expansion costing \$89 million, to improve traffic flows into our already congested city. Billions are being spent or proposed for the development of motorways in our region.

A smaller investment in cycling would yield far greater returns in reduced traffic congestion, health and environmental sustainability.

Further, cycling in Wellington City has become a political contentious issue. These debates are generally fuelled by issues and personalities unrelated to improving the city's virtually non-existent cycle network. Cycling is caught in the cross fire.

This alienates cyclists, and turns what should be an iconic and sustainable transformation of our city's transport infrastructure into a poisoned chalice.

We need to do so much better.

A bigger vision?

Can we dream bigger?

Rather than the 100 extra cyclists anticipated in the modelling for the Petone to Wellington cycle corridor (0.9% of mode share) – could we aim for 4 – 5% of mode share. This would see over a 1,000 extra cyclists per day commuting into Wellington, and over 1,000 less cars to park in Wellington.

This would be one of the longest uninterrupted urban cycle paths in the world. The section from Petone to Ngauranga would also be one of the most attractive in the world.

Could we dream of businesses competing for the highest share of cyclists commuting to their city offices – and the winner being lauded for its contribution to the city's international prestige?

Could we dream of a return of our youngsters to their bikes – with a river of cycles into each school gate, rather than a traffic jam of SUVs?

Dare we dream of a reduction in obesity and diabetes, and their crippling complications, as a city embraced active transport?

And dare we dream of handing our children something other than a hot and polluted planet to live in?

Please do more to make it possible for cyclists, and would-be cyclists, to do their bit.

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Item 2.2 Attachment 1

Submitter Details

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Last Name: **Cassidy**
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Country:
PostCode: **6035**
Daytime Phone: **(04) 890 6095**
Mobile: **021 396865**
eMail: **pcwekamai@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

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?

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

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2050: 80 percent reduction

- Yes
- No

Comments

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

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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	<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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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 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
Lyall Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>

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Toitu Pōneke Sports Hub	<input type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
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Community Grants changes	<input type="radio"/>	<input type="radio"/>
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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"/>

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

In late February 2016, Capital BMX working together with the Wellington City Council completed Stage 1 of the Wellington BMX Track. Due to the work required to complete the Track, Capital BMX was not in a position to present its proposals on the 2016-17 Annual Plan during the pre-consultation period. Capital BMX now takes this opportunity to present its proposals. Before presenting its proposals, Capital BMX first wishes to thank the WCC for its support to complete Stage 1 of the Track. The WCC contributed \$80,000 towards the Stage 1 costs of \$260,000, with Capital BMX funding the balance from grant funds. Capital BMX also received substantial pro bono civil engineering and earthmoving services. Capital BMX makes 2 proposals in relation to the Track and 2 proposals in relation to Ian Galloway Park. TRACK PROPOSAL 1 - WCC assistance to maintain the Track The Track has been a great success and is experiencing very high levels of use from the community. In particular, from riders aged 5 to 15 (but also from older riders as well). It is very pleasing for Capital BMX to see so many people enjoying the fun, excitement, and challenge, of riding the Track. The very high level of community use (and, regrettably, on occasions abuse) is resulting in significant wear and tear to the Track necessitating significant levels of ongoing Track maintenance and repairs. Under Capital BMX's lease with the WCC, the obligation to maintain (and fund the maintenance of) the Track is the sole responsibility of Capital BMX. Given the very high level of community use and the resulting wear and tear, Capital BMX is finding the level of maintenance a considerable challenge. Capital BMX proposes the WCC provide support in 2016-17 to assist Capital BMX maintain the Track. The greater proportion of the maintenance work that is required involves the rolling of the Track with a modified quad bike. Capital BMX understands that WCC staff are unable to assist with the quad rolling due to WCC health and safety policies. Proposal 1(a): Capital BMX proposes that the WCC provide Capital BMX with funding of \$13,500 to be applied by Capital BMX to purchase the following materials that are required to maintain the

Track: \$8,000 to purchase lime. The lime is applied as the surface layer to the track. In accordance with good BMX track maintenance practice, Capital BMX proposes to apply lime to the Track in August / September 2016 to prepare the Track for BMX racing and recreational riding over the summer. Capital BMX also proposes to apply a maintenance application of lime to the Track in April 2017 to prepare the track for the 2017 winter. \$5,500 to purchase a polymer product to apply to the lime in August / September. The polymer product binds the lime to form a hard surface, which reduces Track wear (and creates the desired hard surface for BMX racing). The binding also minimizes lime dust. Proposal 1(b): In the alternative, Capital BMX proposes that the WCC provide \$15,000 to Capital BMX (or to the WCC's Parks, Sports, and Recreation business unit) with \$13,500 of that sum to be applied by Capital BMX (or PSR) to engage a contractor to roll the track using Capital BMX's quad bike, with the balance of \$1,500 to be paid to Capital BMX for use of the quad bike. Capital BMX will apply for grant funding to purchase the lime and polymer referred to in 1(a) above. TRACK PROPOSAL 2 - WCC assistance with Stage 2 Stage 2 of the Track development involves sealing the 3 berms (the banked corners) in asphalt. Capital BMX is working towards sealing all 3 berms in January 2017. Sealing the berms will significantly reduce the work required to maintain the Track. The commonly expressed assessment by BMX clubs with tracks with sealed berms is that sealing reduces track maintenance by approximately 80%. Sealing will also enable Capital BMX to apply for and host BMX NZ 'significant' events. In this regard, Capital BMX and the Wellington Regional BMX Association are presently investigating making an application to host the 2019 North Island titles. The application close date is November 2016. BMX NZ advises that the Norths typically attract (i) 650 to 750 riders; (ii) 1000 (or more) associated supporters; and (iii) 200 to 300 public spectators. The 2015 Norths were held in Taupo and the Taupo Council assessed the economic benefit to Taupo from the event was approximately \$600,000. Capital BMX has received a quote of \$43,400 (excl. GST) to asphalt all 3 berms (\$14,465 per berm). The quote also provides for the sealing of 1 or 2 berms at a cost of \$15,650 (excl. GST) per berm. The quote includes a 30% discount due to the community benefit of the Track. Capital BMX estimates additional costs of \$15,000 will be incurred to prepare the berms for sealing and for professional fees and miscellaneous matters. Proposal 2(a): Capital BMX proposes the WCC provide Capital BMX with \$43,400 towards the costs of asphaltting all 3 berms. Capital BMX will apply for grant funding to meet the additional costs of preparing the berms and for professional fees. Proposal 2(b): In the alternative, Capital BMX proposes the WCC provide Capital BMX with \$31,300 towards the costs of asphaltting 2 berms. Capital BMX will apply for grant funding to asphalt 1 berm and meet the additional costs of preparing the berms and for professional fees. Proposal 2(c): As a further alternative, Capital BMX proposes the WCC provide Capital BMX with \$15,650 towards the costs of sealing one berm. Capital BMX will apply for grant funding to asphalt 2 berms and meet the additional costs of preparing the berms and for professional fees. If Capital BMX has insufficient funds to asphalt all 3 berms in 2016-17, it will asphalt 1 or 2 berms (as available funding permits) in 2016-17 and will asphalt the remaining unsealed berm(s) in 2017-18. IAN GALLOWAY PROPOSAL 1 - public toilet The southern end of Ian Galloway Park has experienced a very dramatic increase in community use as a result of the completion of the Track and the fenced dog exercise area. There are currently no public toilets in the park. Park users are going to the toilet in the bushes behind the first berm and in the bushes at the northern end of the Track. This is highly undesirable. Capital BMX proposes the WCC build a public toilet at the southern end of Ian Galloway Park. IAN GALLOWAY PROPOSAL 2 - car parking The Track, the fenced dog exercise area, and the skate ramps, are all located at the southern end of Ian Galloway Park and the existing car parking at the southern end of Ian Galloway Park is inadequate for the number of people who use these park amenities. Capital BMX proposes the WCC extend the car park at the southern end of Ian Galloway Park.

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

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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

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quad bike. Capital BMX will apply for grant funding to purchase the lime and polymer referred to in 1(a) above.

TRACK PROPOSAL 2 – WCC assistance with Stage 2

Stage 2 of the Track development involves sealing the 3 berms (the banked corners) in asphalt. Capital BMX is working towards sealing all 3 berms in January 2017.

Sealing the berms will significantly reduce the work required to maintain the Track. The commonly expressed assessment by BMX clubs with tracks with sealed berms is that sealing reduces track maintenance by approximately 80%.

Sealing will also enable Capital BMX to apply for and host BMX NZ 'significant' events. In this regard, Capital BMX and the Wellington Regional BMX Association are presently investigating making an application to host the 2019 North Island titles. The application close date is November 2016. BMX NZ advises that the Norths typically attract (i) 650 to 750 riders; (ii) 1000 (or more) associated supporters; and (iii) 200 to 300 public spectators. The 2015 Norths were held in Taupo and the Taupo Council assessed the economic benefit to Taupo from the event was approximately \$600,000.

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Capital BMX estimates additional costs of \$15,000 will be incurred to prepare the berms for sealing and for professional fees and miscellaneous matters.

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If Capital BMX has insufficient funds to asphalt all 3 berms in 2016-17, it will asphalt 1 or 2 berms (as available funding permits) in 2016-17 and will asphalt the remaining unsealed berm(s) in 2017-18.

IAN GALLOWAY PROPOSAL 1 – public toilet

The southern end of Ian Galloway Park has experienced a very dramatic increase in community use as a result of the completion of the Track and the fenced dog exercise area. There are currently no public toilets in the park. Park users are going to the toilet in the

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bushes behind the first berm and in the bushes at the northern end of the Track. This is highly undesirable.

Capital BMX proposes the WCC build a public toilet at the southern end of Ian Galloway Park.

IAN GALLOWAY PROPOSAL 2 – car parking

The Track, the fenced dog exercise area, and the skate ramps, are all located at the southern end of Ian Galloway Park and the existing car parking at the southern end of Ian Galloway Park is inadequate for the number of people who use these park amenities.

Capital BMX proposes the WCC extend the car park at the southern end of Ian Galloway Park.

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Submitter Details

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Last Name: **renwick**
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Suburb: **Newtown**
City: **Wellington**
Country:
PostCode: **6242**
Mobile: **021 511 593**
eMail: **chris.renwick@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

For our world to survive we all need to become low-carbon!

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?

Support staff cycle scheme being extended to all people in the same way the mobility scooters already are.

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

2020: 10 percent reduction
2030: 40 percent reduction

179

386

2040: 65 percent reduction
2050: 80 percent reduction

- Yes
- No

Comments

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

I am an inner-city resident who has once already been forced to move due to structural building issues (ex Gordon Wilson Flats) many building owners do not have the money needed to bring buildings up to scratch and often social services are facing problems finding suitable premises due to earthquake strengthening issues. In a city that could perhaps best be described as an earthquake risk there is no such thing as making a building earthquake proof. Council needs to be able to support landlords whether they be public or private to comply with central govt legislation in the way of cheap or free loans, grants or rate rebates.

180

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

Lyllall Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input checked="" type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input 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 checked="" type="radio"/>	<input type="radio"/>
Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input type="radio"/>	<input type="radio"/>

Council art collection

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

Initiatives	Yes	No
Lyall Bay Foreshore Resilience Plan	<input type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input checked="" type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input 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 type="radio"/>	<input type="radio"/>
New Outdoor Events Series	<input type="radio"/>	<input type="radio"/>
Toi Pōneke support	<input checked="" type="radio"/>	<input type="radio"/>
Placemaking	<input type="radio"/>	<input type="radio"/>
Middleton Road	<input type="radio"/>	<input type="radio"/>
Council art collection	<input checked="" 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

No I don't support limiting the rates increase that way.

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

Yes - consistency in safety is important.

Other issues/ matters or general comments

Comments

Community Gardens need to stay as a social priority and not to be downgraded to a recreation activity. In Pōneke, taurahere Maori whether they be Nga Puhi, Tainui, Ngati Kahungunu, Ngai Tahu or even Te Ati Awa who don't belong to the Port Nicholson Trust form the majority of Maori in Pōneke and this needs to be continued to recognized in the funding priorities of the Wellington City Council. At the same time funding needs to be increased on pan-tribal maori activities such as Te Awe, the Wellington Maori Komiti and its wardens and such activities as the Waka Tete that the Whare Waka runs

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.)

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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

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Item 2.2 Attachment 1

Submitter Details

First Name: **James**
Last Name: **Burgess**
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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

There's an urgent need to reduce CO2 emissions and reduce our dependency on fossil fuels. Wellington's urban form and New Zealand's renewable energy gives us better opportunity than most cities. But it will take bold steps, such as in transport, and a commitment to those steps even if they are not universally popular. Building infrastructure for safe cycling and better public transport can make a huge difference. It must be done well, but most of all it must actually be done. Bike sharing schemes can work well - but have generally failed in places where helmets are mandatory while cycling. When investigating bike sharing schemes, please model uptake both with and without the effects of helmet laws to avoid risking a scheme that doesn't succeed. Some cities have provided exemptions from helmet laws for bikeshare only - this could be a practical approach.

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

- Yes
 No

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If not, what else could be done?

The activities are appropriate but not ambitious enough.

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

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

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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	<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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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"/>

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Placemaking

Middleton Road

Council art collection

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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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 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

We support the active transport initiatives in the plan - particularly the cycleway implementation, the improvements to Middleton Road, and the pedestrian improvements in the CBD.

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

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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

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Submitter Details

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Last Name: **Sanderson**
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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

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?

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

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2050: 80 percent reduction

- Yes
- No

Comments

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

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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 type="radio"/>
Ngauranga to Airport – minor capital projects	<input 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 checked="" type="radio"/>	<input type="radio"/>
Placemaking	<input checked="" type="radio"/>	<input type="radio"/>
Middleton Road	<input type="radio"/>	<input type="radio"/>
Council art collection	<input checked="" type="radio"/>	<input 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"/>

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Toitu Pōneke Sports Hub	<input type="radio"/>	<input type="radio"/>
Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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 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

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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
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Item 2.2 Attachment 1

Submitter Details

First Name: **Michael**
Last Name: **Mellor**
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Suburb: **Seatoun**
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Mobile: **0276841213**
eMail: **mmellor1@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

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?

The draft Plan's stated intention to reduce emissions by changing the way we move through investing in public transport, walking and cycling to reduce car use and ownership is absolutely right. For example, WCC has specific public transport interests through its being the provider of infrastructure for buses, and its ownership of the Cable Car and the trolleybus infrastructure, and it is also the provider of the pedestrian footpath network. Yet public transport and active modes merit just 5 lines of consideration in a 46-page document - without a single reference in that paragraph to walking! The Plan is correct in that there is a paucity of levers, but there are ones available ones that are not even being identified, let alone used. I support the proposed initiatives as far as they go (including removal rather than review of Minimum Parking Requirements - this is a classic case of

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where the market will in fact provide, and regulation just distorts that) but initiatives on the lines of the following should be added to facilitate and encourage non-car movement: a) Reallocate roadspace to buses, including increasing the number of bus lanes and their hours of operation (for example, bus demand is still high at 6pm - 7pm would be a more realistic finishing time); b) Reallocate roadspace to pedestrians at key points, e.g. through footpath widening; c) Close roads to vehicles at intersections such as along the Golden Mile (like Bond St), facilitating both pedestrian and bus movements; d) Give buses priority at traffic lights along key routes and at key locations; e) Give pedestrians more time at busy signalised intersections and crossings; f) Turn lower Cuba St into a proper shared space (as in Auckland), building on its pedestrianisation for the night markets; and close Dixon St to vehicles where it crosses Cuba St; g) Investigate closing roads to vehicles at weekends, as happens in many cities overseas; h) Put a sinking lid on the provision of on-street parking; i) Price on-street parking to achieve average 85% occupancy (as Auckland is doing); j) Reflect the reality of many CBD shoppers using the bus by reallocating the subsidy implicit in 'free' weekend parking (which runs directly contrary to the draft Plan's intent) to non-car users; k) Review bus stops against NZTA's guidelines (<https://www.nzta.govt.nz/assets/About-us/docs/Consultations/2014/guidelines-pt-infrastructure-draft.pdf>) with particular reference to impediments to use such as insufficient space for buses to pull fully into the kerb, or with the shelter, stop sign and yellow box (where present) misaligned, sometimes by many metres; l) Improve signage and quality of pedestrian routes to key public transport access points, e.g. main bus stops, ferry wharves and railway stations, which is at best inconsistent; m) Fully integrate the Cable Car into the Metlink network, including such things as signage and integrated fares; n) Retain the trolleybus overhead so that it is available if (hopefully when) GWRC reviews its decision to increase emissions from buses; o) Move towards street signage becoming oriented to people rather than vehicles, for example modifying the many 'No exit' signs that apply just to vehicles and conceal many useful pedestrian short cuts; p) Review signage in parks and walkways - many signs are so worn as to be illegible; q) Improve signage of the many useful pedestrian links in the CBD that are not obvious, e.g. Masons Lane, the subway under The Terrace at Woodward St, and the many links between The Terrace and Lambton Quay/Willis St that are required by the buildings' respective Resource Consents. Also from a transport perspective the Plan needs to recognise airport operations as a significant carbon emitter, and include their reduction and taking into account any runway 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

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

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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

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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 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 type="radio"/>	<input type="radio"/>
Living Wage	<input 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 checked="" 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
Lyll 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 checked="" type="radio"/>	<input type="radio"/>
Johnsonville Library Kindergarten purchase	<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

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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

No WCC funding for a new Convention Centre or Film Museum, nor funding a share of any runway extension that is greater than its share of ownership of the airport

Other issues/ matters or general comments

Comments

There are many projects listed on p24 but there is no specific opportunity to comment on them. Why is this?

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)

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- 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

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Item 2.2 Attachment 1

Submitter Details

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eMail: **Action-Sanders@xtra.co.nz**

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

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?

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

200

2050: 80 percent reduction

- Yes
- No

Comments

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 strengthening of the Town Hall, St James Theatre and Turnbull House are all of urgent priority and are required so that this city can still claim to be the Arts and Cultural centre of New Zealand. There is a paucity of venues which accommodate between 350 and 1200. These two venues need to be fully accessible, plus a new one built which is a flexi-space 500 -1000 seat performance venue, would could also be used for conferences and other events. The absence of these is a real inhibitor for both local and touring performances, shows and events. Given the popularity and draw to Auckland of audience from all over NZ and overseas to the Pop-Up Globe, serious consideration should be given to the proposed Container Globe - which can have a pull over roof and be used for non-Shakespeare events as well. Wellington does, after all, the major of these events each year. Restoration of buildings in Cuba Street is also a priority - losing the integrity of that part of town

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would be a huge loss to a key attraction of the city.

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	<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"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input type="radio"/>
Living Wage	<input 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"/>

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Placemaking

Middleton Road

Council art collection

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

Initiatives	Yes	No
Lyll 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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Toi Pōneke support	<input checked="" 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"/>

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

Stop making cycle lanes which stop and start all over the show and disrupt free flow of traffic. Many dangerous situations are also set up, with the dividing and narrowing of lanes. Providing amenities for many more thousands than just the cyclists are more important and, in many cases cheaper.

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

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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

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SUBMISSION ON WELLINGTON CITY COUNCIL 2016/17 ANNUAL PLAN
From CIVIC CHAMBERS BODYCORP COMMITTEE
25 Cuba Street, Wellington CBD

29 April 2016

Submission presented by Margaret Thompson, Member Civic Chambers Bodycorp Committee
5B Civic Chambers, 25 Cuba Street, Wellington 6011
04 472 6370, margaret.o.thompson@gmail.com

The Chair of the Civic Chambers Bodycorp Committee wishes to be heard on this submission.

Civic Chambers

Our apartment building occupies an iconic and prominent position in the CBD, being on the corner of Cuba/Wakefield, opposite the Michael Fowler Centre. There are 24 spacious apartments above the ground floor retail space. We have a high level of owner occupiers and we have a strong interest in soundly based, progressive urban development of our beautiful city.

Consultation Question

1. Our submission relates to the proposal for an *Urban Development Agency* (UDA) as we consider this a matter of vital interest to the Bodycorp. Our owners will make individual submissions on other matters of interest to them.
2. Our Bodycorp Committee considers that the proposal for an Urban Development Agency is a very significant change to the decision making processes for the most important capital projects the Council will be involved with, and therefore of the projects that are of most interest to ratepayers. The proposal necessarily carries major legal and financial risks. In comparison with most other issues put forward in the Plan, the proposal is a whale among minnows.
3. Because of the magnitude of the change proposed and the potential impact for citizens we suggest it would have been more appropriate and transparent for it to be consulted on and discussed separately from the Annual Plan. We recommend below amendments to the processes set out in the Business Case document for adoption of the UDA that, without significant delay, would allow more consideration of the issues by both Council and the public.

Timeframe

4. The Business Case says that Councillors were first briefed on the concept in November 2015, followed by internal consultation and with other councils and experts. The date on the published Business Case is March (no date given) 2016. Citizens had one month to comment before a decision in principle will be made. This short timeframe possibly explains why the documents easily available on the website for our consideration are fairly superficial. They explain intentions and aspirations, and risks of not going with the UDA.

Background

From the Business Case

UDAs are employed broadly around the world as special purpose vehicles (SPVs) to facilitate positive change in urban environments where there has been market failure or a partnership approach is required to address urban decay and redevelopment challenge. - - - Put simply, without direct intervention many of the projects and outcomes

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set out in Council's urban growth plan (UGP) will not be realised. A dedicated function which better responds to (and proactively identifies) partnership opportunities would assist in bringing land to market and delivering the outcomes and projects set out in the UGP.

5. Put simply, the problem identified by Council is lack of market response to their planned urban regeneration. The UDA proposal is intended to make private partnership with Council more profitable and therefore more likely to occur. The intention, according to the Business Case diagram, is for the UDA to become self-funding.
6. The five proposed projects that the UDA would undertake are all of vital interest to ratepayers but they are described only in brief general terms and there are no objectives or overview details in the accessible documents. Such major projects would clearly involve a varying range of options, such as property sale or change of ownership, changes to existing policies or planning requirements, situation adjustments for some people and businesses, input of ratepayer funding and return on investment etc. It is impossible without more information to form a soundly based opinion about any of them, and therefore to offer either support or non-support at this stage.

Earthquake Re-engineering

7. One of the five proposed UDA projects that we are asked to support is of particular interest to us – *Take a leadership role in areas where earthquake prone building issues are preventing a timely market response.*
8. We are in a position to assess this proposal as, along with the many other apartment owners affected, we know very clearly what the problems are. They relate to the shortfall between funding available privately and the scale of the work required, the wide divergence in earthquake engineering assessment methodology, and the slowness of central government in developing robust, and workable legislative frameworks. The potential impact and the scale of the problem for us and the Council right now is serious and urgent.
9. We would certainly be interested in knowing more about the leadership the UDA might offer and what interventions the partnership model could introduce to assist current owners. We would be supportive of options to resolve the hard issues now facing apartment owners, the Council and all ratepayers.
10. Our Bodycorp has taken every opportunity to present and discuss earthquake engineering renewal issues with the Council and others groups involved. Where there are major infrastructure problems affecting many people many of us can and do contribute to developing solutions, not just developers. A major gap in the proposal for the UDA, in our view, is that it may reduce the connection between decision making and those vitally affected.

Local Body Democracy

11. The structure diagram indicates that the UDA would operate under a Council Committee and that the UDA Operation would be directed by a UDA Board advised by an Independent Reference Group. There is no discussion of the respective reporting lines but potentially this seems to put three more layers between a project's decision makers and affected ratepayers. It potentially sets up tension between Councillors, Council officers facing the public and the various branches of the UDA, tension in which the voting power of citizens could be the loser as appears to have arisen in some situations elsewhere, including Christchurch and Auckland.
12. Our Bodycorp can offer a current example of Council failure to consult adequately, which gives us good reason to oppose any further reduction of connection between citizen views and

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project decision making.

13. We refer to the proposal to develop the MFC carpark on which a call for expressions of interest from developers was advertised in the holiday period. Although we were told there would be public consultation, the project will be non-notifiable and we understand that a decision will be made in a month or so. We requested more information under LOGOIMA but, despite the now truncated timeframe for the project, none has yet been provided. The Council has said that upgrade of the Town Hall requires the sale of this land, a statement that seems more manipulative than accurate.
14. We understand that the successful developers may have a 99 year lease, which in law would amount to a sale of public land. There is a clear public interest in alienation of public land, and strong public interest expressed over many years in retaining publicly available space in the CBD. We trust this is not an example of the kind of public participation that would follow establishment of the UDA.

OUR RECOMMENDATION

15. The Civic Chambers Bodycorp Committee acknowledges the good intentions behind the UDA proposal but considers that we, the ratepayers, do not yet have sufficient information to make an informed decision on the proposal. We have heard of some examples of local body template-based restructuring which end up costing ratepayers more, including under some UDA type structures.
16. We strongly suggest that more information should be available to ratepayers before a final decision is made. There has been a truncated consultation period for such a far reaching proposal yet the problem definition does not give any reason for urgency. Opportunities for substantive discussion about the financial and legal options can only benefit the final design of the UDA proposal. We suggest that with a change of this magnitude the Council has a good faith obligation to take citizens with them, even if that takes more time. Otherwise, we see a risk of alienating those of us already committed to and supportive of progressive urban renewal of Wellington.
17. As a positive way forward, we suggest amending the processes set out in the UDA Business Case, and recommend two options that would not result in major delay. The current processes are:
 - *Seek Council approval to consult on the establishment of the UDA through the 2016-17 annual plan process.*
 - *Consider submissions received on the UDA proposal through the 2016-17 annual plan process. An in-principle decision can be made at this stage*
 - *Seek Council approval for funding to operationalise the UDA on 1 July 2017 through the 2017-18 annual plan process.*

We recommend two options for Council to consider.

- **Adopt UDA processes for a specific large urban development project and monitor/review/report on the process and outcome so as to demonstrate the viability of the model to the public, and enable the final design of the UDA to incorporate findings from this practical research.** (We note that the large projects examples given in London and Melbourne could be one-off projects.)
- **Undertake a further consultation round this year after more details are provided about the projects, the structure and its reporting lines, and the legal and financial framework of the proposed UDA. A decision in principle to proceed with the UDA or not would be made after this consultation.**

Consultation on the 2016/17 WCC Annual Plan

This submission is on behalf of the Hue tē Taka Incorporated Society. We wish to make an oral submission.

Contact details: Dr Sophie Mormede, 39A Moa Point Road

The Hue tē Taka Incorporated Society is a group of concerned residents of Moa Point, Wellington. We are particularly interested in the proposed airport extension and the environmental impacts it would have not only on the Moa Point Bay but also Lyall Bay and the South Coast in general. Therefore, we would like to comment on the resilient city, low carbon capital and Lyall Bay resilience plan. We will not comment on other parts of the proposed 2016/17 plan.

In summary, we urge the Wellington City Council to stop its support for the airport extension and consider long-term solutions to the erosion of the South Coast rather than “business as usual”.

Resilient City

Wellington boasts itself as a resilient city, as chosen for the Rockefeller 100 resilient cities. Then why is it pushing for an airport extension? It should instead push for a move of the airport to somewhere actually resilient. Some of the supporting facts are as follows.

- The entire airport area is a liquefaction zone, unlikely to resist large earthquakes (Tonkin and Taylor report 2013, commissioned by WCC).
- Large portions of the airport and its access are going to be impacted by climate change, particularly rising sea levels; keeping the roads open to the airport will require very significant engineering on Cobham Drive (same Tonkin and Taylor report 2013, commissioned by WCC).
- This T&T 2013 report does not take into account the new increased expected impacts of climate change, and its effects which are likely to be worse than anticipated in this report. Why is WCC ignoring the advice it itself sought and paid for?
- The airport extension as currently proposed would result in an un-useable runway should a large earthquake ensue (building a useable runway was investigated and dropped as too expensive). Cracks up to 2m wide and 1m high would appear following a large earthquake (AECOM report in WIAL’s submission)
- The latest climate change report by the Royal Society of New Zealand (2016) expects climate change to be daily reality and impact on New Zealanders around the country by 2020.

Low carbon capital

Wellington wishes to achieve low emission targets. However it has increased its emissions rather than reduce them even though it has implemented all its previous plan (p15 of annual draft plan). The plan is unambitious, with lower targets than previously, and is centered around cars. However it doesn’t even

consider the school-run traffic. In terms of the airport, we contend that air travel should be curtailed rather than encouraged. Specifically:

- The report expects air travel emissions to reduce and as a result to not be a problem. This is contrary to a report by URS for WCC (2014). If increase in emissions is added to the expected increase in traffic promised by the airport, then the contribution of the airport to emissions becomes highly problematic.
- WCC claims to lead by example, yet there is no proposal to reduce its own flight emissions by encouraging video conferencing, or scrapping its support for the airport extension.
- International air travel is likely to drop within the next 20 years due to climate change, through the combination of the reduction in acceptability of air travel, and the increase in fuel prices (Royal Society of New Zealand report on climate change, 2016). It makes no sense to support the airport extension based on the premise to fill at least one daily long-haul flight to 80% capacity (what is needed to attract an airline to fly long-haul to Wellington).

Lyall Bay Foreshore Resilience Plan

\$1 million is proposed to continue business as usual. Repairing the car park and the walls will only lead to the same outcome: they will be damaged at the next Southerly storm. This is pouring money down the drain. A holistic and novel approach needs to be devised, that will be future-proof.

- The current system does not cope with current storms. How will it cope with the increase in strength and frequency of storms that is forecast (and already happening)?
- Coastal erosion is expected to be one of our biggest challenges, we need to future-proof the issue (Royal Society of New Zealand report on climate change, 2016).
- The proposed airport extension is expected to result in an increase in the wave height at the car park and immediately behind the spur groin, the two exact positions where there are already damages. The increase is at least a staggering metre height wave on top of the height of those large waves (NIWA report in WIAL's submission). This is expected to increase the frequency and level of damage of these areas. Stop your support for the airport extension.
- Furthermore, the airport is proposing a wave-focusing device of almost the size of the 'cake tin' in the middle of the bay. It would potentially increase the height and quality of surf-able waves. However, it would also increase the height of storm waves, making erosion and damage to the centre of the Bay more likely. This is already an area under stress, and further stress should not be added. Stop the wave-focusing plan, and the airport extension.

Access to references

Royal Society of New Zealand report on climate change, 2016.
<http://www.royalsociety.org.nz/expert-advice/papers/yr2016/climate-change-implications-for-new-zealand/>

AECOM: Concept feasibility and design report, 2015 -
www.connectwellington.co.nz

NIWA: Coastal processes assessment, 2015 - www.connectwellington.co.nz

URS: greenhouse gas report, 2014 -
<http://wellington.govt.nz/%7E/media/services/environment-and-waste/environment/files/greenhouse-gas-inventory-web.pdf>

Tonkin and Taylor: sea level rise options, 2013 -
<http://wellington.govt.nz/~media/services/environment-and-waste/environment/files/61579-wcc-sea-level-rise-options.pdf>



**Submission from Living Streets Aotearoa on
Wellington City Council Annual Plan 2016 and Low Carbon Plan**

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **29 April 2016**

Submission

Living Streets Aotearoa thanks the Council for this opportunity to submit on these important proposals.

Proposal 1 Low carbon plan

We support the WCC plan to lower Wellington's Carbon Footprint and see this as an urgent priority.

We applaud the WCC for providing the website Climate Calculator that allows people to assess different options for climate mitigation and adaptation. This is a really important tool to help people appreciate what actions will be required. We look forward to the impact of more walking on climate change mitigation being included in the calculations.

The plan identifies that housing, transport, and water infrastructure will still be in use in 50 years and the need for good maintenance and design is supported.

We support WCC targets for carbon reductions both for the council and the city.
We applaud the CEMARS certification of WCC.

- **Pillar 1**

We support review of Minimum parking requirements in all areas with a view to their removal.

- **Pillar 2**

These proposals are very weak.
More people walking can contribute to lowering carbon emissions.

WCC has a role to ensure carbon reduction by all developments having good walking access that encourages walking, good public transport provision and safe cycleways. The northern suburbs have been identified as a high car use, poor sustainable transport area and should be a priority to improve the poor design and service. All roading contracts should include proper quality standards for pedestrians (based on the NZ Pedestrian Planning and Design Guide) with proper supervision of the contracts.

The Urban Growth plan adopted the sustainable transport hierarchy and so we would expect this plan to support that with some bold new walking initiatives. A priority to investigate the impact of walking initiatives on lowering carbon emissions in Wellington should be a priority. There are no proposals to increase walkability being considered – this should be a priority as the most important aspect of the transport hierarchy. What steps are WCC taking to encourage staff to walk around our compact city? A significant increase in school travel planning with a focus on walking and public transport use is urgently needed and should receive dedicated funding.

WCC should be ensuring that its transport assets support carbon reduction, for instance

- by optimising bus stops to ensure operational efficiency and increased patronage;
- by better use of roadspace through footpath widening, bus lanes, and separate cycleways;
- by maintaining the trolleybus overhead network so that it is still capable of being used if the Regional Council changes its short-sighted trolleybus abandonment policy;
- by integrating the cable car with the Metlink public transport network;
- by signposting all walking tracks, rather than hiding many of them behind “No exit” signs that apply only to vehicles, not to people;
- reviewing intersections so pedestrians crossing have a good level of service
- include emissions from the airport and its operations (including the effects of any runway extension) in the picture.

Car sharing and electric vehicles are way down the priority and this should be reflected in the actions – we hope footpaths are not considered for EV charging stations; this pedestrian space is already too crowded.

Public transport does not enjoy sufficient road space to make it the premier mode for travelling longer distances. Proper bus priority needs to be developed and should be part of this plan – WCC determine road space allocation and priority. We urge Council to introduce traffic-light pre-emption equipment on buses and on traffic-light control equipment. Once commissioned, this system will enable buses approaching red traffic lights to have them go green. This will speed the movement of buses, especially through intersections such as those along the Golden Mile. We recommend that Council check if this equipment is already fitted to buses and traffic-light control equipment, and ask that it be commissioned urgently. We urge WCC to declare the Golden Mile car-free, truck-free, and van-free, in the morning and afternoon peaks, to facilitate the movement of buses.

Proposal 2 Urban development agency

One month to consult on this significant change is not enough.

The ‘barriers to development’ are not well explained, there is a lot of rhetoric and not enough detail to properly consider this proposal.

What policy would constrain the Board, and be the blueprint for action?
Is affordable housing going to be quality housing – many apartment developments were not?
Large scale council projects – what are these?
We would be concerned at a loss of democratic representation with the creation of another Council Controlled Organisation – what will elected councillors role be?
Would be very concerned if this becomes a regional agency – is this amalgamation by stealth?
Attracting the right talent – what constraints on foreign and non-Wellington developers being part of this?
Who would be on the Board? Will there be a gender balance? Wellington people?
And an independent review group – who will be on that?
Council has not been good at picking development opportunities – there is not a good case put forward for Council involvement.

Proposal 5 Kilbirnie Business District

Seems like a good local initiative – we look forward to improved walkability which is shown to increase retail competitiveness.
What will the rate money be used for?

Proposal 6 New initiatives

- Ngauranga to airport \$375,000

Repurpose money from bus priority to walking.

It is unclear what this is about – we need both bus priority, and walking in CBD.

- Middleton Road

Is this a 'shared path'?

We do not support shared paths, they are not as safe for pedestrians and they are a disincentive to walking.

Spend the money on quality footpaths and safe cycleways.

- Place-making

We support the place-making initiatives

Long term plan implementation

We support fencing dog exercise areas – these help keep dogs under control while off the lead – a win for dog owners and pedestrians.

- Harbour Escarpment Walkway - Waihinahina to Kaiwharawhara

We support the new path for walkers – but is this actually a walkway, or is it 'shared'?

- North Kumutoto area

How will these design improvements occur?

- Safer Speeds

We support this initiative

- Urban Activation Fund

We support this fund and look forward to good pedestrian design principles being used including improvement in wayfinding

- **Operational projects – improvements**

We support the Te Mahana project to address homelessness in Wellington – liveable cities don't have 'homeless' people.

- Trails upgrade

We note tracks are no longer referred to as walking tracks. Local trail users - We expect that these upgrades will be consulted on with the significant majority walking users before plans are finalised, not as we have recently seen. Catering to the minority on our walkways will reduce their amenity for walkers. Beginning riders do not have the skills to use walking tracks. There is a serious gap in knowledge of track users – a robust review of current and potential users needs to be undertaken by someone who is not wedded to mountainbiking

- Budget

Identifies over \$7 million for pedestrian network opex and \$4.6 million for capex
What do we get for this?

We would like to be heard in support of our submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

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Talava Sene

From: Robin Goulden <rob.goulden@xtra.co.nz>
Sent: Friday, 29 April 2016 11:06 a.m.
To: BUS: Annual Plan
Subject: Annual Plan submissions 2016.

Dear Submission managers.

I have spoken with Mr Neil McInnes (WCC this morning.

Today is closing day for Annual Plan submissions. I have been given an extension until Tuesday 2nd May 2016.

I wish to make a number of oral submissions so could you please book me a spot to present thoughts. I am told i have 5 minutes for each one and would prefer to present in the mornings. after 9.30 a.m.

I wish to submit on the following subjects

1. Council spending and debt. change in thinking
2. Boat ramps and marina facilities.
3. Proposed cycleways and spending.
4. Democratic process, transparency and consultation.

Please advise.

Regards

Rob Goulden
ED JP MBA
Ph 0274348751