

Talava Sene

From: Sheryl McLay <sheryl.mclay@xtra.co.nz>
Sent: Wednesday, 27 April 2016 6:30 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Lyall Bay SLSC Building Project

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

(you are welcome to put more information here if you wish to elaborate on your support).

Yours sincerely,

Sheryl McLay

Sheryl McLay Shorebreak Aquatics Ltd PO Box 5310 MOUNT MAUNGANUI 07 574 7594 027
288 1131 team.shorebreak@xtra.co.nz

Talava Sene

From: Faith Miller <faith.miller@me.com>
Sent: Wednesday, 27 April 2016 4:05 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Faith Miller
82 Townsend Road, Miramar, Wellington
04 388 7507
faith.miller@me.com

Talava Sene

From: Dean Norman <dindav@gmail.com>
Sent: Wednesday, 27 April 2016 4:21 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Dean Norman

35 Crawford Rd

Kilbirnie

Wellington

0220 727 407

dindav@gmail.com

Talava Sene

From: karenphone2014 <karenphone2014@gmail.com>
Sent: Wednesday, 27 April 2016 5:39 p.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

(you are welcome to put more information here if you wish to elaborate on your support).

Yours sincerely
Karen Pedder

Sent from my Samsung device

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

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.

Talava Sene

From: BUS: Annual Plan
Subject: FW: Churton Park Reserve toilets: hand dryers and opening hours Churton Park Community Association submission to WCC Work Plan

From: Brian Sheppard [<mailto:brian.sheppard@icloud.com>]
Sent: Thursday, 28 April 2016 8:58 a.m.
To: BUS: Policy Submission
Cc: Churton Park Community Association
Subject: Churton Park Reserve toilets: hand dryers and opening hours Churton Park Community Association submission to WCC Work Plan

The Churton Park Community Association requests inclusion of additional funding in the WCC Annual Plan to install hand dryers and to enhance the level of service of toilets in the Churton Park Reserve.

Hand dryers installation:

Hand dryers are necessary for better hygiene outcomes for users of the toilets. Currently, users can wash their hands but there is no means of drying them. Drying hands is essential to maintain hygiene after washing hands.

We would like to emphasise that toilet users include:

- Toddlers and children using the children's play area and the field, on weekdays and weekends;
- people who book the sports field for organised weekend sports; and
- people who are there to enjoy this popular reserve.

Increased level of service:

We request that additional funding be provided to allow a 7-day a week use of the toilets. The funding will allow better use of this public asset.

We note the successful trial of opening the toilets during the day.

Yours sincerely

Brian Sheppard, President
 Churton Park Community Association

Talava Sene

From: Darling Stewar <darling@berhampore.school.nz>
Sent: Thursday, 28 April 2016 1:47 p.m.
To: BUS: Annual Plan

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Darling Stewart

18 Herald Street, Berhampore Wellington 6023

04 389 8561

Talava Sene

From: Andrew M. Simes <amsimes@gmail.com> on behalf of Andrew M. Simes <andrew@simes.net.nz>
Sent: Wednesday, 27 April 2016 9:52 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms.

I want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Andrew Simes

*42 Ashton Fitchett Drive
Brooklyn
Wellington
027 2426 250
andrew@simes.net.nz*

Talava Sene

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

Hi

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

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

“Our community needs moore – Alex Moore Park Development”





WCC 2016-17 Annual Plan Submission

Alex Moore Park Sport and Community Project and Sports Field Development



27 April 2016

1. Introduction

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

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

2. Alex Moore Park Building overview

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

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

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

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

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

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

3. Urban growth

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

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

4. Community support

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

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

5. Delivering WCC Objectives

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

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

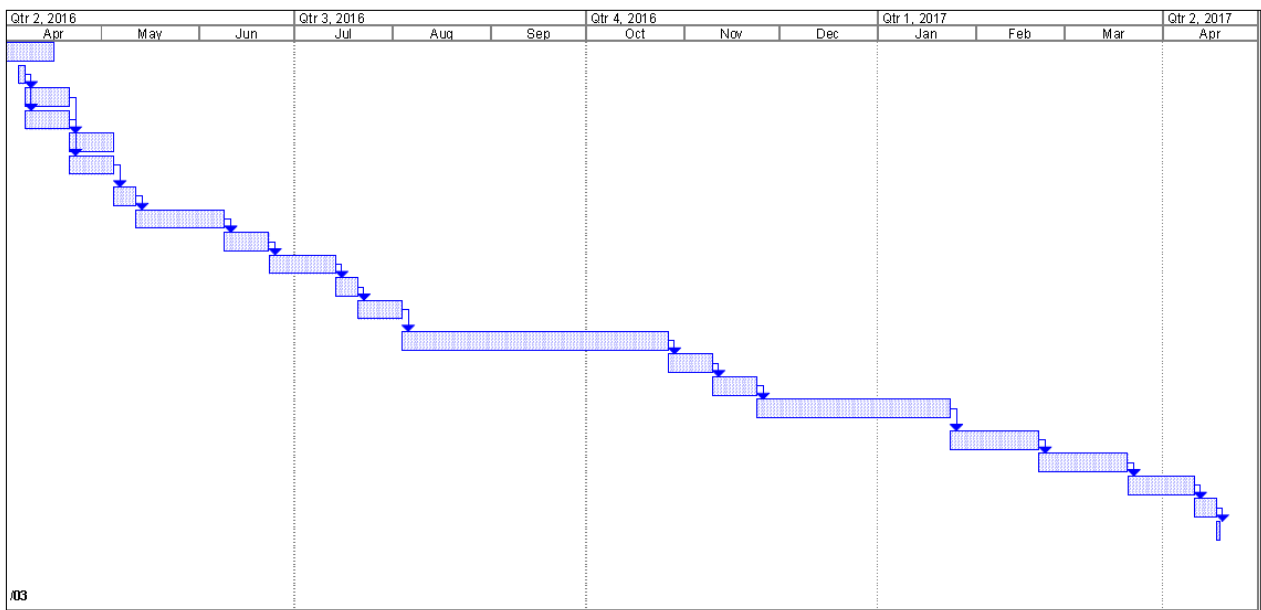
The AMPB is also committed to environmental sustainability and talking to suppliers of solar energy, water reticulation prospects and other areas where this complex can meet our community responsibilities.

6. Build timelines

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

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

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



7. Build linked to financials

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

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

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

8. WCC LTP funding timelines

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

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

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

9. Conclusion

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

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

Summary

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

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

Thank you for WCC support for Alex Moore Park.

Yours sincerely



Hadyn Smith

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

Talava Sene

From: Lalovi Tafua <Lalovi.Tafua@acc.co.nz>
Sent: Thursday, 28 April 2016 12:06 p.m.
To: BUS: Annual Plan
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

Kind regards,

Lalovi Tafua

46 Miro Street,
Miramar
Wellington

Disclaimer:

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Talava Sene

From: Laura Travers-Jones <laura.traversjones@gmail.com>
Sent: Wednesday, 27 April 2016 12:58 p.m.
To: BUS: Annual Plan
Cc: Arie Moore
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

I have belonged to Lyall Bay Surf Club since 1990, and the club has served its community to the best of its ability throughout the duration of my membership (and no doubt before), however the current building is no long fit for purpose. We desperately require assistance with funding to ensure the proposed building goes ahead to enable the club to service the community.

Yours sincerely,

Laura Travers-Jones

232/116 Cuba Street, Te Aro, Wellington

021 2565 729

[*laura.traversjones@gmail.com*](mailto:laura.traversjones@gmail.com)

Talava Sene

From: Peter West <peterwest156@gmail.com>
Sent: Wednesday, 27 April 2016 3:35 p.m.
To: BUS: Annual Plan
Cc: Ross Jamieson
Subject: Support for the funding for the Toitu Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub. We have been the drivers of the idea of course, but for some years now we have done this by being part of the Toitū Pōneke Establishment Group. We believe the future of Pōneke rugby – and most community and sports groups in Wellington and around New Zealand – lies in working with others to share physical facilities and share back office services.

The alternative is grim. Much of our community sports infrastructure is in decline, with crumbling, non-compliant buildings common, and many no longer fit-for-purpose for the times. With improved building standards and techniques, it is no longer an option for clubs to build and maintain their own buildings on the weekends. The cost of professional building and maintenance is beyond community groups. In our case for example, we have no changing or ablutions facilities for women, one of our access stairways is non-compliant, and our indoor training facility leaks and has an unsafe floor.

Nowadays, with the many demands on our time, most groups and clubs rely on a tiny handful of volunteers. By working together, we can hire sports and community management professionals to not only take much of the back office load, but also to lift standards significantly, and thereby ensure Wellingtonians stay engaged, stay healthy and stay fit.

The Toitū Pōneke hub is halfway there, funded to date from the savings of the Pōneke Football Club over many years, by the NZ Community Trust, and by the generosity of many Pōneke Football Club tradesmen who gave their time. \$750,000 from the WCC will enable us to unlock matching funding and more from other funders and complete Stage 2. This modest contribution from the WCC is the last and key piece of a funding puzzle that will deliver, without exaggeration, the best community and sports hub in New Zealand.

We ask that you vote in favour of this funding.

Yours sincerely,
Peter West

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Pōneke Community & Sports Hub. We have been the drivers of the idea of course, but for some years now we have done this by being part of the Toitū Pōneke Establishment Group. We believe the future of Pōneke rugby – and most community and sports groups in Wellington and around New Zealand – lies in working with others to share physical facilities and share back office services.

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We ask that you vote in favour of this funding.

Yours sincerely
Ashleigh Taufale

Talava Sene

From: Graeme Ward <graemeward@topsellers.co.nz>
Sent: Wednesday, 27 April 2016 8:02 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

**Councillors
Wellington City Council
Wellington**

Dear Councillors

I support the funding of \$1 million from Wellington City Council for the Lyall Bay Surf Life Saving Club new community clubrooms and ask that this funding remains with the Lyall Bay community clubrooms in the next annual plan financial year.

As a regular visitor to Lyall Bay over a long period, and continuing to spend many "tourist dollars" in Wellington, I consider that this community clubhouse rebuilding project is long overdue and should be supported by the Wellington City Council so that it can proceed as soon as possible.

Regards

Graeme



Graeme Ward
Email : graemeward@topsellers.co.nz
Skype : topsellers1
Mobile phone : 027 476 6845
P O Box 8617
Havelock North
Hastings 4157

Submitter Details

First Name: **Michael**
 Last Name: **Barnett**
 Organisation: **Individual**
 Street: **299 Karaka Bay Road**
 Suburb: **Karaka Bays**
 City: **Wellington**
 Country:
 PostCode: **6022**
 Daytime Phone: **04 970 5487**
 Mobile: **021 0836 8114**
 eMail: **mchl Barnett4@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

- 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?

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"/> |
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| 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"/> |

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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

Transport planning is a major issue for me: 1. Council should aggressively push for Light Rail to be introduced on an identified corridor between the rail station and the airport. 2. No further road expansion between the Terrace Tunnel and Cobham Drive and put investment into improvements to public transport walking and cycling. 3. Push for the introduction of pricing measures to discourage car use into the CBD at peak times

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: **Marion**
 Last Name: **Cowden**
 Street: **Flat 7, 125 Grant Road**
 Suburb: **Thorndon**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6011**
 Daytime Phone: **+64211427993**
 Mobile: **+64211427993**
 eMail: **marioncowden@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

- 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
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6. deliver large-scale Council developments?

- Yes
 - No
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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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If not, how should the Trust's balance sheet pressures be addressed?

Kilbirnie Business Improvement District

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

- Yes
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- Residential ratepayer
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Attached Documents

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Mark**
 Last Name: **Walkington**
 Street: **95 Ararino Street**
 Suburb: **Trentham**
 City: **Upper Hutt**
 Country:
 PostCode: **5018**
 eMail: **mark_walkington@yahoo.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 wish to commend the Wellington City Council on its aspiration to be a 'low carbon capital' I wish that the word aspirational evolves to 'plan' as proposed here and then 'becomes' an actual low carbon capital.

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 - the activities within the Low-Carbon Capital Plan will contribute to reductions in Carbon emissions but much more will also be needed. The Council are in a position where they can signal and encourage low carbon activities and it is correct they do so given the serious implication of climate change under a 'business as usual' future. Moving off our current path will require the participation of citizens to also make individual moves to lower carbon activities as the means to do these becomes available and affordable. Citizens will also need to consider much more their high carbon activities some of which are entirely determined by themselves e.g. frequent air travel. Unfortunately to achieve the goals the Council will have to act to overcome the resistance of

central government who have failed to understand climate change and its implications as the great threat that it is. This makes action harder to achieve - for example much support is provided to road building and the continuation of travel on these by vehicles fueled by fossil fuels - yet minimal central government support has been given to the development of alternative fuels or alternatively fueled vehicles e.g. electric vehicles. In this policy dessert I would encourage and congratulate the council for any support it is able to offer in this area. As an Electric Vehicle owner and a commuter into Wellington every day I would have greatly valued the encouragement of vehicle charging infrastructure - so would encourage the council to move swiftly to provide these. 'Everywhere is good' but charging spots made available within council parking buildings makes total sense. I would encourage these parks to be provided on a low cost basis - as an incentive to encourage motorists to transition to EVs - with the many benefits these vehicles offer the city in low noise and zero toxic emissions. I would also urge the council to benchmark against the many leading EV cities worldwide (e.g. London, Oslo, Portland etc) and to also continue to develop relationships and plans with other EV Charging infrastructure providers (ChargeNet, Welington Electricity, Electricity retailers), central government agencies, local and national EV groups (e.g. Wellington EV Owners on Facebook).

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?

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

| Initiatives | Yes | No |
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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
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Comments

Comments

Who are we reaching

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

Attached Documents

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|----------------------------------|
| Annual Plan 2016/17 Consultation |

Talava Sene

From: erica van zon <ericavanzon@yahoo.com.au>
Sent: Thursday, 28 April 2016 9:16 a.m.
To: BUS: Annual Plan
Subject: Submission

I support these Arts Initiatives:

Toi Poneke Support
Council Art Collection

One priority I would like to see from the Toi Poneke support is proper support of exhibition artists at Toi Poneke Gallery - wiping the gallery hire fee and sales commission as it is a burden to emerging artists, as well as more support for public programmes.

with thanks,
Erica

Submitter Details

First Name: **Wayne**
 Last Name: **Newman**
 Organisation: **Creswick Valley Residents' Association Inc.**
 Street: **14 Creswick Terrace**
 Suburb: **Northland**
 City: **Wellington**
 Country:
 PostCode: **6012**
 Daytime Phone: **4758439**
 Mobile: **0275653311**
 eMail: **creswickvalleyra@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
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Submission

Low-carbon capital

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

- strongly support
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 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
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- 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

CVRA has concerns around the proposal to establish an Urban Development Agency. The models for such Agencies overseas are frequently state or federal bodies. Purchasing and aggregating urban land parcels for future development would be expensive, especially where private interests observe this intention and speculate. If the Urban Development Agency is to be a Council Controlled Organisation, some thought needs to be given to a wider ownership and full consultation on, and approval of, the statement of intent. If the Urban Development Agency undertakes projects on a cost recovery, rather than profit, basis, the Agency would be a significant instrument for development. It is a common theme with resident's associations across the city, however, that Council officials are largely deaf to the concerns of communities and residents now in dealing with developers. How these officials would exercise regulatory oversight of an Urban Development

Agency remains open to question.

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?

CVRA notes the Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. While CVRA supports this approach in principle, the example given is an Early Childhood Education Centre and the impact statement does not identify with sufficient clarity what impact the proposal would have on such centres. CVRA would prefer to see a fee structure that recovered costs without being burdensome on food premises that have not previously been registered. CVRA would also like to see the full break-down of the costs of an administrative task that requires a fee calculated at \$155 per hour, because this appears to be a totally unrealistic charge.

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?

CVRA supports Zealandia's proposal for the Council to purchase the Visitor Centre to allow the Trust to repay its loan to the Council, and to strengthen the governance of the Trust Board. Zealandia's presence, and vision to conserve and restore a portion of mainland New Zealand's biodiversity, is critical to the City's economic and environmental wellbeing. Wellington is one of the few New Zealand cities to experience bird song from our native bird species. The Visitor Centre is a well-used building eg on any one weekday there could be school groups learning about New Zealand's biodiversity, tour groups of overseas visitors using the Exhibition space and purchasing goods in the shop, a seminar happening in the upstairs exhibition space, and people using the café as their neighbourhood café. The benefits of working in partnership with Zealandia are: it places the Council in the forefront of environmental restoration in New Zealand and world-wide, as envisaged in the Council's Biodiversity Strategy. its close proximity to the CBD means Zealandia can easily be visited by City residents, visitors from other parts of New Zealand, and from overseas. Zealandia is firmly established as a 'must see' destination by cruise ship companies and indeed these tours contribute considerable revenue to Zealandia's operation. the reintroduction of endangered native bird species to Zealandia has led to the presence of many of these birds throughout the city, something that hasn't happened for over 100 years.

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

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

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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

The opportunities for savings exist throughout the day to day operations of the Council. For instance, the opening presentation of the Annual Plan consultation was a largely unjustified extravagance. Placing a glossy full-colour A5 and a glossy full-colour A4 saying the same thing on every seat in the Paramount, or laying on a very generous lunch where a third of those present

were Council staff, reflect attitudes to expenditure of public money that give no confidence that citizens will receive value for money.

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

CVRA believes that it is impractical for the Council not to have responsibility for wastewater laterals within Council-owned land and believes, therefore, that the Council should take responsibility for the maintenance and renewal costs of lateral wastewater connections in the road reserve? While CVRA recognises that Council assuming responsibility for the maintenance and renewal of the part of wastewater laterals in Council land within the road reserve will lead to a transfer of cost from private landowners to all Council ratepayers, this transfer of cost was central to the creation of public wastewater systems originally.

Other issues/ matters or general comments

Comments

2015-25 LTP Year 2 work programme 6. Dog exercise areas CVRA has no particular view on these projects, but notes that the recent improvements to the dog exercise area at Ian Galloway Park have been very successful and very popular with dog owners. As these improvements were undertaken in isolation from any increased provision for parking in the vicinity, this popularity has caused noticeable inconvenience for local residents with all on-street parking being taken up on occasion by visitors to the dog exercise area. This need for adequate parking provision needs to be considered as an integral element of any upgrade to a dog exercise area.

15. Safer speeds CVRA believes the proposal to reduce vehicle speeds will make these roads safer and more pleasant for all road users. CVRA has submitted in support of this and cited studies that show that reducing vehicle speeds significantly reduces the number and severity of injuries. CVRA considers that there will be little effect on motorists' travel times from this.

Operational projects 1. Biodiversity Action Plan While the consultation document mentions expenditure in relation to the Biodiversity Action Plan, CVRA cannot find how the proposed expenditure of \$3.7million is reflected in the projects and programmes, thus making it difficult to sensibly comment on whether the priorities in the Biodiversity Action Plan will be achieved or even actioned. The section in the Annual Plan relating to environment mentions biodiversity in terms of mainly pest control. On perusing the detail, most of the expenditure seems to be aimed at local parks, with maintenance of parks buildings and infrastructure one of the bigger expenditures. CVRA is of the view that open spaces should be a strategic part of implementing the Council's Biodiversity Strategy. CVRA values open spaces for their undeveloped character and ability to provide connectivity through the surrounding urban landscape. Unless reserves planning (A004) includes the identification of ecologically important habitat and open spaces, then this important work won't happen. The retention of open spaces can coincide with the concept of creating 'stepping stones' to areas of established biodiversity habitat, biodiversity corridors for indigenous fauna and flora and buffers for habitats of higher value or at greater risk. There doesn't seem to be any recognition of this concept in the operational plan or the consultation document. Open spaces seem to be reflected in the Council plans through managing vegetation on roads, open spaces and trails on other open space, rather than as potentially valuable components of the city's biodiversity. There is no mention in the document about improving connectivity in the landscape, such as the northern 'fly-way' from Zealandia, through the Creswick Valley, to Otari-Wilton's Bush and beyond. To improve this 'fly-way' Council needs to: 1 Complete the Old Karori Road Reserve proposal, some 26 years after stopping Old Karori Road; and 2 Continue pest control in the bush immediately north of Zealandia, in the Old Karori Road vicinity and in Otari-Wilton's Bush to enhance the fly-way's purpose to maintain the success of

spread of native birds beyond Zealandia. 4. Cycleway planning While CVRA supports plans to encourage a greater uptake of cycling, we note that cars are not alone in requiring parking space and creating congestion, especially at peak times. As cycling usage increases more space will be required for bike stands, racks and corrals throughout the city and some care in planning for these will be necessary. 9. Zealandia Grant CVRA considers the grant to Zealandia to be crucial in enabling biodiversity conservation and restoration work to be continued. This work is not cost-free and indeed a concerted effort is required to keep Zealandia free of mammal predators.

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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 eMail: **don_maria_mackay@msn.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 generally support the Council's work in this respect to the extent that it can be accommodated within existing budgets and with zero rates increase.

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

Again, this may be useful, provided it does not have any impact on rates. The risk is that it creates just more bureaucracy at increased cost to ratepayers.

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?
 Unfortunately the options for ratepayers are limited.

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?

This is yet another example of unsound Council decision making ultimately passing the buck (and the costs) to ratepayers. It followed the standard Council pattern of projects being based on wishful thinking, with tame consultants being engaged to prepare overinflated visitor numbers so as to provide an economic justification for the project, which then fails to live up to expectations, leaving ratepayers to pick up the tab. We now see the same pattern repeated regarding the proposed Airport extension, and doubtless the proposed Convention Centre as well.

Kilbirnie Business Improvement District

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

- Yes
 No

If not, how should the BID be funded?

Other Initiatives

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

| Do you agree the Council should fund this initiative in 2016/17? | Yes | No |
|--|----------------------------------|----------------------------------|
| Lyll Bay Foreshore Resilience Plan | <input checked="" type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <input type="radio"/> | <input checked="" type="radio"/> |
| Ngauranga to Airport – minor capital projects | <input checked="" type="radio"/> | <input type="radio"/> |
| Johnsonville Library Kindergarten purchase | <input type="radio"/> | <input checked="" type="radio"/> |
| Living Wage | <input type="radio"/> | <input checked="" type="radio"/> |
| Community Grants changes | <input type="radio"/> | <input checked="" type="radio"/> |
| New Outdoor Events Series | <input type="radio"/> | <input checked="" type="radio"/> |
| Toi Pōneke support | <input type="radio"/> | <input checked="" type="radio"/> |

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

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

| Initiatives | Yes | No |
|---|----------------------------------|----------------------------------|
| 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"/> |
| Johnsonville Library Kindergarten purchase | <input type="radio"/> | <input checked="" type="radio"/> |
| Living Wage | <input type="radio"/> | <input checked="" type="radio"/> |
| Community Grants changes | <input type="radio"/> | <input checked="" type="radio"/> |
| New Outdoor Events Series | <input type="radio"/> | <input checked="" type="radio"/> |
| 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"/> |

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

The Council should go much further than simply limiting rates increases to the 3.6 percent stated in the LTP (now ballooning out to just under 6% rates increases in the figures for the annual plan). At a time of zero inflation the Council should be operating on the basis of zero rates increases, and the level of increase proposed even at 3.6% is unjustifiable and unacceptable. The Council should prioritise and cut its expenditure, just as ratepayers have to. It is a matter of identifying from a zero base what expenditure is discretionary and what is essential, and then cutting back the discretionary expenditure so that the essential work can be done without any increase in rates. The various funds that the Council leadership uses to hand out ratepayers largesse to favoured miscellaneous groups and businesses would be a good place to make cuts. There also needs to be an end to secret under the table payments to favoured groups and businesses, each one of which brings the Council (and Wellington) into further disrepute. If a payment can't be made publicly it shouldn't be made at all. The bottom line is that ratepayers have to adjust their preferred expenditure so as to fit within their incomes. The Council seems to exist in a parallel universe and takes the reverse approach - it increases its income (by levying ever increasing rates) so as to fit its preferred expenditure.

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

Like many others, I am concerned by the culture of secrecy that seems to permeate the granting of funds and contracts by the Council leadership. Taken in combination with the Central Government's attempts to delay Official Information Act requests it is no wonder that New Zealand is slipping down the Transparency International index. Most New Zealanders have regarded our previously outstanding record in this respect, and our traditions of open and transparent government, with a great deal of pride, and it is a tragedy to see it frittered away. It is also quite bizarre (and in my view unacceptable) that individual councillors, as the elected representatives of the residents of the city, also have information withheld from them by the Council leadership. A good improvement would be to ensure that new staff, particularly senior staff who are hired from overseas, are properly educated in the spirit and letter of the Local Government Official Information and Meetings Act 1987, and the traditions of open and transparent democratic government at the local body and central Government level in New Zealand.

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

The major problem is not being addressed, which is that CO2 emissions for transport are rising, while public transport in Wellington is 4.5x or more expensive than anywhere else in NZ. Separate cycle ways have not been provided, or where in place, such as between Lower Hutt and Wellington are not maintained. Congestion between the Hutt, Wellington and Ngaranga is causing traffic jams, especially at peak times, but anytime also.

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?

Plan will definitely not make much difference. Need some drastic measures to reduce car/truck usage in Wellington. I believe we have more cars per person in NZ than anywhere else in the world. Major solution would be to reduce public transport cost to lower than travel by car. Introduce tax on cars coming into Wellington. Pedestrianise central Wellington. Provide subway for central Wellington, or bring back the trams. Encourage cycling, by providing separate upgraded cycleways.

between Hutt and Wellington urgently - upgrade current cycleway should be a priority, not 5+ years away. I am concerned that proposed cycleway linking Hutt and Wellington is too close to sea and will get drowned by Southerly waves and sea level rise will make it unusable/damaged by storms. Provide hire bikes/golf carts in Central Wellington, especially if it is pedestrianised. Freight goods by train, as trucks also cause a lot of road damage - better still encourage buying local. Address problem of so many flights into/out of Wellington. Introduce mandatory carbon tax on all forms of fossil fuel usage. Encourage people to plant trees on road reserves, waste lands. Discourage purchase of new fossil fuel vehicles in Wellington.

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

Urgent reductions are needed to try and minimise climate destruction. The planned reductions are too low and too slow.

Urban Development Agency

Should the Council establish an Urban Development Agency to:

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

Yes

No

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

Yes

No

6. deliver large-scale Council developments?

Yes

No

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

Yes

No

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

- Yes
- No

Comments

Food Act fee changes

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

- Yes
- No

If not, what is your preferred approach?

Zealandia Governance

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

- Yes
- No

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

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

- Yes
- No

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

Kilbirnie Business Improvement District

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

- Yes
- No

If not, how should the BID be funded?

Other Initiatives

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

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

| | | |
|---|----------------------------------|-----------------------|
| Lyall Bay Foreshore Resilience Plan | <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 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 |
|---|----------------------------------|-----------------------|
| 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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| 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 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

Introduce car tax for cars coming into Wellington - make fortune from this to fund public transport fee reductions, cycleways, etc. Carbon tax for people driving fossil fuel vehicles.

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

Basic responsibility of council to provide municipal wastewater systems to private houses. This is what rates are for.

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 Female

My age is

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

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

- Yes
 No

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

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 Last Name: **Nimmo**
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 City: **Wellington**
 Country: **New Zealand**
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 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

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

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"/> |

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

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

Comments

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 Female

My age is

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

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

- Yes
- No

Which best describes you?

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

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

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

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

Attached Documents

| |
|----------------------------------|
| File |
| Annual Plan 2016/17 Consultation |

Submitter Details

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 Daytime Phone: **(04) 5906969**
 eMail: **mary.therese@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

I oppose the removal of the minimum parking requirements for new developments, particularly if this should spread to the northern suburbs. Cars do have a place particularly for the less mobile and/or older sections of the population. Also public transport is not currently adequate to meet many reasonable needs or requirements including taking part in various recreational or social activities. I do not currently own a car so I speak from experience. I do support improvements to public transport to make it more accessible and convenient for as many people as possible and also improvement in pedestrian/walking facilities.

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

I totally oppose the use of ratepayer funds for, and WCC becoming an active player in, the property and development market. This is a risky, and often speculative, venture and if market players are not prepared to undertake this development then it is quite obvious to me at least that this activity must be uneconomic and/or very high risk. I consider that, given the risks in such a venture, WCC becoming an active player in the property and development market is inconsistent with its fiduciary

duties as custodian of ratepayer funds and interests.

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 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 checked="" 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 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 |
|---|-----------------------|-----------------------|
| 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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| 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

As this infrastructure is in road reserves and this makes it complex for individual property owners to manage, it makes more sense for the Council to manage it on a centralised basis, and indeed even to own it.

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male

Female

My age is

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

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

- Yes
 No
-

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Michael**
 Last Name: **Veneer**
 Street: **50 Upland Road**
 Suburb: **Kelburn**
 City: **Wellington**
 Country:
 PostCode: **6012**
 Daytime Phone: **04 498 3839**
 Mobile: **027 447 6816**
 eMail: **veecee.home@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

Good to see an emphasis on control of vehicles, electric vehicles (but how do we produce the electricity to run them) lower public transport fares and car pooling.

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

Large scale development projects could be over-ambitious. Control and co-ordination may be more effective.

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 checked="" type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <input checked="" type="radio"/> | <input type="radio"/> |
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| 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 checked="" type="radio"/> | <input type="radio"/> |
| 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 |
|---|----------------------------------|-----------------------|
| Lyall Bay Foreshore Resilience Plan | <input checked="" 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

Too difficult a question to answer without serious background research.

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 Female

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years

60 years or older

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

- Yes
 No
-

Which best describes you?

- Residential ratepayer
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 I rent
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-

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

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

Attached Documents

| File |
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| Annual Plan 2016/17 Consultation |

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

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- 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

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, their 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.

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 **817**

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"/> |
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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 |
|---|-----------------------|-----------------------|
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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

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
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 Niuean
 Chinese
 Indian

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

Attached Documents

| |
|----------------------------------|
| File |
| Annual Plan 2016/17 Consultation |

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.

Talava Sene

From: David Taylor <taylordavid@xtra.co.nz>
Sent: Thursday, 28 April 2016 11:17 a.m.
To: BUS: Annual Plan
Cc: rossdjamieson@gmail.com
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu Poneke Community & Sports Hub

Dear Councillors,

The Pōneke Football Club support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

In my voluntary role as Treasurer of Pōneke Football Club, I have firsthand experience of the difficulty of trying to keep a large sports club financially viable. This is a struggle we share with most community and sports groups around New Zealand. The costs of maintaining ageing facilities and meeting rising utility costs makes the current model unsustainable. The future lies in working with others to share physical facilities and back office services.

More efficient use of our upgraded facilities will generate financial and time savings for all member clubs of the Toitu Poneke Community & Sports Hub. This will allow them to concentrate on promoting their sport or activity and will have a positive impact on the local community through increased participation.

We ask that you vote in favour of this funding.

Yours sincerely,

David Taylor
Treasurer
Pōneke Football Club

113 Totara Road
Miramar
Wellington

021 715 067
taylordavid@xtra.co.nz

Talava Sene

From: Craig Unsworth <Craig@serviceprinters.co.nz>
Sent: Thursday, 28 April 2016 11:33 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

(you are welcome to put more information here if you wish to elaborate on your support).

Yours sincerely,

Name

Postal Address / Suburb / City

Daytime Phone

Email

Antoinette Bliss

From: Keegan Barnettbates <keegan9874@gmail.com>
Sent: Thursday, 28 April 2016 3:09 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Lyall bay Surf Club

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Keegan Barnett-Bates

16 Somes Crescent Newlands

022 072 9277

Antoinette Bliss

From: Claire & Rufus <c.r.dawe@paradise.net.nz>
Sent: Thursday, 28 April 2016 3:20 p.m.
To: BUS: Annual Plan
Subject: Mein Street Rooding Improvements in Newtown

I would like to request that money be set aside in the Annual Plan for widening of Mein Street in Newtown. If the footpath on one side of the road - preferably the hospital side - were narrowed by just 1metre the road could then be widened accordingly thus improving traffic flow from Riddiford Street to Owen Street.

Currently the road is too narrow to support the high volume of traffic now using Mein Street. For example if two ambulances wish to pass, one has to pull to one side to enable them to do so. Similarly with large trucks and vans.

If you look at this road (physically, not from a map!) you will see that it narrows from Riddiford Street before reaching Daniell Street.

Traffic pulling out from Daniell Street into Mein Street, often has to enter the incorrect side to enable them to do so. This is unsafe and also causes traffic to slow.

Fire engines cannot negotiate this road safely because of traffic parked there. Would you like to be "nudged" by a fire engine if your car was in the way???

The road only becomes more negotiable when reaching Mary Potter Hospice as at that point there is no parking on the hospital side of the road.

When I phoned WCC about this several months ago I was told there was no money in the budget for road widening, hence this emailed request now.

A proper and formal survey needs to done to investigate this, not just views of one person on the end of the phone who says "no".

Antoinette Bliss

From: Deidre and Robb <sheppardmorison@actrix.co.nz>
Sent: Thursday, 28 April 2016 4:00 p.m.
To: BUS: Annual Plan
Cc: rossdjamieson@gmail.com
Subject: Submission : 2016/17 Annual Plan - Support for \$750,000 grant to Toitu
Poneke Community & Sports Hub

Dear Councillors,

We support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

Yours sincerely,

Deidre Sheppard and Robb Morison
Capital Swim Club
24 Hauraki Street, Karori, Wellington
4760444
sheppardmorison@actrix.co.nz



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 Poneke 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 Poneke 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.

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

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

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

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

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

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.

Antoinette Bliss

From: BUS: Annual Plan
Subject: FW: Annual Plan Submission: Wellington Amenities Fund

From: Sarah Rusholme
Sent: Thursday, 28 April 2016 5:35 p.m.
To: BUS: Annual Plan
Subject: Annual Plan Submission: Wellington Amenities Fund

Over the last three years the Wellington Amenities Fund has provided support for the Nature Connections project: an initiative that provides support, staff training, mentoring and region-wide marketing campaigns to promote Wellington's best-loved nature attractions: Nga Manu Nature Reserve, Wellington Zoo, Zealandia, Pukaha Mount Bruce, Wellington Botanic Garden, Otari-Wilton's Bush, Kaitoke Regional Park, Battle Hill Farm Forest Park, Matiu Somes Island and Staglands Wildlife Reserve.

The Nature Connections consortium are grateful for this support, and for Wellington City Council's proposal that their funding of WAF continue.

In Wellington, Nature Connections is represented by Wellington Zoo, Zealandia EcoSanctuary, Wellington Botanic Gardens and Otari-Wilton's Bush. These organisations provide excellent learning and leisure experiences for all. Their staff and volunteers who work hard to provide the best possible visitor experience and conservation activities across their iconic sites. Through Nature Connections, the teams at each site have received access to a strong, supportive network of partners plus many weeks of staff training, the knowledge and confidence to train staff themselves, onsite mentoring from international experts, presence at events, and participation in a high profile marketing campaign designed to get Wellington families out exploring our natural treasures: Wellington Wild Things.

Without WAF support, staff and volunteers at these places simply would not have able to access these considerable benefits.

For the investment that Wellington City Council makes in the Wellington Amenities Fund, Nature Connections and projects such as the Matariki consortium featuring Te Papa and City Gallery Wellington, and 150 Years: 150 Buses which supports the region's lower decile schools to visit the capital, its business and residents receive significant return, benefits and profile. In addition, 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. Your ongoing support is appreciated.

You can find out more about Nature Connections at www.natureconnections.org.nz and www.wellingtonwildthings.com

THIS SUBMISSION IS MADE ON BEHALF OF THE NATURE CONNECTIONS PARTNERSHIP.

I DON NOT WISH TO PRESENT THIS SUBMISSION IN PERSON TO COUNCILLORS.

With best wishes,

Antoinette Bliss

From: Ken Allen <kenneth.allen53@gmail.com>
Sent: Thursday, 28 April 2016 6:11 p.m.
To: BUS: Annual Plan
Subject: Long term plan submission

I support the submission of the Newtown Residents Association in particular the call for a change of funding (increase) to the Community Grants Fund.

Ken Allen
Sent from my iPhone

The Strathmore Park Progressive and Beautifying Association (Inc.) 108 Strathmore Ave. Wellington 6022

President:
Stan Andis
36 Ahuriri St.
Strathmore Park

gkingston@xtra.co.nz

Secretary/ Treasurer:
Glenn Kingston
53 Tannadyce St.
Strathmore Park

Draft Annual Plan
Wellington City Council
PO Box 2199
WELLINGTON

28th April 2016

SUBMISSION TO WELLINGTON CITY COUNCIL DRAFT ANNUAL PLAN 2016/17

Our Association's Response

This response is based on member's consensus at our April 2016 committee meeting in addition to a review of points made in our pre DAP comments dated 4th February 2016.

Wish to Appear in-person

We do not wish to appear in person in support of this submission.

Format of DAP Document

Once again we wish to complain that line items of Capex & Opex under each Business Unit are aggregated to the extent that it is not possible to identify individual projects which have significance to our suburb or district.

We urge a return to the more traditional format for this DAP – or at least make such a document publicly available at the time of release for comment.

Level of Proposed Rate Rise

In the circumstances that the annual cost of living index is 0.4% & the annual increase in weekly full time wage is reported to be less than 2% the rate increase of 5.3% for the residential sector is not justified, particularly when levels of this same order are forecast to continue for many years. Much of this increase is due to a series of unrestrained financial support for big ticket items for which loan financing and ongoing operational costs are faced far into the future.

Our Association urges Council to look again at the funding & ownership model of the Convention Centre, the decision to invest heavily into the Airport runway extension and now the film museum – all of which should be commercial enterprises not reliant on up front (and likely ongoing) subsidies to achieve their business case objectives.

We maintain that Council support of these enterprises should be limited to initial rates relief, reduced charges for services & other Council compliance costs rather than direct injections of borrowed funds required to be serviced by rates.

Moa Point Sewage Treatment Plant

Background provided in our pre DAP comments:-

“The current consent conditions for this plant require that investigation with a view to implementing intense UV treatment in cases of “overflow discharge” during and after heavy

rain.

The investigations and pilot have been undertaken by Wellington Water and the findings are that the UV option is not viable to achieve the stated ½ Log reduction in the discharge pollution level during these periods”.

This Association requested that funds forecasted to be required for the UV option now be added specifically to lift the number & scope of sea & stormwater Ingress & Infiltration (I&I) projects which are being identified on an ongoing basis by the programme of measurement and analysis of sewage catchments throughout the City.

Despite our earlier comments and representations to our Ward Councillors our analysis of the DAP shows that no significant change has been made to the expected spends in Plant or I&I for the 2016/17 period as compared to the same year in the LTP– even though there is absolutely no possibility that UV capital expenditure will be undertaken during this year.

Appendix 1 to this submission shows the relevant expenditure comparisons.

Since making our Pre DAP comments we have been advised that the UV project was funded by allocating \$980,000 pa (to each of?) the 10 years of the LTP.

Accordingly we request that this sum be deleted from Plant & be applied to Network I&I to ensure that the focus is redirected, noting that such action will smooth the process being undertaken by Wellington Water to encourage original submitters to agree to the deletion of the UV condition.

With the promise of more extremes in rainstorm events and flash flooding the increase in I&I funding will be in line with Climate change undertakings and should be welcomed.

Tsunami Public Noticeboards

About 2 years ago the Tsunami discussions and painting of blue lines in Strathmore Park were successfully undertaken.

Whilst there is good awareness of the purpose and meaning of the signage among the initial stakeholders there has still not been any placement of promised Notice Boards within our Suburb to inform our residents and public.

This Association requests that the roll out of notice boards be provided for in the DAP (specifically within our suburb) in accordance with the plan that we signed up to during the analysis and execution phase of the project.

Road Safety Around Schools

Our Association has consistently requested traffic controls around our schools.

An active school speed zone has been provided on Strathmore Avenue for Kahurangi School and Strathmore Park Kindergarten and ***we request Council to also provide a similar system on Monorgan Rd. for Scots College.***

In view of the narrow street width, pohutukawa tree lined berms and unmarked/ uncontrolled car parking regime we also believe that the lower part of Monorgan Rd (at least from Raukawa St. intersection) should be a 40k speed zone at all times.

Scots College has provided their written support to us of these requested measures.

We are also aware from the resident at No.48 Monorgan Rd. that parking outside his residence causes a hazard.

Vehicles park on the corner outside his house and create a real traffic hazard as the shape of the corner means that oncoming vehicles in each direction are required to take evasive action in a narrow section of a very busy intersection with Raukawa Street.

Our suggested remedy is to extend the broken yellow lines to eliminate the hazard. The distance required is a vehicle's length.

Stormwater Flooding Monorgan Rd.

Flooding on Monorgan Rd. affecting properties opposite Scots College entrance has occurred many times in the past. A number of proposals have been put forward by Wellington Water, some of which sought to divert stormwater via the Golf Course. The current status over 1 year ago was “awaiting a review of the Miramar stormwater network”. No further advice has been received.

With the certainty of an increase to the severity of rainstorms over time we again request that Council urgently action the stormwater network review and provide substantial capacity augmentation for Monorgan Rd.

Widening of Feeder Streetwidths in Wellington suburbs

Whilst consulting with members and residents regarding Broadway tree & centre islands removal a number of comments were received about inadequate road width of Strathmore Avenue.

With the move toward providing for cycling this Association urges Council to seriously consider streetwidening as an infrastructure improvement policy.

Strathmore Avenue is a prime example of a street with wide berms and Council provided planting is well past its use by date. Long term planning should begin to redefine the location of kerbs & channels on streets of this nature with a view to increasing road width to cater for increasing vehicle widths, adequate parking and ultimately cycleways.

From observation around the city there are many such streets with inadequate roadway widths that serve communities with increasing car ownership & journeys for school, work & local reasons. Mein Street Newtown is also a good example which should be listed high on a street widening agenda.

Undergrounding of Services

The undergrounding policy adopted some years ago is clearly not providing any significant undergrounding in Suburban Wellington. We consider the policy elitist, assisting only the well healed to claim grants for private enjoyment & to improve their home's asset value.

We urge Council to adopt a policy & strategy to eliminate all overhead services in (say) 60 years from its inception.

This would require drawing up street priority lists, encouraging public input and gaining the co-operation of the various services currently using overhead plant.

In suburbs we see a proliferation of mysterious and unsightly overhead cable arrays, many of which are expedient temporary arrangements which remain for years following relocation of a single pole or support.

Economic Development Funding/ Destination Wellington/ et al

Our Association is dissatisfied with this/ these unit(s) which goes well beyond their brief in setting up deals with commercial enterprises and operators which commit substantial ratepayer's funds without their detailed proposals being first discussed by full Council.

We disapprove of the rates implications of the subsidy to WIAL in funding the bulk of their

resource consent application, apparent commitment to fund \$90M, by way of a 40 year loan, as an upfront payment towards the airport extension without a robust business case or a single airline offering to fly, also the “secret” subsidy for seats on Singapore airlines to commence the Wellington/ Canberra to Singapore hub flights.

The history of encouraging airlines to provide direct services to Wellington is abysmal. Council spent funds in encouraging direct flights Wellington to Adelaide some years ago at the time that the runway end safety areas were installed. No such flights have eventuated but now grandiose plans are afoot to not only subsidise the build for wide body services to even more distant locations, but to partner with Connect Wellington to actively promote the extension. We are now bracing ourselves for the details to be released for the deals to commit more of our rates to increased subsidies to the Wellington 7’s (now in its twilight period of support) with probable Wellington Lions & Phoenix deals yet to be revealed.

We request that the Unit be funded for its premises & staff operational expenditure only and that all other proposals by way of subsidy, cash payments, event underwriting etc. be required to be fully consulted & entered into annual and long term plans with the same rigour that all other Council departments require to observe.

As we have seen with car street races, WoW festival and Stadium events Wellington is really good at fostering new ideas and programmes – but all of these have their peak time & eventually reach a use by date. WCC must reign in unplanned and unconsulted subsidies to commercial enterprises. Council should restrict their support to reduced rates, waived fees etc during times of establishment rather than committing continuing rates funds to lobbyists with grandiose plans.

Convention Centre Consultation (Not)

Our Association responded to the LTP last year in the belief that the financial commitment was limited to a specified term fixed price leasing of 2? floors which would be used for conventions. Even this plan had risks in take or pay commitments.

After much delay it appears that the current position is that Council has purchased land & signalled that it will construct the entire centre to also include a film museum to be leased to the industry.

This Association is astounded that such a dramatic U turn could be made within less than 1 year from LTP sign off.

The much touted advantage of early completion also seems to be fading now that the Auckland Centre construction has commenced.

Our confidence is shaken in the Draft plan consultation process and we again urge that Council alter their priorities to keep rates more in line with cost of living, rather than growth at any cost.

Sale of Council Assets

We are heartened to see that there are no plans to sell Council assets listed in the DAP.

Our Response to Specific Proposals

LTP Amendment

Our Association does not support the changes proposed to the ownership model which involve the additional expenditure of \$54M without any timely consultation.

Low Carbon City

Our Association supports the concept and agrees the recommended emission reduction targets. We believe that the carbon issue is real and that many agencies, including Government, are depending on phoney credits rather than walking the talk.

It is clear that carbon reduction must start at personal & local levels & Council has the chance to lead by example.

New Urban Development CCO

Our Association supports this proposal.

Food Act Implementation

Our Association supports the Council's preferred option by setting a fixed fee at a level to recover all costs. It is to be hoped that the position of annual & one off charity, church & school events dependent on volunteer preparation will not be adversely affected and that Government Ministry assurances in this regard will be honoured at local level.

Zealandia CCO

Our Association supports this proposal together with the purchase of the building. This is an example of a group of well meaning volunteers being ensnared into a misguided corporate organisation with grandiose growth strategies and unreal business case. Since Council accepted the proposals & loaned money without due scrutiny it now must face up to the reality to keep this facility viable.

Minor New Initiatives Comment

Ngauranga to Airport – minor capital projects

Supported.

Johnsonville Library – Kindergarten purchase

Supported.

Community Grants changes

Each listed item supported.

New Outdoor Events Series

Supported.

Arts sector activation programme

Supported.

Placemaking

Supported.

Middleton Road

Supported.

Council art collection (conservation work & Advisor time increase)

Supported.

Consultation Questions**Private wastewater laterals**

Supported. The position that ratepayers face is untenable & appears to stem from some strange policy adopted some years ago. This Association considers that the laterals are the means by which the service is delivered to the boundary of a rateable property and owners should not be faced with maintenance in public space.

Signed,
Glenn Kingston (Sec./Treas.)

Appendix 1

LTP year 2016/17 is shown as first column & 2016/17 DAP as second column.

| | | | | |
|---|---|---------|---------------|---------------|
| A041 | Wastewater - Asset Stewardship | Expense | 14,043 | 13,407 |
| | | Income | (627) | - |
| C084 | Wastewater - Trade Waste Monitoring & Investigation | Expense | 212 | 202 |
| C086A | Wastewater - Network Maintenance | Expense | 2,254 | 2,307 |
| C497 | Wastewater - Asset Management | Expense | 561 | 548 |
| C501 | Wastewater - Monitoring & Investigation | Expense | 1,304 | 1,297 |
| C502 | Wastewater - Pump Station Maintenance/Operations | Expense | 1,134 | 1,150 |
| Sewage collection and disposal network Total | | | 18,881 | 18,912 |
| C087 | Wastewater - Treatment Plants | Expense | 21,656 | 22,407 |
| C347 | Sewerage Disposal | Expense | 1,939 | 1,316 |
| | | Income | (629) | - |
| Sewage treatment Total | | | 22,966 | 23,723 |

End of Submission

Antoinette Bliss

From: Amy McMullan <mcmoolan@gmail.com>
Sent: Thursday, 28 April 2016 8:31 p.m.
To: BUS: Annual Plan
Cc: Arie Moore - Chair
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

I have been a member of Lyall Bay SLSC since 1994 where I started participating in the Nipper Programme aged 11. I have been a volunteer surf lifeguard since 1997 and completed many seasons of patrol at Lyall Bay beach. I have also used the club rooms to teach the Beach Education programme to primary school students when I worked for Surf Lifesaving Wellington in 2004/2005. I continue to be a member of the club both patrolling and competing in the Masters age group. Lyall Bay SLSC celebrated its centenary in 1910 and funding for a new community clubrooms will help continue the tradition of surf lifesaving at Lyall Bay for the next 100 years.

Yours sincerely,

Amy McMullan

6 Porritt Avenue, Mount Victoria, Wellington

0221911662

mcmoolan@gmail.com

Antoinette Bliss

From: Clare Mckendrey <clare.mckendrey@gmail.com>
Sent: Thursday, 28 April 2016 9:01 p.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

(you are welcome to put more information here if you wish to elaborate on your support).

Yours sincerely,
Matt McKendrey
31 Puru crescent, Lyall bay, Wellington
02198 0098
Matt.mckendrey@summerset.co.nz

Matt

Antoinette Bliss

From: Ash Jones <Ash.Jones@aurecongroup.com>
Sent: Thursday, 28 April 2016 9:15 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Ash Jones
Structural Engineer, Aurecon
T +64 9 520 7363
E ash.jones@aurecongroup.com
Aurecon House Level 4, 139 Carlton Gore Road
Newmarket, Auckland 1023
PO Box 9762, Newmarket, Auckland 1149, New Zealand

The Aurecon logo consists of the word "aurecon" in a bold, lowercase, sans-serif font. A small green square is positioned above the letter 'a'.

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

- 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: Amy Long <amylong93@gmail.com>
Sent: Thursday, 28 April 2016 9:21 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms' Dear Councillors,

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Amy Long

84 Karepa Street, Brooklyn

Wellington, 6021

027 721 4922

[Amylong93@gmail.com](mailto:amylong93@gmail.com)

--

Kind Regards,

Amy Long
027 721 4922

Antoinette Bliss

From: i-collins@clear.net.nz on behalf of Ian Collins <i-collins@clear.net.nz>
Sent: Thursday, 28 April 2016 9:22 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

IG Collins

43 Rakau Road
Hataitai
Wellington 6021
027 226 8541
i-collins@clear.net.nz

Antoinette Bliss

From: ryan watson <ryan@kowhaielectrical.co.nz>
Sent: Thursday, 28 April 2016 9:36 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

(you are welcome to put more information here if you wish to elaborate on your support).

Yours sincerely,

Ryan Watson

19 Lambley Road, Titahi Bay, Porirua

0212802420

ryan@kowhaielectrical.co.nz



**New Zealand
Institute of Architects
Wellington Branch**

27 April 2016

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

RE: Establishment of an Urban Development Agency

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

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

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

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

Yours faithfully

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

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

Antoinette Bliss

From: Alex Edmonds <edmondsal@wgc.school.nz>
Sent: Thursday, 28 April 2016 9:47 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Alex Edmonds

6012 / Kelburn / Wellington

(04) 499 499 8

edmondsal@wgc.school.nz

Sent from my iPhone

Antoinette Bliss

From: Anthony Edmonds <anthonyedmonds@iisolutions.co.nz>
Sent: Thursday, 28 April 2016 9:53 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Lyall Bay Surf Life Saving Club

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay Surf Life Saving Club's new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

The re-development of the Lyall Bay Surf Life Saving Club building is a key project within Wellington. I highlight the linkage to water-safety which surely is a priority of the Wellington City Council. The club is critical in keeping Wellington families safe on our main ocean beach.

Yours sincerely

Anthony Edmonds
1A Rawhiti Terrace.
Kelburn
Wellington
04-499-4998
anthonyedmonds@iisolutions.co.nz



Mobile 021 499 466
Phone 04 4999 657
Level 3, Woodward House
1 Woodward Street
PO Box 25003 Featherston Street
Wellington 6146

<http://nz.linkedin.com/pub/anthony-edmonds/6/262/355>

Antoinette Bliss

From: Danae Gardner <danae.gardner@gmail.com>
Sent: Thursday, 28 April 2016 9:54 p.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Lifeguards save lives and are an important supplementary part of our non profit emergency services. The new club room proposal not only provides a space that's better designed to scan the beach and water, but also to contribute to what is a large part of the Lyall Bay and wider Wellington community.

Yours sincerely,

Danae Gardner
121A Hataitai Road, Wellington
0274240087
Danae.Gardner@gmail.com

Sent from my iPad

Antoinette Bliss

From: william.bladeofgrass@gmail.com
Sent: Thursday, 28 April 2016 9:56 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

This community is strong in its culture, it's connection to the sea. For Lyall Bay stay strong and become an even more vibrant and connected to the community this facility is needed.

Please continue to support a club that helped me to be a better human, and to learn to swim and understand our beautiful ocean.

Yours sincerely,

Will Moore

Wellington

William.bladeofgrass@gmail.com

027 6464671

Antoinette Bliss

From: Lucy Hunt <huntlucy@gmail.com>
Sent: Thursday, 28 April 2016 10:06 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: : 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Lucy Hunt

136 Cypress Tce, Palm Beach, QLD, 4221, Australia

+61 434340869

huntlucy@gmail.com

Antoinette Bliss

From: Jono Haimes <jono.haimes@gmail.com>
Sent: Thursday, 28 April 2016 10:12 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Jono Haimes

173 Woodman Drive, Tawa, Wellington.

021 1446248

Jono.haimes@gmail.com

Sent from my iPhone

Antoinette Bliss

From: Sammie Windsor <samanthamarywindsor@gmail.com>
Sent: Thursday, 28 April 2016 10:33 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Being apart of Lyall Bay SLSC is one of the greatest and proudest memories spent from joining as just a little nipper at 10years old to working up from a junior to a senior clubby/boatie and getting smashed in the surf and loving every minute of it especially that feeling of being part of a huge family that not only has fun and smashes every goal it sets its sights on but supporting the public and teaching others to save lives and be water and sun smart. It will be amazing to have even better facilities available to the next generation of surf life savers and the public

Thanks,

Sammie Windsor
48 Rhine Street, Island Bay, Wellington, 6023
0276311515
samanthamarywindsor@gmail.com

--

[Sammie Windsor](#)
M: 0276311515

Antoinette Bliss

From: Zoe Bartlett <zoeoliviabartlett@hotmail.co.uk>
Sent: Friday, 29 April 2016 3:53 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Zoe Bartlett

27 Gilpin Close, Mitcham, Surrey CR4 3QR United Kingdom

+447515998893

Zoeoliviabartlett@hotmail.co.uk

Sent from my iPhone

Antoinette Bliss

From: Heidi Cromwell <h.cromwell@yahoo.ca>
Sent: Friday, 29 April 2016 6:10 a.m.
To: BUS: Annual Plan
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu
Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

Kind regards,

Heidi Cromwell
61C Amritsar Street
Khandallah
Wellington
021 023 12754
h.cromwell@yahoo.ca

Submission

To: Wellington City Council

From: The Wellington Branch of the New Zealand Dental Association

P O Box 3709

Wellington

Email the administrative assistant Sharyn Pickard sharyn@symesdesilva.co.nz

Or contact branch committee member Dr David Excell at feeanddave@gmail.com or 021650580

Subject: ***Provision of public drinking water fountains with bottle refilling stations.***

Recommendation: Increasing the number of drinking fountains (with water bottle refilling stations) in the Wellington City area.

Background:

The Wellington branch of the New Zealand Dental Association (NZDA) represents 185 dentists in the greater Wellington area (around 90% of dentists).

As a group we have become increasingly concerned about the decay (dental caries) rates among our population and in particular that of our children.

Sugary drinks, also known as sugar-sweetened beverages (SSB's), are the major source of sugars consumed by children and young people in New Zealand.

The consumption of sugary drinks is associated with dental caries, weight gain and obesity.

As a group we are asking the Wellington City Council (WCC) to increase the number of public water fountains with bottle refilling stations in the city, especially along the waterfront and in parks where children tend to play with their families.

We believe this benefits our community because easy access to water allows everyone the chance to make a healthier choice. In turn this will hopefully mean a healthier population through a reduction in dental caries, obesity and Type 2 diabetes.

Last year CCDHB gave general anaesthetics to 607 children aged between 1 and 16 years in order to treat dental caries and associated problems that come with it of pain and infection. This included the extraction of 1935 teeth. At just over \$4000 for a child to have a general anaesthetic (GA) this costs our community nearly \$2.5M each year and this doesn't even begin to take into account the other children and adults who are treated in the school dental service or by dentists contracted to the DHB's or in the hospital system that are treated without a GA.

Let's try and help reduce the pain and suffering of our children by at least giving them the choice of water rather than a sugary drink.

As a group the Wellington Branch of the NZDA applauds the provision of \$25000 for new water fountains along the Great Harbour Way. In addition to that we would be prepared to provide funding for at least one new water fountain and water bottle refilling station along the waterfront or in another prominent position within the city. We would be happy to work with the council to see that this happens.

Our parent organisation (NZDA) adopted a consensus statement on sugary drinks at our board meeting on the 16th of April 2016. Within the document is this statement:

“The 2014/15 annual New Zealand Health Survey, 29,000 children under the age of 14 years have had teeth removed due to decay, an abscess, infection or gum disease in past 12 months. The shocking rate of dental caries and tooth extractions among young New Zealanders needs immediate attention. “

We recommend that the WCC provide more funding for water fountains and bottle refilling stations in Lower Manners Mall, Civic Square and Midland Park to help to address this issue and consequently improve the health of the people of Wellington.

Someone from the branch would be happy to come along and speak to this submission should you wish.

Antoinette Bliss

From: imasweetydarling@gmail.com on behalf of Anna Darling <anna.darling05@gmail.com>
Sent: Friday, 29 April 2016 7:34 a.m.
To: BUS: Annual Plan
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu
Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

Kind regards,

Name: Anna Darling
Postal Address:
5/84 Park Road

Suburb:
Miramar

City:
Wellington

Daytime Phone:
0211837800

eMail:
anna.darling05@gmail.com

Antoinette Bliss

From: Ed Keef
Sent: Friday, 29 April 2016 7:43 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: submission: 2016/17 annual plan - support for lyallbay surf lifesaving clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Ed Keef

325 Horokiwi road, Petone, Wellington

0274032155

Antoinette Bliss

From: Jenny <kiaorajenny@gmail.com>
Sent: Friday, 29 April 2016 7:47 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Jenny Miller

18 Sunglow Avenue

Melrose

Wellington

kiaorajenny@gmail.com

049341412/ 021 025 82314

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's 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.

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:

This message is for the named person's use only. It may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any mistransmission. If you receive this message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient. [THE WELLINGTON MUSEUMS TRUST](#) and any of its subsidiaries each reserve the right to monitor all e-mail communications through its networks.

Any views expressed in this message are those of the individual sender, except where the message states otherwise and the sender is authorized to state them to be the views of any such entity.

Thank You.

Antoinette Bliss

From: Anna and Matt Appleby <vivelesfrogs@me.com>
Sent: Friday, 29 April 2016 8:15 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

This club is an amazing place for our children to develop their outdoor skills and adventures, as well as support our lifeguards who are so much needed on the Lyall Bay beach!

Yours sincerely,
Anna Appleby
9 Beere Haven Steps
Seatoun 6022
Wellington
021 22 22 071
976 3666
vivelesfrogs@me.com

Antoinette Bliss

From: John & Gayle <jgtristram@gmail.com>
Sent: Friday, 29 April 2016 8:15 a.m.
To: BUS: Annual Plan
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu
Poneke Community & Sports

Dear Councillors,

We support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

Kind regards,

Name: Gayle & Glen Tristram
Organisation (if applicable)
Postal Address: 42 Tarikaka St
Suburb:Ngaio
City:Wellington
Daytime Phone:0210496289
eMail:jgtristram@gmail.com

Sent from my iPhone

Antoinette Bliss

From: John Wyeth <john.w@clear.net.nz>
Sent: Friday, 29 April 2016 8:26 a.m.
To: BUS: Annual Plan
Cc: rossdjamieson@gmail.com
Subject: Submission :2016/17 Annual Plan -Support for \$750,000 grant to Toitu
Poneke Community and Sports Hub

Dear Councillors

I support the funding of \$750,000 from the Wellington City Council for 2016/17 for the Toitu Poneke Community and sports hub.

Yours sincerely
Shona McIntosh

91 Brougham St
Mt Victoria
Wellington 6011
Mobile 021438055
Email Shonaannmac@gmail.com

Antoinette Bliss

From: Bruce White <bruce.white@orcon.net.nz>
Sent: Friday, 29 April 2016 8:59 a.m.
To: BUS: Annual Plan
Cc: Councillor Malcolm Sparrow; Justin Lester; Councillor Helene Ritchie; Councillor Simon Marsh
Subject: Tawa Town Centre Upgrade

Dear Sir/Madam

The Long Term Plan (LTP) includes provision of funding (\$1m) for upgrading the Tawa Town Centre. In the LTP the funding is scheduled to be available in 2018/19. We request that this funding be brought forward to 2016/17.

The Tawa Progressive and Ratepayers' Association (trading as 'Vibrant Tawa') has been working with Council Officers on possible upgrades to the Town Centre – something on which the Council has undertaken public consultation in conjunction with the establishment of a Medium Density Housing Area in Tawa.

The public consultation by the Council on the Town Centre upgrade has progressed efficiently to the point where a range of specific possible projects have been identified, with public comment having been sought by WCC on these. It is now crucial that funding be available in time for projects to proceed in 2016/17. If no funding is available until 2018/19, the initiative will stall, and have to 'start all over again', with renewed public consultation in a couple of year's time. That would be unfortunate.

In another initiative, Vibrant Tawa has commenced exploration, with WCC (Small Medium Enterprise and Tertiary Liaison – Cr Marsh (Officer – Phil Becker)), on a Business Improvement District (BID) being established in Tawa. This would be centred on the Tawa Town Centre. The current aim is to have the BID process underway before end June 2016. Garnering strong business operator and property owner support for Tawa Town Centre becoming a BID will be assisted by having the Town Centre improvements proceed within the next financial year (2016/17).

We accordingly request that the \$1m of funding for Tawa Town Centre improvements can be brought forward to 2016/17, so as to enable the momentum now established on upgrading the Tawa Town Centre to be maintained.

Yours sincerely

Bruce White
(for Vibrant Tawa)

Bruce D White Consulting Ltd
Telephone: 64 4 232 4639
Mobile: 64 27 361 6354

The information in this e-mail is privileged and confidential and intended for the addressee only. If you are not the intended recipient, please respect that confidentiality and contact the sender immediately. Thank you for your help.

From: Susan Watt [mailto:whathouse@xtra.co.nz]
Sent: Friday, 29 April 2016 9:00 a.m.
To: BUS: Annual Plan
Subject: Individual submission on Draft Annual Plan 2016/17

Dear Councillors and council staff
I submit the attached for your consideration as you finalise the Annual Plan for 2016/17.
I do not wish to present my views in person.

Yours sincerely
Sue Watt

28 April 2016

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

Submission on on Draft Annual Plan 2016/17

Contact: Sue Watt, 91 Majoribanks St, Mt Victoria, Wellington 6011
Phone: (04) 384 8208
Email: whathouse@xtra.co.nz

Thank you for the opportunity to comment on the Council's Annual Plan for 2016/17. My comments are limited to a few key points.

I am submitting as an individual and do not wish to present my views in person to Councillors.

Unhelpful documentation

I have found the consultation document unhelpful as it does not clearly explain exactly what all of the operating and capital funding is to be spent on, but rather is presented in bits and pieces. The reader is left to construct their own summaries based on data from all of the accompanying documents. Even then, there are inconsistencies. This lack of transparency does not inspire trust.

Spending and rates

I am dismayed to find that nine months after it signed off on a huge budget spend-up in the Long Term Plan 2015-25, the Council has not reconsidered and abolished some of its ill-conceived projects (eg. the airport runway extension and the indoor arena), but added more expensive big ideas, particularly a convention centre/movie museum and an urban development agency. As a consequence, there is a huge further increase in capital expenditure of \$71 million (41%) over the already large increase of \$172.6 million in the original Long Term Plan for 16/17. I strongly object to this, especially as several big ideas are completely contrary to the Council's stated objective of increasing the use of existing assets rather than spending on new infrastructure.

I also do not support the consequential proposed rates increases of 5.3% on an average residential property, and a total rates increase of 3.8% after growth. Both increases are way above the average change of 1.9% in the Local Government Cost Index for 2016-17. It is time Councillors reviewed Council staff pay rates, especially those of the CEO and managers, and the huge pay disparity between employees. It is unacceptable that in 2015, 10 employees earned over \$240,000 and a further 182 earned between \$100,000 and \$240,000. At the same time,

1,084 employees earned less than \$60,000. However, I am glad to see additional funding in the Draft Plan 16/17 to extend the Council's Living Wage policy to more employees.

I strongly object to the Council's mono-focus on economic growth and projects which are essentially for the commercial and private benefit of a few and are of little or no benefit to ordinary residents who must, however, bear most of the costs and risks. The Council should instead be sticking to its core business, as required by section 10 of the Local Government Act, and enhancing our social, environmental and cultural wellbeing through activities that progress us towards the goals of being a people-centred, eco, well-connected and dynamic city.

Low-carbon plan and 100 Resilient Cities project

I fully support the low-carbon plan and its aspiration for Wellington City to be the low-carbon capital, and I am glad to read we have become part of the 100 Resilient Cities project.

As transport is a major component of the low-carbon plan, I comment further on it. I agree to the proposed low-carbon plan projects, additional funding to continue developing safe cycleways, and to improve pedestrian movements in the CBD. However, more needs to be done with a longer-term view in mind, including through influencing the greatly misguided Regional Transport Committee:

- A commitment to prioritising transport modes and investment firstly to pedestrians, then cycling, then public transport, and lastly to vehicles (private cars and trucks)
- Increasing investment in active transport modes
- Investment in a light rail system in the city
- A fully-electrified public transport system. The decision to scrap the trolley buses should be reversed, as should plans to replace them and the bus fleet with hybrids
- A campaign to discourage people from using private cars to come into the city (publicity, park-and-ride facilities, congestion tax, reduced CBD car parks, more road space allocated to pedestrians and other active transport mode users)
- Abolishing plans to build any kind of 'bridge' at the Basin Reserve roundabout, to build another car tunnel through Mt Victoria, and to widen Ruahine St and Wellington Rd.

Town Hall and other Civic Square developments

I am glad to read work on the Town Hall earthquake strengthening has begun, with further geotechnical assessment and advice which suggests a base isolation approach is considered the best option. It is therefore extremely disappointing to read the project is now on hold, although it is not explained exactly why. It appears more than the remaining \$47 million funding is needed, but the Council must give this project top priority and at least bring this money forward to 2016/17 so work can continue. There is absolutely no rational reason why the Council should be happy to borrow \$134 million for the convention centre/movie museum immediately, instead of for the Town Hall, which should be a much higher priority. Nor is any reason given why the Town Hall funding must come from effectively selling off core Civic Square assets (via very long-term leases) – Jack Illott Green, the Michael Fowler Centre car park, and the Municipal Office Building. I totally oppose this proposal as our civic heartland must continue as the focal point of the city. If money is so scarce, how come there is \$16.7 million for 'Civic Campus development/office resilience and efficiency projects' in the 2016/17 budget? This appears to be for completely unnecessary workplace redesign for Council staff which I oppose.

I also oppose turning the Town Hall into a single-purpose music venue. It has served Wellington very well over long years as a multi-purpose venue with wonderful acoustics for music. Keeping it multi-purpose means it can serve as a 'music hub' alongside other activities.

Convention centre and movie museum

I welcome the movie museum proposal, but oppose its being publicly funded. From the beginning I have opposed the Council's funding a single-purpose convention centre, and I am appalled to learn the capital cost will now be publicly funded. This package deal has been hastily put together in secret in contravention of all democratic processes of good local government. There is no evidence of any option to involve private developers, but instead the project appears to have been handed on a plate to Willis Bond and Studio Pacific without any proper tendering process. Positively Wellington Venues already has a suite of multi-purpose venues which can accommodate most conferences. It is deplorable that not only are they no longer allowed to compete with the new convention centre, but must hand over all of their conference events to it, potentially becoming under-utilised white elephants – the cost of that was not included in the conference centre business plan. In addition, the optimistic expectation of growth in large conferences may not materialise, especially in view of major government and other investments in Auckland and Christchurch conference facilities. But we ratepayers will be left bearing all the construction, operating and ownership risks.

Urban development agency

As this proposal means the Council will become a speculator in the property market, I strongly oppose it as such activity is not the core business of local government and exposes ratepayers to unacceptable risks. The business case is incredibly weak, lacking any proper analysis of likely future property market drivers and trends, let alone their economic consequences and risks. Risks are increased by the arms length relationship the agency will have with the Council, and no direct public accountability. Wellingtonians have already had a bad experience with Wellington Waterfront Limited which was supposed to be self-funding but instead cost we citizens large amounts of money for court cases to protect our waterfront from being privatised and built on by the company. If developers are unkeen to develop more housing units, that is not a sign of market failure, but rather that the risks are too great as the property bubble may soon burst.

Basin Reserve

As I stated in my submission on the Long Term Plan, I supported funding for the redevelopment of the Basin Reserve in principle, but planning for this must be preceded by a reserve management plan as required by legislation. The Master Plan should be scrapped, and a proper plan developed with community involvement. Priority in that must be given to restoring the historic pavilion, and on making the ground more multi-purpose as required by the public recreation space provision of the Basin Reserve Deed. I strongly oppose your demolishing the old pavilion.

Other proposals

I strongly oppose:

- re-orienting Frank Kitts Park and adding a Chinese garden. The garden is a great idea but it does not have to be on the waterfront
- the building proposed for north Kumutoto as it still exceeds the Environment Court's height limits and is a monolithic slab completely out of character and scale with the old Eastbourne ferry building and nearby Sheds. The reference point should be these buildings and the water

frontage, not the CBD buildings. The Council's now having to spend \$3.075 million on the public space around it appears to be an admission of the unpleasant effects on pedestrians this building will have.

Antoinette Bliss

From: Kelly Fleming <kc.fleming@hotmail.com>
Sent: Friday, 29 April 2016 9:03 a.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,
Kelly Fleming

4/26 Wright St, Mt Cook, Wellington
0273243269
Kc.Fleming@hotmail.com



St James Theatre
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E nzfestival@festival.co.nz
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28 April 2016

To Whom it May Concern

Re: 2016/17 Annual Plan, Wellington City Council

On behalf of the New Zealand Festival we wish to reiterate our support for range of initiatives in the Wellington Long Term Plan.

Support the annual investment in the New Zealand Festival as part of the Long Term Plan

We strongly support the ongoing annual investment in the biennial New Zealand Festival by Wellington City Council. The New Zealand Festival is one of the top three arts festivals in the Australasian region, attracting around 300,000 people in 2016; its 30th year in Wellington. Council investment in the Festival allows us to present the world's best artistic talent and draw audiences from around New Zealand and beyond. A smart investment, the Festival delivered \$70M economic impact to Wellington in 2014.

Support availability of funds for special events like the Royal Edinburgh Military Tattoo

Availability of additional budget for investment in major, special events has allowed the New Zealand Festival to secure and deliver the Royal Edinburgh Military Tattoo for Wellington in February 2016; attracting over 84,500 people. Investment in this event delivered a significant return for the city, attracting over 45,000 out-of-region visitors to the city and generating an estimated economic impact of over \$40M. We strongly urge the Council to continue to support and invest in major cultural events for the capital and look forward to future collaborations.

Support investment provided by Wellington Regional Amenities Fund

The New Zealand Festival supports the existence and investment of the Wellington Regional Amenities Fund. As an organisation with a regional-wide audience reach, both to its events in the CBD and to satellite events presented in the regions, the Festival welcomes the joined-up, collaborative regional approach of this initiative. The Festival's ambition is to create significant, high-impact cultural activity which engages audiences right across the region. In 2016 the Fund's investment allowed it to create a series of extraordinary, accessible, large-scale free events, such as the popular *Contact Festival Playground* which alone was attended by an estimated 50,000 families over the Festival period. Investment from the region in the Festival makes good sense; in 2014 we delivered \$63.5M to the regional economy.

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FOUNDATION
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Call for repair and investment in valuable Wellington cultural venues

The Wellington Town Hall, with its stunning interior and acoustics, has now sat vacant for over three years. The New Zealand Festival is currently unable to programme classical music, popular music, or jazz, into what is arguably Wellington's best music venue. This is having ongoing serious impacts on the Festival – and puts part of its earning potential through ticket sales and brand position as a leading music presenter in New Zealand at risk. While we support and appreciate the complexity of the proposed development project with the New Zealand Symphony Orchestra and New Zealand School of Music, we urge the Council to develop and commit to a timeline for this redevelopment. We also support the ongoing necessary earthquake strengthening work to the St James Theatre and Opera House, and request that the Festival is a party to ongoing plans in this area.

Kind regards



Kerry Prendergast
Executive Chair



Sue Paterson
Executive Director



Shelagh Magadza
Artistic Director

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



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3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

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Name: Dipa Patel
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 Telephone: 0211620172,
 Signature: 

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Name: *Raiatea Barlow*

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Telephone: *0212536976.*

Signature:

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Name: Alexandra Marett
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 Signature: A. Marett

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Name: Sam Szeli

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Telephone: 021 02620141

SIGNATURE: 

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Name: Saradarshini Nicholl
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 Email: saradarshini@paradise.net.nz
 Telephone: 389 1969
 Signature: 

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Name: *Kaye Cederman*

Address:

Email: *kayeceder@gmail.com*

Telephone:

Signature: *[Handwritten Signature]*

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Name:

G. M. KEATING

Address:

7 Hiropi St Newtown

Email:

Telephone:

389 5299

Signature:

G.M. Keating

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Name: *Julianne Leggott*

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Email: *daviesfamily@outlook.co*

Telephone: *476 3736*

Signature:

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Name: *Jemima Hales*

Address: *107 Hanson Street, Newtown, Wellington*

Email:

Telephone: *027 631 1783*

Signature: *Jemima Hales*

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Name:

Chris Kenwick

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Chris.kenwick@genetec.com

Telephone:

Signature:

C.B. Kenwick

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Name: *Tejvir Dhillon*
 Address: *c102/320 Mansfield Street, Newtown, Wellington*
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 Telephone: *0211182222*
 Sign: *[Handwritten signature]*

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Name:

Nigussie Kenja

Address:

14-949 Broadway Rd
Miramoa

Email:

Telephone:

021 02569532 Wellington

Signature:

(Handwritten signature line)

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Name: Drew Hadwen
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 Email: drewhadwen@gmail.com
 Telephone: 027 299 2958
 Signature: 

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Name: *Jonathon Musther*

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Telephone: *027 749 6350*

Signature: *[Handwritten signature]*

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Name: *Rachel Wilcox*

Address: *14B Florence Street Newtown*

Email: *rachel@wilcox.net.nz*

Telephone: *-*

Signature: *Rachel Wilcox*

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Name: Juliet Cox

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Signature: Juliet Cox

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Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

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1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
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3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

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Name: CLARE MOLETA

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Telephone: x 6854

Signature:

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Name: *Leon Davidson*

Address: *97 Constable St, Newtown, Wellington*

Email:

Telephone: *021 067 2235*

Signature: *[Handwritten signature]*

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Email: you@paradise.net.nz
rucker@paradise.net.nz

Telephone:

Signature:

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Name: *Deirdre Parkes.*

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Telephone: *021 149 2088*

Signature: *D. Parkes.*

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Name: Jane Dawson

Address: 101 Constable St, Wellington 6021

Email: dawbell@clear.net.nz

Telephone: 04 972 2552

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Name: John McDonald

Address: 8 Herald Tee 6023

Email:

Telephone: 0274 541 542

Signature:

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Name: *Abdullahi Yusuf*

Address: *DAKAIL STREET 139D*

Email:

Telephone: *02040978603*

Signature: *Abdullahi Yusuf*

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Name: *Avvabella Bolter*

Address: *9/16 Angus Avenue*

Email: *bakerbolter@gmail.com*

Telephone: *021 071 0991*

Signature: *ABolter*

Submitter Details

First Name: **Philip**
 Last Name: **Squire**
 Organisation: **Sustainability Trust**
 On behalf of: **Sustainability Trust**
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 Suburb: **Te Aro**
 City: **Wellington**
 Country:
 PostCode: **6011**
 Daytime Phone: **04 3850500 x713**
 Mobile: **021 21 55565**
 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 to 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?

- 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

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 **908**

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

| | | |
|---|----------------------------------|-----------------------|
| 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 checked="" type="radio"/> | <input type="radio"/> |
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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"/> |

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

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

Comments

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 Female
-

My age is

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

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

- Yes

No

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

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Last Name: **Sherlock**
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Wishes to be heard:

- Yes
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Submission

Low-carbon capital

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

- strongly support
 support
 neutral
 oppose
 strongly oppose

Comments

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

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

- Yes
 No

If not, what else could be done?

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

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

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

2020: 10 percent reduction

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2040: 65 percent reduction

2050: 80 percent reduction

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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
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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

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

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

Food Act fee changes

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

- Yes
- No

If not, what is your preferred approach?

Zealandia Governance

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

- Yes
- No

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

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

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

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

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| Toi Pōneke support | <input type="radio"/> | <input checked="" type="radio"/> |
| Placemaking | <input checked="" type="radio"/> | <input type="radio"/> |
| Middleton Road | <input checked="" type="radio"/> | <input type="radio"/> |
| Council art collection | <input type="radio"/> | <input checked="" type="radio"/> |

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

| Initiatives | Yes | No |
|---|----------------------------------|----------------------------------|
| Lyll Bay Foreshore Resilience Plan | <input checked="" type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <input type="radio"/> | <input type="radio"/> |
| Ngauranga to Airport – minor capital projects | <input checked="" type="radio"/> | <input type="radio"/> |
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| Community Grants changes | <input type="radio"/> | <input checked="" 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

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

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

Other issues/ matters or general comments

Comments

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

Who are we reaching

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

I am

- Male
 - Female
-

My age is

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

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

- Yes
 - No
-

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Emma**
 Last Name: **Flack**
 Street:
 Suburb: **Wellington**
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 Country: **New Zealand**
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 Daytime Phone: **021688953**
 Mobile: **021688953**
 eMail: **emma@ccat.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

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?

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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| Lyll Bay Foreshore Resilience Plan | <input checked="" type="radio"/> | <input type="radio"/> |
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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 type="radio"/> | <input type="radio"/> |

| | | |
|---|----------------------------------|-----------------------|
| Toitu Pōneke Sports Hub | <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

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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My age is

- under 18 years
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 60 years or older
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Have you ever made a submission on a draft annual plan before?

- Yes
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- Chinese
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Other (such as Dutch, Japanese, Tokelauan, Somali)

Attached Documents

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Hugh**
 Last Name: **Walcott**
 Street: **38 Kotari Road, Days Bay, Lower Hutt 5013**
 Suburb: **Mount Cook**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6011**
 Daytime Phone: **021731513**
 Mobile: **021731513**
 eMail: **hughwalcott@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

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.

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

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 checked="" type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <input checked="" type="radio"/> | <input type="radio"/> |
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| Placemaking | <input checked="" type="radio"/> | <input type="radio"/> |
| Middleton Road | <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 checked="" type="radio"/> | <input type="radio"/> |
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| 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

My age is

- under 18 years
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 - 30-39 years
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 - 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
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 - Residential and commercial ratepayer
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- Niuean
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- Indian

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

Attached Documents

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Faith**
 Last Name: **Atkins**
 Street: **22 Woodmancote Road**
 Suburb: **Khandallah**
 City: **Wellington**
 Country:
 PostCode: **6035**
 Mobile: **021 177 8779**
 eMail: **faith.atkins@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
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Submission

Low-carbon capital

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

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

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- Yes
 No

If not, how should the BID be funded?

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Do you agree the Council should fund this initiative in 2016/17? 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"/> |

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

| Initiatives | Yes | No |
|---|-----------------------|-----------------------|
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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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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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Attached Documents

| File |
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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Nic**
 Last Name: **Lane**
 Organisation: **Everybody Cool Lives Here**
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 Suburb: **Wellington**
 City: **Wellington**
 Country: **NZ**
 PostCode: **6011**
 Daytime Phone: **+64212508756**
 Mobile: **+64212508756**
 eMail: **nic@everybodycoolliveshere.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

Low-carbon capital

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Comments

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- Yes
 No

If not, what else could be done?

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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
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6. deliver large-scale Council developments?

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

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

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Comments

Food Act fee changes

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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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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

Independent performance producers need to be able to plan seasons in longer term, Hannah Playhouse's occupation by Capital E (WMT) only secures the venue until May 2017. We would like to see the consultation/investigation they undertook open and transparent. I don't believe that Hannah Playhouse in it's current state is the future for independents. A new venue that is disconnected from academic institutions is required, one that is more accessible than Circa and of a higher level and more flexible than Bats Theatre. The new film museum conference centre keeps being touted as an asset to the city, it's education vs. entertainment value should be considered. It's likely that it will directly compete against Te Papa rather than help with audiences - unless both organisations are just trying to headcount visitors. Toi Poneke's recent review wasn't feedback well to those it consulted. How is the new sector engagement going to work any different? How do we it will reach wider engagement rather than be selected individuals/organisations feeding back into it? Why does the council feel like it needs to create it's own 'hub' without working alongside other independents/businesses. Is it simply a building to show off, that isn't required to meet the needs of those using/not using it. My understanding is that Inverloch Art School approached the council in 1996 when Toi Poneke was first being developing in that it may compete with private enterprise already existing in the space. Currently there's crossover that the council seems to be subsidising in it's own facility rather than working alongside organisations that already deliver similar offerings.

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)
 Canadian

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Yon Yi**
 Last Name: **Sohn**
 Street: **Unit 17F, 9 Chews Lane**
 Suburb: **Wellington Central**
 City: **Wellington**
 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

- 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?

- 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"/> |
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| 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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| 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

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

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I am

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My age is

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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

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| Annual Plan 2016/17 Consultation |

Submitter Details

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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.

Correspondence to:

- Submitter
 Agent
 Both

Submission

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Comments

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If not, what else could be done?

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2020: 10 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
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5. parcel land together and increase the supply of affordable housing?

- Yes
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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?

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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
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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?

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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 |
|------------------------------------|-----------------------|-----------------------|
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| | | |
|---|-----------------------|-----------------------|
| Toitu Pōneke Sports Hub | <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

Other issues/ matters or general comments

Comments
Attachment

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

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 - 30-39 years
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 - 50-59 years
 - 60 years or older
-

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

- Yes
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-

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 - Residential and commercial ratepayer
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- Cook Island
- Tongan
- Niuean
- Chinese
- Indian

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

Attached Documents

| File |
|----------------------------------|
| 20160426 ERG submission UDA |
| Annual Plan 2016/17 Consultation |

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

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

Submitter Details

First Name: **Maria**
 Last Name: **van der Meel**
 Organisation: **The City is Ours**
 Street:
 Suburb: **Island Bay**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6023**
 Daytime Phone: **04) 3834993**
 eMail: **mariavandermeel@outlook.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

Aspirations should fall inline with the Waste Management Act and focus on recycling where Council must comply or over-comply with the requirements set by MFE and submit duly considered proposals to help reach collective targets.

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?

Collecting bio degradables from households at street level like they do in Auckland. This would illiminate the need to engage private companies, ultimately signing 'exclusive contracts' for up to 50 years with the richest family in Wellington. This should have been a CCO working for the ratepayers. No consultation was offered for this arrangement and has no benefits to the rate payer while they have to carry their rubbish in very expensive (Made in China) council bags; that feeds Todd's gravy train. Kicking suburban bus routes of the Golden Mile and instead running an

'emmission free' loop run in the heavily populated CBD, between the Railway Station and the Embassy Theatre

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

CCO's are accountable to Council and depending on their 'Statement of Intent' which in this case I have yet to see, it is difficult to know how they will operate. CCO's can and should be, if not self-funding but profitable as well to the benefit of the ratepayers.

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?

Again CCO' s depending on their 'Statement of Intent' have the ability to make profits for the City ratepayers who in general will remain dissatisfied with Zealandia's poor performance under the current Trust.

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?

Good luck

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?

Dividends from the Airport.

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

| | | |
|---|----------------------------------|----------------------------------|
| Toitu Pōneke Sports Hub | <input type="radio"/> | <input checked="" type="radio"/> |
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| Middleton Road | <input type="radio"/> | <input checked="" type="radio"/> |
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13b. Is this one of your top five preferred initiatives?

| Initiatives | Yes | No |
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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

*Charge the richest family of Wellington higher rates to sit on 'our' Southern Landfill converting a (free) ratepayers resource into a valuable energy source. Considering we paid half of their set-up cost this too should have been a CCO making money for the City; supplying 'free electricity' to our swimming pools, libraries, council buildings etc. *Sell Councils Art Collection (New Zealand Post did)

*Charge pollution fees to the Airport Flyer and all the other private bus companies entering the CBD. *Charge Greater Wellington pollution fees for every diesel bus they contract to run through our City. In Amsterdam (the Mayor's Favourite City of reference) cars are not allowed within a certain radius; older cars are given an even larger radius of entry. Taxis, buses and/or delivery vehicles exempt makes for a cycling haven supported by policies and robust laws that protect the vulnerable modes like pedestrians and cyclists.

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

Long overdue

Other issues/ matters or general comments

Comments

Leadership is needed to pedestrianize the Golden Mile, this is in my opinion a viable option now with the demise and ultimate closure of the monopolistic Kirkcaldies and Stains. E-petition; Waiting to be presented pending a safety review of the Golden Mile ordered by Coroner Evans after the inquest of a jogger killed in Willis Street after being struck by a GoWellington bus.

<http://wellington.govt.nz/have-your-say/epetitions/petitions/closed/awaitingpresentation/2012-07-close-the-bus-lanes-in-manners-street-and-reinstate-pedestrian-status-in-manners-mall>.

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Tim**
 Last Name: **Jones**
 Street: **87 Ellice Street**
 Suburb: **Mount Victoria**
 City: **Wellington**
 Country:
 PostCode: **6011**
 Mobile: **0273590293**
 eMail: **tjonescan@gmail.com**

Wishes to be heard:

- Yes
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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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 oppose
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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

lead to 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.

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?

- 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 type="radio"/> | <input type="radio"/> |
| Ngauranga to Airport – minor capital projects | <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"/> |

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"/> |
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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.)

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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 Last Name: **Boorman**
 Street: **14 Prince Street**
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 Country:
 PostCode: **6011**
 Mobile: **0210 688 951**
 eMail: **julianboorman@yahoo.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

Climate Change is anthropogenic, urgent and serious. We all, at every level (globally, nationally, local government etc) need to drastically cut our carbon emissions. 'Low-carbon capital' is not enough. We need to be 'net-zero-carbon'. We need WCC to lead the way in drastically cutting carbon emissions by providing for electric vehicles for public and private transport, but even more so, encouraging walking and cycling as transport options.

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?

Council should stop buying fossil-fuel powered vehicles. Buy electric instead.

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 council should be even more ambitious with its emission reduction targets. Don't forget that Cyclone Winston this year was Fiji's worst storm and climate change is an urgent and serious problem that requires urgent and drastic action.

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

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?

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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?

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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"/> |
| 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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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
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Have you ever made a submission on a draft annual plan before?

- Yes
 - No
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Which best describes you?

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

- New Zealand European
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- Samoan
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- Tongan
- Niuean
- Chinese
- Indian

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

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Submitter Details

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Last Name: **Tripp**
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City: **Lower Hutt**
Country:
PostCode: **5012**
Daytime Phone: **+6445864626**
Mobile: **+64275864626**
eMail: **David.Tripp@xtra.co.nz**

Wishes to be heard:

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Comments

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

- Yes
- No

Comments

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Comments

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

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

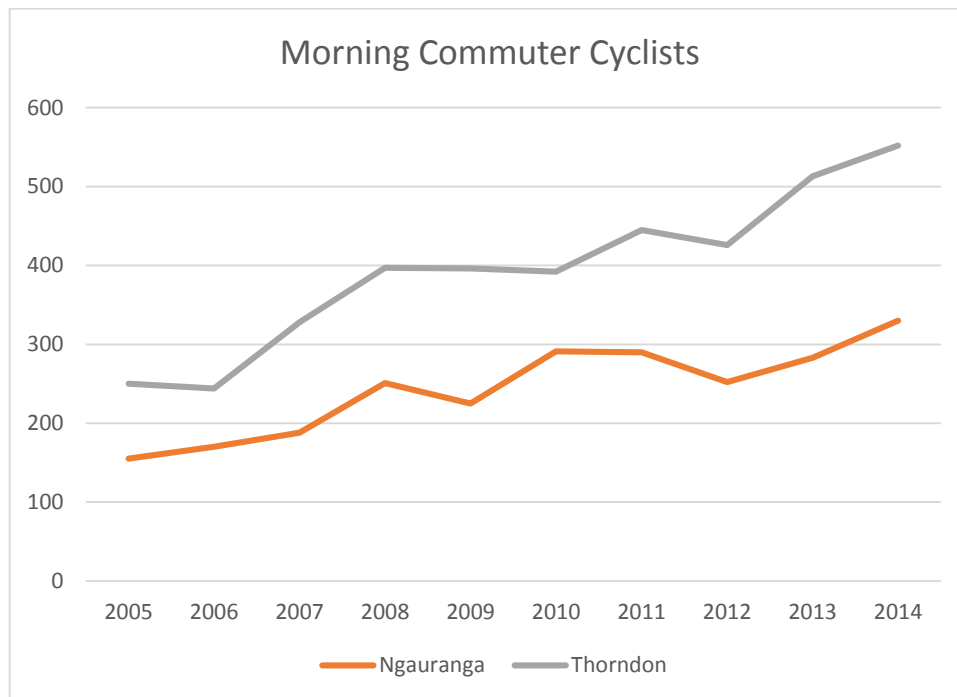
The Hutt Cycle Network is a collective of over 100 people in the Hutt Valley working to improve cycle infrastructure. We consider the option to be able to safely and directly cycle around our city and region is important for our health, our environment and our economy.

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.

- 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.

Submitter Details

First Name: **Peter**
Last Name: **Cassidy**
On behalf of: **Capital BMX Club Inc**
Street: **48 Box Hill**
Suburb: **Khandallah**
City: **Wellington**
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

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?

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?

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

| | | |
|---|-----------------------|-----------------------|
| Toitu Pōneke Sports Hub | <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

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

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 |

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.

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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.

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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.

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- \$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.
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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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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.

Submitter Details

First Name: **matt**
Last Name: **fitzgerald**
Street:
Suburb:
City:
Country:
eMail: **mattfitznz@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

- 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

Council should not be involved in privatisation and development. This agency is just a way for them to funnel assets out of the public eye and privatise them under less scrutiny. The council is for providing base services and is not a commercial entity. They should try doing a decent job at this. i am strongly opposed this agency.

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?
keep it private. council money is better spent else where.

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?
again, money is better spent elsewhere.

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"/> |
| Toitu Pōneke Sports Hub | <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

better management. Drop the wages of your high earners. Reducing the number of staff paid over 100,000 per annum is embarrassing for a council. Also stop spending money on vanity projects, ie singapore airlines, runway extension,

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

Stop selling assets. ie. michael fowler car park and now jack illot green. I am strongly opposed these sales. Reign in your spending. Start to actually consult the people as opposed to hiding everything you want to do in small print and obscure / twisted surveys (long term plan consultation)

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: **Alastair**
 Last Name: **Smith**
 Street: **5 Durham Crescent**
 Suburb: **Aro Valley**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6021**
 Daytime Phone: **+64210364443**
 Mobile: **+64210364443**
 eMail: **agsmith37@gmail.com**

Wishes to be heard:

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

Correspondence to:

- Submitter
 Agent
 Both

Submission

Low-carbon capital

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

- strongly support
 support
 neutral
 oppose
 strongly oppose

Comments

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

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

- Yes
 No

If not, what else could be done?

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

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

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

2020: 10 percent reduction

2030: 40 percent reduction

2040: 65 percent reduction

2050: 80 percent reduction

Yes

No

Comments

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

Urban Development Agency

Should the Council establish an Urban Development Agency to:

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

Yes

No

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

Yes

No

6. deliver large-scale Council developments?

Yes

No

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

Yes

No

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

Yes

No

Comments

Food Act fee changes

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

- Yes
 No

If not, what is your preferred approach?

Safe food is a public good

Zealandia Governance

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

- Yes
 No

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

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

- Yes
 No

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

Kilbirnie Business Improvement District

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

- Yes
 No

If not, how should the BID be funded?

Other Initiatives

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

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

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

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

Comments

I think we get good value for rates

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male

Female

My age is

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

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

- Yes
 No
-

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Ben**
 Last Name: **Zwartz**
 Street: **Flat 2, 2 Short Street**
 Suburb: **Vogeltown**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6021**
 Daytime Phone: **021667334**
 Mobile: **021667334**
 eMail: **ben.zwartz@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

This should be an easy win - our topography, commuter patterns and weather (wind power) make Wellington a natural leader. Green growth supported through an Urban Development Agency) and changing the way we move (serious commitment to PT) are keys

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?

Stop backing the white elephant runway extension. This is not green growth. Flying is not the way to reduced GHG emissions.

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

Green growth won't really get going without WCC leading the way. Housing developments down northern Adelaide Rd would be a good place to start

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 checked="" type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <input type="radio"/> | <input checked="" type="radio"/> |
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| Placemaking | <input checked="" type="radio"/> | <input type="radio"/> |
| 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 |
|---|----------------------------------|----------------------------------|
| Lyall Bay Foreshore Resilience Plan | <input type="radio"/> | <input checked="" type="radio"/> |
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| Council art collection | <input type="radio"/> | <input checked="" type="radio"/> |

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

Comments

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 Female

My age is

- under 18 years
 18-29 years
 30-39 years

- 40-49 years
 - 50-59 years
 - 60 years or older
-

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

- Yes
 - No
-

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Melonie**
 Last Name: **Pitkin**
 Organisation: **WelTec**
 On behalf of: **WelTec Business Development Directorate and WelTec School of Creative Technology**
 Street: **11 Church Street, Wellington**
 Suburb: **Wellington**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6011**
 Daytime Phone: **027 674 8546**
 Mobile: **027 674 8546**
 eMail: **melonie.pitkin@weltec.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?

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?

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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| Lyall Bay Foreshore Resilience Plan | <input type="radio"/> | <input type="radio"/> |
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| 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 |
|---|----------------------------------|----------------------------------|
| Lyall Bay Foreshore Resilience Plan | <input type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <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

Other issues/ matters or general comments

Comments

WelTec Directorate of Business Partnerships and the School of Creative Industries/Technology would like to share our enthusiasm and support for the Outdoor Events Series and Art Activation Programme (Toi Poneke Support) as well as our eagerness to participate to help realise the full potential of these proposals. We believe these proposals will add value in authenticating Wellingtons reputation as a dynamic and innovative city. The immediacy and vibrancy of this type of initiative provides an opportunity to create good experiences for the Citizens and visitors to the city as well as making a longer term contribution to the economic as well as social and cultural wellbeing of our City. In particular we want to recognise the value we believe this proposal will add to Wellingtons communities of both emerging and established creative talent. The staff and students of the WelTec school of Creative Technology welcome the opportunity to collaborate with WCC and with wellingtons creative communities in bringing these initiatives to life.

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
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-

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

- New Zealand European
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Other (such as Dutch, Japanese, Tokelauan, Somali)

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **chris**
 Last Name: **renwick**
 Street: **PO Box 7056**
 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

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.

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 checked="" type="radio"/> | <input type="radio"/> |
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| Placemaking | <input type="radio"/> | <input type="radio"/> |
| Middleton Road | <input type="radio"/> | <input type="radio"/> |

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

| Initiatives | Yes | No |
|---|----------------------------------|-----------------------|
| Lyllall Bay Foreshore Resilience Plan | <input type="radio"/> | <input type="radio"/> |
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| 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 Poneke, 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 Poneke 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.)

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

- New Zealand European
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 Samoan
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 Chinese
 Indian

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Peter**
Last Name: **Gilberd**
Street: **42 b Kentwood Drive**
Suburb: **Woodridge**
City: **Wellington**
Country: **NZ**
PostCode: **6037**
Daytime Phone: **(04) 470 5778**
Mobile: **027 614 1416**
eMail: **peter.gilberd@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

- 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?

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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| Lyll Bay Foreshore Resilience Plan | <input checked="" type="radio"/> | <input type="radio"/> |
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13b. Is this one of your top five preferred initiatives?

| Initiatives | Yes | No |
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| Lyll Bay Foreshore Resilience Plan | <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

It seems fair to share this cost amongst ratepayers, as happens with insurance schemes, as maintenance is hugely expensive and strikes individual ratepayers at random. Although some ratepayers will perceive this as a cost increase, it is effectively not. It is another way of paying the same bill, but equitably.

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

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

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Lottie**
 Last Name: **Boardman**
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 Suburb: **Northland**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6012**
 eMail: **lottie.boardman@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 support Wellington being the 'low-carbon capital' but would prefer that the target was to become a 'zero-carbon capital' and to do so as quickly as possible. Climate change is a critically important issue and everyone needs to do their part to mitigate their carbon emissions. I encourage Wellington City Council to provide leadership on climate change mitigation and adaptation, and to advocate for a swift transition away from fossil fuel-powered transport towards electric public and private transport. I support Wellington City Council to promote active transport including cycleways.

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 measures in the plan are useful but more needs to be done. I encourage Wellington City Council to investigate an organics collection scheme to minimise the amount of food going into landfills. I encourage Wellington City Council to change its policy in relation to purchasing its fleet vehicles in order to give significant weight to the carbon emissions from different types of vehicles. A simple monetary comparison between electric cars and cars powered by fossil fuels is

fundamentally flawed - we need to take into account the carbon emissions of both. If the Council can afford to electrify its car fleet, it should do so. I encourage Wellington City Council to transition swiftly to an entirely electric car fleet and to consider creating an electric car share scheme involving its fleet vehicles that could be open to the public.

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

As an interim measure, I support the draft targets as they stand. However, Wellington starts from a better position than many cities and should be ambitious in its targets. I encourage the Council to investigate and set a target for the city to become a net-zero-carbon city. I also encourage the Council to review its targets periodically in order to increase ambition. The Paris Agreement provides that developed countries should be seeking to be at net-zero emissions by the latter half of this century - Wellington should aim to get there before then.

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

If the Agency is created, it should place emphasis on minimising carbon emissions by encouraging sustainable building practices and excellent urban design.

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 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"/> |
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| Placemaking | <input checked="" type="radio"/> | <input type="radio"/> |
| 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 |
|---|----------------------------------|----------------------------------|
| Lyall Bay Foreshore Resilience Plan | <input type="radio"/> | <input checked="" 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

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 |

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.


The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

Paying the Living Wage to all council staff — directly employed and those employed via contractors and in CCOs — was overwhelmingly supported in public consultation for the 2014 Annual Plan and the 2015/25 Long Term Plan.

Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
2. Extending the Living Wage to low-paid workers employed via contractors and in CCOs
3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: Bill Newson
 Address: 14 Malesworth St Wellington
 Email: bill.newson@etu.nz
 Telephone: 0275 384 246
 Signature: 

Submitter Details

First Name: **Graeme**
 Last Name: **Sawyer**
 Organisation: **Johnsonville community Association Inc.**
 On behalf of: **Johnsonville**
 Street: **10 Birch Street**
 Suburb: **Johnsonville**
 City: **Wellington**
 Country:
 PostCode: **6037**
 eMail: **Graeme.Sawyer007@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

WCC needs to be MUCH more aggressive - and be prepared to spend serious money - to address the sewerage sludge issue, as this is the one issue which can and will have a massive effect on reducing our carbon emissions IF it is seriously addressed. The line item 'investigate and implement a regional solution to sewage sludge' sounds great, but if could be as readily achievable as 'achieve world peace' ie, all indications are that this is a box-tick for WCC which they will continue to do nothing about. Commitment to this issue needs to be time-bound, and MONEY (suggested initial investment of \$ 5 m per year) needs to be committed ASAP or nothing will happen. For many suburban areas far distant from Wellington CBD, cars are an integral part of urban life, and WCCs failure to require developers to provide sufficiently off-street carparking - and councils failure to provide parkand ride facilities - are reasons for a substantial drop in 'liveability'. Rather than reduce requirement for parking, it MUST be maintained and increased to a minimum level commensurate with car ownership.

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?

WCC needs to be MUCH more aggressive - and be prepared to spend serious money - to address the sewerage sludge issue, as this is by far the biggest one issue which can and will have a massive effect on reducing our carbon emissions IF it is seriously addressed. The line item 'investigate and implement a regional solution to sewage sludge' sounds great, but if could be as readily achievable as 'achieve world peace' ie, all indications are that this is a box-tick for WCC which they will continue to do nothing about. Commitment to this issue needs to be time-bound, and MONEY (suggested initial investment of \$ 5 m per year) needs to be committed ASAP or nothing will happen. many of the other issues are a nonsense; Planting 2 million trees sounds great, but in my suburb WCC has panted next to nothing in the last 10 years despite large swathes of public land ((Johnsonville park) crying out for revegetation. WCC policies proudly claim that locally sourced natives' will be planted, but when planting actually occurs, WCC breaks its own policies (and breaches its own resource consents) by planting species 'exotic' to the area (such as pohutalawa). WCC are also somewhat miserly in its provision of quantity and quality of trees for volunteer groups.

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

rather than taking unrealistic positions on issues that are unlikely to succeed, WCC needs to identify the lowest hanging fruit and spend money to ensure they are picked.

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

Much of the rationale for the UDA is quite bogus, so we feel that the consultation on this is deliberately misleading. : The availability of land etc is not new - it has been a feature of Wellington for a century. Further, most 'successful' UDAs cited have been for large brownfields redevelopments, situations which could not be more different than the ones presented in Wellington, yet WCCs UDA is . The brief for the UDA is too wooly. In particular, the logic presented for an UDA to 'kick starting' MDRA developments in areas where the market has failed to respond to the 'opportunities' MDRA is said to present, is a nonsense. MDRA redevelopment of (say) Johnsonville has in fact failed because both the market demand for this housing, and the planning regime are contrary to the economics of the redevelopment the planning rules seek to encourage: This was admitted by WCCs property valuation expert at Environment Court proceedings (JCA v. WCC, ENV-2010-WLG-000127) in 2014, and the situation remains unchanged today. If its uneconomic for developers, then having WCCs UDA involved cannot improve those economic basics without WCC subsidising developments - and THAT subsidy is an entirely inappropriate use of WCC rates money. WCC does not have, and cannot be expected to be able to develop - development expertise superior to that of the hundreds of developers active in Wellington. Rather than trying to grow Wellington City's housing stock per se. WCC needs to think regionally -and be in partnership with surrounding cities, rather than in open competition with them over provision of new housing units: with a commuter rail system the envy of other NZ regions, we should be using that to build it is absurd that WCC thinks it can 'pick winners' without having asked Wellingtonians where they want to live, where it is desirable and . .

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"/> |
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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"/> |

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

| Initiatives | Yes | No |
|---|-----------------------|-----------------------|
| Lyll Bay Foreshore Resilience Plan | <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

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 - Female
-

My age is

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

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

- Yes
 - No
-

Which best describes you?

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

Other

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **James**
 Last Name: **Burgess**
 Organisation: **Cycle Aware Wellington**
 Street: **30A Cleveland Street**
 Suburb: **Brooklyn**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6021**
 Daytime Phone: **021565633**
 Mobile: **021565633**
 eMail: **jim.burgess@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

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

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

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 checked="" type="radio"/> | <input type="radio"/> |
| Toitu Pōneke Sports Hub | <input type="radio"/> | <input type="radio"/> |
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| New Outdoor Events Series | <input type="radio"/> | <input type="radio"/> |
| Toi Pōneke support | <input type="radio"/> | <input type="radio"/> |

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

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

| Initiatives | Yes | No |
|---|-----------------------|-----------------------|
| Lyall Bay Foreshore Resilience Plan | <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

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

My age is

- under 18 years
 - 18-29 years
 - 30-39 years
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 - 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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Other (such as Dutch, Japanese, Tokelauan, Somali)

Attached Documents

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **James**
 Last Name: **Burgess**
 On behalf of: **(personal submission)**
 Street: **30A Cleveland Street**
 Suburb: **Brooklyn**
 City: **Wellington**
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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 support reducing carbon emissions and fossil-fuel consumption through bold actions. 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.

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?

More!

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

I agree with the targets, but feel more action is needed to have a chance of meeting them.

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 **1035**

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?

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

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

Comments

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

Other issues/ matters or general comments

Comments

Who are we reaching

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

I am

- Male
 Female

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years

- 50-59 years
 - 60 years or older
-

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

- Yes
 - No
-

Which best describes you?

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

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Sam**
 Last Name: **Donald**
 Street: **6 Connaught Terrace**
 Suburb: **Brooklyn**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6021**
 Daytime Phone: **04 384 2969**
 Mobile: **021 0231 3939**
 eMail: **samhdonald@me.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

- Yes
- No

Comments

No, I think we could do better and faster. we should be aiming for a 5% reduction per year to return to 350ppm C02 levels.

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 market is not delivering in lots of areas, particularly density and quality of housing developments, and Council needs to take a leading role.

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 checked="" type="radio"/> | <input type="radio"/> |
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| 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 checked="" type="radio"/> | <input type="radio"/> |
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Comments

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

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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Pippa**
 Last Name: **Sanderson**
 Street: **Flat 1, 1 Rixon Grove**
 Suburb: **Mount Victoria**
 City: **Wellington**
 Country:
 PostCode: **6011**
 Daytime Phone: **027 3564103**
 Mobile: **027 3564103**
 eMail: **pippasanderson7@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"?

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Comments

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

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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

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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- 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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| 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 type="radio"/> | <input checked="" type="radio"/> |

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

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

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| Annual Plan 2016/17 Consultation |

**Let's Make Sure Wellington is a People-Centred City.
Put the Living Wage in the 2016/17 Annual Plan.**



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

Paying the Living Wage to all council staff — directly employed and those employed via contractors and in CCOs — was overwhelmingly supported in public consultation for the 2014 Annual Plan and the 2015/25 Long Term Plan.

Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
2. Extending the Living Wage to low-paid workers employed via contractors and in CCOs
3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name:

Paul Tolich

Address:

9 Kellsmore Crescent Island Bay

Email:

tollynz@extra.co.nz

Telephone:

Signature:

[Handwritten signature]

Submitter DetailsFirst Name: **Tracy**Last Name: **Farr**

Street:

Suburb:

City:

Country:

eMail: **tracy.farr@actrix.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

2050: 80 percent reduction

 Yes

No

Comments

As an 'at least' target -- i.e., would be great to make reduction targets sooner.

Urban Development Agency

Should the Council establish an Urban Development Agency to:

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

Yes

No

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

Yes

No

6. deliver large-scale Council developments?

Yes

No

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

Yes

No

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

Yes

No

Comments

Food Act fee changes

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

Yes

No

If not, what is your preferred approach?

Zealandia Governance

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

- Yes
 No

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

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

- Yes
 No

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

Kilbirnie Business Improvement District

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

- Yes
 No

If not, how should the BID be funded?

Other Initiatives

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

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

| | | |
|---|----------------------------------|-----------------------|
| Lyall Bay Foreshore Resilience Plan | <input checked="" type="radio"/> | <input type="radio"/> |
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| Placemaking | <input checked="" type="radio"/> | <input type="radio"/> |
| 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 |
|---|-----------------------|-----------------------|
| Lyall Bay Foreshore Resilience Plan | <input type="radio"/> | <input type="radio"/> |
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| Johnsonville Library Kindergarten purchase | <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

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

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My age is

- under 18 years
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 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
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Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
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 Tongan
 Niuean
 Chinese
 Indian

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Simon**
 Last Name: **Duncan**
 Street: **Flat 2, 27 Jessie Street**
 Suburb: **Te Aro**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6011**
 Mobile: **0273015003**
 eMail: **simon.duncan@outlook.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

Low-carbon capital

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
 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
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 2050: 80 percent reduction

- Yes
- No

Comments

Need's better coordination with central govt strategy. Need to be clearer what the costs and benefits of such targets are.

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
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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

Strongly support focus on housing affordability. Do not want to see Wellington going down the same road as Auckland (ineffective council planning leading to significant supply shortages). Given recent rises in wellington region house prices (\$50k in one year according to REINZ), the Council should be taking action sooner rather than later. Setting up an UDA is a great step in that direction, but needs strong mandate and fast action. UDA could consider setting itself strong empirical targets. Why not impose a house price to income target for the Wellington region? Great opportunity for the Council to show leadership that it is serious about addressing housing affordability problems before they get to a critical state (like they have in Auckland).

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?

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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?

Seems like a high price - is that the market value? Value of the asset should have been reflected in consultation document - I could not see it referenced? Are we swapping a \$10.34m loan for a \$10.34m physical asset? Is it 1 for 1? Or will there be write downs of the building in terms of what value the Council holds it at on its balance sheet? If there are write-downs, then it doesn't necessarily seem like a good deal for the Council.

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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| Initiatives | Yes | No |
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Have you ever made a submission on a draft annual plan before?

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Attached Documents

| File |
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| Annual Plan 2016/17 Consultation |

Submitter Details

First Name: **Michael**
 Last Name: **Mellor**
 Street:
 Suburb: **Seatoun**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6022**
 Daytime Phone: **0276841213**
 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:

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 Agent
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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

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

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

- Yes
 - No
-

6. deliver large-scale Council developments?

- Yes
 - No
-

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

- Yes
 - No
-

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

- Yes
 - No
-

Comments

Food Act fee changes

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

- Yes
- No

If not, what is your preferred approach?

Zealandia Governance

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

- Yes
- No

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

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

- Yes
- No

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

Kilbirnie Business Improvement District

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

- Yes
 No

If not, how should the BID be funded?

Other Initiatives

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

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

| | | |
|---|----------------------------------|-----------------------|
| 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"/> |
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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

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)

- 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: **Dawn**
 Last Name: **Sanders**
 Organisation: **Shakespeare Globe Centre NZ**
 Street: **PO Box 17215**
 Suburb: **Karori**
 City: **Wellington**
 Country: **NZ**
 PostCode: **6147**
 Daytime Phone: **04 384 1300**
 Mobile: **027 283 6016**
 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

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

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

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
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 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: **Dermot**
 Last Name: **Coffey**
 Street: **74 Ardmillan Road**
 Suburb: **Moonee Ponds**
 City: **Melbourne**
 Country: **Australia**
 PostCode: **3039**
 Daytime Phone: **0475149089**
 Mobile: **0475149089**
 eMail: **dermotcoffey@yahoo.ie**

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

An absolute necessity to be a leader in NZ on this.

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 major source of GG emissions in Wellington is from transport including aviation. WCC needs to be far more proactive in promoting active transport, and reducing private car use. I agree with the electrification of the entire bus fleet and promotion of electric vehicles. Finally the lack of any discussion about aviation emissions is outrageous. Put simply, the runway extension plans promoted by WCC run counter to any acceptable climate change plan and for that reason alone need to be shelved.

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

Emission targets are unacceptably low, with a net emission target of 0% essential by 2050 at the absolute latest.

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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- Yes
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- Yes
- No

If not, how should the BID be funded?

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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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| 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 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

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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- under 18 years
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 - 40-49 years
 - 50-59 years
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-

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

- Yes
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-

Which best describes you?

- Residential ratepayer
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 - I rent
 - Other
-

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

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

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

Attached Documents

| File |
|----------------------------------|
| Annual Plan 2016/17 Consultation |

Talava Sene

From: BUS: Annual Plan
Subject: RE: Wellington City Council consultation from Master Plumbers

From: Vanessa Price [<mailto:vprice@masterplumbers.org.nz>]
Sent: Thursday, 28 April 2016 4:51 p.m.
To: Leila Martley
Subject: Wellington City Council consultation from Master Plumbers

Hi Leila

After reviewing the consultation: Private wastewater pipes, Master Plumbers fully supports this proposal for Council to be responsible for the wastewater laterals in road reserves, as we think it's unfair on consumers to foot this cost and there is not enough communications on who's responsibility it is.

Regards,
Vanessa Price

Personal Assistant to the Chief Executive
Master Plumbers, Gasfitters & Drainlayers NZ Inc.
Ground Floor, 119 Ghuznee Street
PO Box 6606, Marion Square, Wellington 6141
www.masterplumbers.org.nz

D: 04 801 2016

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

I would like to make an oral submission if possible

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

Zealandia proposal

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

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

UDA proposal

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

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

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

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

Low Carbon Capital plan

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

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

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

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

transport not the major contributor as it is elsewhere?

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

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

Paying the Living Wage to all council staff — directly employed and those employed via contractors and in CCOs — was overwhelmingly supported in public consultation for the 2014 Annual Plan and the 2015/25 Long Term Plan.

Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
2. Extending the Living Wage to low-paid workers employed via contractors and in CCOs
3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: Asha Scott-Morris *Asha*

Address: 98 Campbell St, Kerori

Email: *ashaom@gmail.com*

Telephone: 027 315 7802

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Name: Sam Waldron
 Address: 98 Campbell St
 Email: waldrosamu@gmail.com
 Telephone: 027 3928275

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Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

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Name: *Monique Solomon Agafili*

Address: *76 Coromandel St, Newtown, Wgtn*

Email: *monty-solomon@hotmail.com*

Telephone: *021 1029923*

Talava Sene

From: BUS: Annual Plan
Subject: FW: Draft Annual Plan

From: K and B [<mailto:ibluey@paradise.net.nz>]
Sent: Friday, 29 April 2016 3:36 p.m.
To: annualplan@wcc.govt.nz
Subject: Draft Annual Plan

Hi,

Would like to have my say on two suggestions from the Plan.

Cycleways Eastern Suburbs

It is imperative that an overbridge be put in place at the start of Cobham Drive (near the ASB Stadium).

Pedestrians and family cycling groups that come from the north part of the Miramar Peninsula have no way of crossing the 4 lane dangerously fast-speeds found on State Highway 1 from the Airport.

A similar one to that built on Ruahine St for the netball/tennis/rugby would be ideal.

This would encourage walking and cycling and it makes the most sense to enhance accessibility for these groups of people. Also be of assistance to those attending Evans Bay Intermediate and other schools in the area.

I often notice people poised on the garden in the middle of the 4 lane highway, praying for a small delay in the traffic to sprint across.

It is only a matter of time before someone is killed or seriously maimed – and the thought of someone falling over during their sprint, leaves the mind boggling.

Urban Economic Team

I strongly oppose the idea of any “speculative” team being set up to invest in the property market. It is only a matter of time before there is another “Crash” and I don’t want my ratepayer money involved.

Keep to your core services

Try not to increase our burgeoning debt any further.

Beryl Smyth
72A Kinghorne St

An acknowledgement of this email would be appreciated.

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

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Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
2. Extending the Living Wage to low-paid workers employed via contractors and in CCOs
3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: *Cardelia Woods*

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Tawa Community Board Submission WCC Annual Plan 2016/17

INTRODUCTION

The Tawa Community Board is a Community Board under the Local Government Act and Wellington City Council with elected members representing the northern suburbs of Wellington City comprising Tawa, Takapu Valley and Grenada North.

We welcome the opportunity to provide a submission on the WCC Annual Plan 2016/17 initiatives that represent changes to the approved WCC 2015-2015 Long Term Plan.

Our submission focuses on a subset of issues that are of prime interest to the residents of Tawa as well as those with city-wide effects on rates and the environment.

Tawa Background:

Tawa residents exhibit a strong sense of community, shown by the many community based organisations and recreation activities. This strong sense of community and neighbourhood engagement is also shown through Tawa having the No. 2 ranking spot in NZ for community membership of the neighbourly.co.nz community engagement web site.

Tawa is part of the Porirua basin catchment area for the Porirua Harbour which also forms a natural area for catchment based environmental matters, and this area has historically also shared water treatment and waste infrastructure facilities with Tawa, and provided shopping destinations. Yet many of the residents also work and play in the Wellington central city area and enjoy the close proximity and good transport routes to the CBD and the services it affords.

Tawa residents highly value the natural landscape outlook afforded by the current green space of the surrounding hill ridgelines and their foothills.

COMMENT ON SPECIFIC ASPECTS OF THE PLAN

Overview.

We are concerned that while the headline rates increase is stated in the LTP as being 3.6% per annum over 10 years (as per the mayors media announcement <http://www.radionz.co.nz/news/regional/298298/wellington-city-rates-forecast-to-rise-3-point-6-percent>) (and 4.5% per annum for the first three years as stated in the LTP), the 2016/17 rate rise for the average residential property is stated in the Annual Plan to increase 5.3%. While the LTP states that the Wellington wages are on average higher than for the rest of NZ and therefore the rates increase is affordable, this ignores the fact that there is a significant and increasing rate base on fixed incomes of diminishing value as investment interest rates decline. There is a general expectation that rates ought to track with the inflation CPI, which clearly they don't.

The rating predictions are based on forecast growths in the rating base (under the LTP Growth Strategy Model) that are significantly higher than historical growth yet there it doesn't appear to be stated in the Annual Plan whether these growth forecast are on target. If not then the rate burden for individuals could grow even higher.

Proposal 1 Low Carbon Capital Plan.

We support the Proposals aspired to in the "Low-Carbon Capital Plan" and agree to the proposed emission reduction targets. It is important that the Council shows strong leadership in this area by example to the rest of the community and also incentivises proactive changes through encouragement of electric vehicle usage, efficient low cost public transport, smart energy options, healthy efficient homes, waste recycling and city greening.

However, the Council seems to lack operational resources to support implementation of a low-carbon capital plan. For example; due to lack of staff it has so far taken over two years to review and remove the building consent requirement barrier for roof mounted domestic Solar PV electric panels that would encourage more residents to take-up the option of their own renewable energy generation. So unless implementation resources are beefed up in this area the success of the Low Carbon Capital Plan is doubtful.

Proposal 2 Urban Development Agency.

We oppose the establishment of an Urban Development Agency to take a proactive role in urban redevelopment and housing estates construction, or facilitating seismic strengthening.

However, there does seem to be a need for greater leadership role to be taken to promote good urban design, especially amongst the medium density housing areas, and a need to facilitate the pooling of larger parcels of land from multiple adjacent titles would make such development more viable for a private developer and potentially produce a more aesthetically attractive community outcome. Perhaps this aspect can be achieved within the current Council capability without the need for another CCO.

Proposal 3 Food Act fee changes.

We agree that the Central Government legislated charges should fall directly to the sector where they are applicable and not become a general rate burden. However, we support option 3 of charging by the hour with no fixed, upfront fee.

With the exception that we would encourage Council to support small non-permanent food stalls at annual Community Festivals or Market days (e.g. the annual *Spring into Tawa* fair day), and that the costs of these, if applicable, should be either absorbed by the community or distributed as a site cost and not to individual stall holders.

Proposal 4 Zealandia governance.

We support the Council proposal to buy the Zealandia building along with proposed governance changes. There was an inevitability about the Zealandia funding arrangement from the outset that it would need to be written off at some point in the future.

Proposal 5 Kilbirnie Business Improvement District.

We support the targeted rate for the proposed Kilbirnie BID area.

Proposal 6 New Initiatives.

Councillors have proposed a number of initiatives to be considered for funding in 2016/17. Our support for each proposal is indicated in the table below.

| 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 | Yes, but a longer term plan for global sea level rise needs to be also taken into account to build resiliency. | No |
| Toitu Poneke Sports Hub | No, We oppose funding being taken from Northern Suburb projects to support southern suburbs projects. The northern suburbs spending could be reallocated by bringing forward the Tawa Town Centre development, the fencing of a Tawa based dog recreation area, or progressing the Middleton Road shared path. Rather the funding for the Kilbirnie sports hub should be brought forward from the \$6 million set aside in 2017-18 for the Southern Coast Marine Conservation Centre and this project deferred a year in the LTP to compensate. | No |
| Ngauranga to Airport – minor capital projects | Yes | Yes |
| Johnsonville Library Kindergarten purchase | Yes | Yes |
| Living Wage | No, We don't support Local Government becoming a social support agency – this is the role of central government. | No |
| Community Grants changes | Yes | Yes |
| New Outdoor Events Series | Yes | Yes |
| Toi Poneke Arts Centre support | No, this should be funded by the sale of WCC owned artwork. | No |
| Placemaking | Yes | No |
| Middleton Road | Yes, but this cost doesn't seem to be sufficient to provide the interim reseal as described. The focus also needs to be placed on the near-term full shared | Yes |

| | | |
|------------------------|--|----|
| | pathway project. | |
| Council art collection | Yes, but this maintenance cost should have been incorporated as part of the WCC asset management plan for this collection and the WCC should also look at reducing its Art Collection. | No |

Cost Saving.

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?

Savings could be obtained from:

- Not supporting The Living Wage – social services are a Central Government issue.
- Ensuring that other Wellington Airport Shareholders also pay their share of the Development Cost, or else WCC is compensated for its disproportionate larger contribution through taking a larger percentage of the profits.
- Moving to lower cost models for some operational services; e.g. the use of electric vehicles lowers maintenance and fuel costs, the use of LED lighting lowers power and renewal support costs.
- Peruse further operational efficiency opportunities through the combination of more shared services on a regional wide basis.

Proposal 7 Private wastewater pipe (laterals)

We support that that Council should take back responsibility for the maintenance and renewal costs of wastewater laterals that it historically had been responsible for.

Tawa Community Board

Robert Tredger (Chair)
Margaret Lucas
Graeme Hansen
Richard Herbert
Jack Marshall
Alistair Sutton

For contact purposes please contact:

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Name: *BLAKE Guevara*

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Talava Sene

From: teall.elizabeth@gmail.com on behalf of Teall Crossen
<teall.crossen@greens.org.nz>
Sent: Sunday, 1 May 2016 8:16 p.m.
To: BUS: Annual Plan
Subject: Comments on Low Carbon Capital Plan

Please see below my comments on the Low Carbon Capital Plan. I spoke to Democracy Services and they advised they would accept my submission if sent today. Could you please kindly confirm receipt. I wish to be heard in support of my submission.

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

I think cities can and must be leaders in addressing the most important global issue of our time. Our aspiration should be a zero-carbon capital in order to meet the below 2 degrees and 1.5 degrees emission goals in the UNFCCC. Wellington City Council should advocate for public electric transport as a key priority and also build more cycleways. I want Wellington to be a liveable and sustainable city. I want to be proud to live here because we are responding to the climate crisis and creating a city that puts people first.

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?

The plan is a good start, but much more needs to be done and it needs to be done now. We can't put off investing in the infrastructure that will allow us to reduce emissions. The Council should show leadership by transitioning its own transport fleet to entirely electric cars. We should also be collecting organic waste to prevent it ending up in landfills.

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

The targets don't put us on track for zero carbon and need to be more ambitious as every emission counts. If we continue to emit, even at low levels, are we asking other cities to carry our burden? We need to do our share, which is zero- carbon.

Nāku noa, nā
Teall

Teall Crossen | Co-Convenor Learning and Development Committee
Climate Change Campaign Coordinator Wellington City
The Green Party of Aotearoa New Zealand
Mobile 022 653 5095 | Email teall.crossen@greens.org.nz

Authorised by Gwen Shaw, Level 2, 17 Garrett Street, Wellington City, Wellington

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**INNER
 CITY
 ASSOCIATION**

Representing
 Wellington
 Inner City
 Residents and
 Businesses

Yes, I want to speak at a submission hearing.

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

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

Feedback on new initiatives proposed to be included in the DAP

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

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

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

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

Proposed advisory role to help Body Corporate progress earthquake strengthening projects

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

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

This new initiative will support the Resilient Wellington objectives.

Comments in support of the proposal were:

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

Comments against the proposal were:

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

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

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

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

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

Scope of proposed role

What will this role do?

The key deliverables from this role are:

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

How much will it cost and what skills are required?

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

Why is this role needed for Wellington City?

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

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

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

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

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

What this role will not do:

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

How long will the role be needed for?

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

Urban Development Agency

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

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

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

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

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

Comments provided:

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

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

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

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

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

Demographics of respondents

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

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3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

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Name: Pat Bolster
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 Telephone: 04-384-9321

WCC Annual Plan 2016/17 – Submission
 By email to: BUSAnnualPlan@wcc.govt.nz

Submission from:
 Ian Shearer
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 Wellington 6012

Email: ian.shearer@actrix.co.nz
 Mobile: 021 184 8915

Annual Plan 2016/17 consultation survey questions

Low-carbon capital

1) Do you support Wellington City Council’s aspiration to be the “low-carbon capital”?

I strongly support this aspirational goal – but it must stop being an aspirational goal – we need to make this a reality as soon as possible, and the current plan is not strong enough on actions to make this a reality. The role being taken by our National Government in leading our climate change mitigation actions is pitiful – an embarrassment to all New Zealanders.

In spite of this, we need Wellington City to take a stronger leadership role on behalf of our residents.

Additional Comments:

- a) The international CoP21 Agreement has reinforced the urgent need for our city (and country) to become a net-zero GHG emitter as soon as possible – and certainly by 2030. A target to achieve an 80% reduction by 2050 is not soon enough now that the world has already almost reached the 1.5°C aspirational target agreed in Paris. We must and can do more.
- b)

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

Yes – BUT these activities are not enough, and the proposed time line for many of the actions is too slow.

The way we plan and operate our cities, particularly our public transport system and our waste disposal system will make a huge difference to our total carbon emissions. I strongly support Council taking further positive actions on climate change mitigation and adaptation.

Some additional actions that we need to take are:

- a. We need to improve our public transport system planning.

- b. The current governance arrangements within our city, means that direct responsibility for activities that could reduce the biggest city-wide GHG source (transport is 56% of total city-wide emissions), rests mainly with Greater Wellington Regional Council (GW). This is unfortunate, and requires WCC to insist on strong regional and city policies to significantly improve the proposed transport emission (and dirty diesel air-pollution) reduction activities. We must implement strong partnership arrangements so that we are not “over-ridden” on this issue by other regional mayors.
- c. Current transport related activities being developed by GW (in partnership with WCC and NZTA) are heading in the wrong direction. Wellington City Council, must become a stronger partner in the development of new transport and public transport infrastructure. More is needed to be done to ensure that the city-wide transport related emissions come down, and pollution is reduced.
- d. Of particular concern is the inevitable increase in public transport emissions resulting from the proposal to scrap the current all-electric trolley bus fleet and replace it with new diesel (some as hybrid) buses.
- e. It is clear that the existing trolley buses should be maintained as a substantial element of the new bus contracts, especially while the stock of new all-electric battery buses grows. However, from public statements by GW councillors recently, it appears that GW is about to release tenders for new bus services that will not only insist on the scrapping of the existing 60 trolley buses, but will not even request tenders for replacement all-electric buses.
- f. There are clearly many bus tender “unit packages” which should be fulfilled with all-electric bus vehicles, or at least a combination of new all-electric buses plus continued use of a small number of the existing higher-quality diesel buses. Purchase of new diesel buses (and even diesel hybrids) would be very short sighted and should be forbidden.
- g. Double decker diesel (or even diesel-hybrid) buses are un-needed most of the day on all routes – operating these vehicles will prove to have a negative climate change impact on Wellington, and will certainly fail to deliver a “bus rapid transit” quality service.
- h. Public transport fares are one key area where action is needed. More innovative fares are needed – and rewards for regular commuters or public transport users are essential. Other cities (such as Freiburg in Germany) has seen the fare-box revenue share of fares continually rise to the present 80+% of costs. It can be done, but it takes an innovative and overarching programme to achieve these results.

Other items to be supported

- i. Better programmes to divert food waste from the tip are needed.
- j. Wellington City should convert all council owned vehicles to electric as soon as possible, and be an active partner in the introduction of charging infrastructure around the city.
- k. Electric bikes should be made available for staff.
- l. Please support an electric car sharing scheme.
- m. More support for insulation of houses.
- n. More support for PVs on householder roofs, and for a Wellington community wind farm in the hills around the city.

2) Do you agree with the recommended emission reduction targets for the city?

NO: I do not believe that the proposed emission reduction targets provide enough of

an “URGENT ACTION IS NEEDED” message to WCC staff and councillors, and particularly to the residents of Wellington City. The city must lead by example on this issue. With changes in roading and public transport and waste policies we can strengthen the GHG targets. I recommend we set the following targets to “front-end our urgent actions and to become a net-zero fossil fuel city by 2040:

2020: 20 percent reduction

2030: 45 percent reduction

2040: 65 percent reduction

2050: 80 percent reduction

Mechanisms to achieve these will need a mix of all of the proposals above (and other actions).

Urban Development Agency

Should the Council establish an Urban Development Agency to:

lead and co-ordinate the physical regeneration of strategic parts of the city? Yes

facilitate parcels of land being brought together to increase the supply of medium density affordable housing?

Yes

deliver large-scale Council developments?

Yes

demonstrate good practice in housing development urban design and sustainability?

Yes

We must increase housing density in select areas and integrate developments with high quality local facilities and public transport as, or before, the development is built.

YES – WCC must take a leadership role in areas where earthquake-prone building issues are preventing a timely market response?

Food Act fee changes

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

Zealandia Governance

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

Yes

Do you support the Council’s intention to buy the Zealandia Visitor Centre for \$10.34 million? Yes

Talava Sene

From: Litras <litras@xtra.co.nz>
Sent: Saturday, 30 April 2016 10:17 a.m.
To: BUS: Annual Plan
Subject: Submission 2016-17 annual plan

On behalf of
Fluoride Information Network for Dentists

Topic:
Water Fluoridation

Submission:

Fluoride is considered by the WHO to be a contaminant in water supplies, with the potential to cause chronic diseases in people drinking it long term.

The council does not measure or monitor the doseage of fluoride that individual citizens

Are getting daily, and cannot assure safety of all people using the fluoridated water for drinking and food preparation.

Several at risk groups have been identified in numerous scientific reviews, including the NZ review of 2014. Deliberately increasing fluoride levels , particularly without monitoring doseage is irresponsible and dangerous.

Wellington CC should stop water fluoridation.

Presentation:

I would be happy to give an oral submission to the council.

Dr. Stan Litras, BDS BSc

Private contact details:

[1 Seddon Street,](#)
[Upper Hutt](#)

Phone [021548727](tel:021548727)

Email: Litras@xtra.co.nz

Sent from my plane

Sent from my plane

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

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3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

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Name: *Geoff Stone*

Address: *160 Tasman St, Mt Cook, Wellington*

Email: *geoff.stone002@gmail.com*

Telephone: *021 204-3678*

GL Stone

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

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

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.**

**Let's Make Sure Wellington is a People-Centred City.
Put the Living Wage in the 2016/17 Annual Plan.**



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Name: Sharon Murdoch.
Address: 160 Tasman St, Mt Cook.
Email: Sharonmz@gmail.com
Telephone: 021 1748600.

S.G. Murdoch

Talava Sene

From: Sophie Bridge <sophie.bridge@gmail.com>
Sent: Friday, 29 April 2016 9:55 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Sophie Swart

13 Orchy Cres, Southgate, Wellington 6023

0273240760

sophie.bridge@gmail.com

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Name: *William Samuels*

Signature: *[Handwritten signature]*

Address: *23 William Street, Petone, Lower Hutt*

Email: *Bace_10@hotmail.co.nz*

Telephone: *022 1400 897*

Talava Sene

From: Darryl Ross <darryl.michelle@xtra.co.nz>
Sent: Friday, 29 April 2016 6:40 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

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Yours sincerely,

Darryl Ross
32 Pharazyn Street / Melling / Lower Hutt
0274483303
darryl.michelle@xtra.co.nz

Talava Sene

From: Jane Little <jane.little@paradise.net.nz>
Sent: Friday, 29 April 2016 6:08 p.m.
To: BUS: Annual Plan
Subject: Low Carbon Capital Plan for 2016 – 2018 submission

Good afternoon

Thank you for the opportunity to make a submission on the Low Carbon Capital Plan and apologies for sending this after 5pm. I would like to speak to the committee.

I attach a photo of Amsterdam before and after the changes made to become the cycling capital of the world and a link to an article about the transition in the Guardian in 2015. <http://www.theguardian.com/cities/2015/may/05/amsterdam-bicycle-capital-world-transport-cycling-kindermoord>. There are many examples around the world where cities have benefitted from these changes and I encourage the Wellington City Council to continue with the cycle way plans.



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

- *I support Wellington being the "low-carbon capital" but would prefer that the target was to become a "zero-carbon capital".*
- *Climate change is a critically important issue. Everyone needs to do their part to mitigate their carbon emissions and I would like Wellington City Council to continue to provide leadership on climate change mitigation and adaptation.*
- *I support Wellington City Council advocating for a swift transition away from fossil fuel-powered transport towards electric public and private transport and promoting active transport including cycleways.*
- *I encourage Wellington City Council to continue to implement cycle ways and retain the Trolley buses.*

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?

- *The measures in the plan are useful but more needs to be done. For instance:*
- *investigate an organics collection scheme to minimise the amount of food going into landfills.*

- *change its policy in relation to purchasing its fleet vehicles in order to give significant weight to the carbon emissions from different types of vehicles.*
- *transition swiftly to an entirely electric car fleet.*

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

- *Support the Council setting emissions reductions targets for the city and for the Council itself and review its targets periodically in order to increase ambition.*
- *As an interim measure, I support the draft targets as they stand and I would like the Council to investigate and set a target for the city to become a net-zero-carbon city.*

I support the proposal to create an Urban Development Agency and consider that the Agency should place emphasis on minimising carbon emissions, encouraging sustainable building practices and excellent urban design.

Jane Little
021813482
Wellington

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Name: *Dinesh Patel*
 Signature: *D.C. Patel*
 Address: *77/4 Wilson St Newtown*
 Email: *Dinesh_Patel66@hotmail.com*
 Telephone: *021 035 3070*

Talava Sene

From: Blank <xque4ever_nico@hotmail.fr>
Sent: Friday, 29 April 2016 5:10 p.m.
To: BUS: Annual Plan
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Nicolas Pico

15 orchy cres, southgate, Wellington, 6023

Daytime Phone: 0220356770

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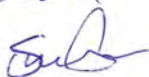
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Name: Selam Chune

Signature: 

Address: 46/921 Narn St, Mouncook Wellington

Email: selam2@gmail.com

Telephone: 02102995103

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Name: *Syed Manjwe Hossain*

Signature: *[Handwritten Signature]*

Address: *135/59 Hopper Street, Mount Cook, Wellington*

Email: *syedm0308@yahoo.com*

Telephone: *0223897374*

Talava Sene

From: Libby McKinnon <libbymckinnon77@gmail.com>
Sent: Friday, 29 April 2016 5:01 p.m.
To: BUS: Annual Plan
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu Ponēke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Ponēke Community & Sports Hub.

Kind regards,

Libby MCKinnon
Wellington Diving Parent
112 Messines Road, Karori, Wellington
021 475 335

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Name: *Angela Toa*

Signature: *Atoa*

Address: *52a Churton Cres Lower Hutt.*

Email: _____

Telephone: *0275449482 - (WK)*

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-usable 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).

Lyllall 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>

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The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: Thomas Paul

Signature: Tom

Address: 21/M 17 Brooklyn Mt Cook

Email:

Telephone: 0

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Name: *mahmed mahmoud*

Signature: *mm*

Address:

Email: *mohamed.ma@yahoo.com*

Telephone: *0204 173 454*

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Name: Saifudin Mohamed

Signature: *Saifudin*

Address: 283 Titahi St Newtew

Email: *l*

Telephone: 027 360 8010

Talava Sene

From: Sigurd Magnusson <sigurdmagnusson@gmail.com>
Sent: Friday, 29 April 2016 4:48 p.m.
To: BUS: Annual Plan
Subject: Submission on Low Carbon Capital plan

Good afternoon,

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

Yes. It firstly directly supports what we need to be doing in the capital. It secondly shows leadership within the city, region, and country, and supports individuals, organisations, and other government agencies to likewise implement policy and activities to mitigate and adapt to climate change.

I look forward to the time when other councils and corporates have similarly constructed plans. Well done.

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?

Yes, but not all activities are equal. Activities with the strongest CO2 reduction potential require the greatest support and political backing. The plan has a great deal of activities and the big wins might get lost in the detail. The report suggests 56% of emissions are transport related (page 30) and so it stands that as much as half of the effort needs to go into that area. While there will and needs to be incremental gains in terms of walking, cycling, an public transport, the shift from fossil fuel to electric powered cars is a game changer. I am concerned the wording states 100 car parks will be *identified* when what we need is *implemented* (if we are mitigate!). Other actions: Educate how other players can help (e.g. apartment body corporates can put in charging stations, as can supermarkets and businesses for staff parking), and promote the advantages of electric cars to the public in newsletters and events (This is not to say public transport and active transport should be shadowed, but people are familiar with the benefits and existence of those). Long term, shift positive discrimination of electric vehicles (free parking, bus lanes) towards disincentives of petrol and diesel cars (added costs or other restrictions) as social norms accept this.

It is not clear how in the plan how council, organisations, or individuals can advance the following two big ticket items; the plan should address and educate Wellingtonians on how they can help: "Further increasing the percentage of renewable electricity generation nationally" and "Reduced emissions from refrigerants and other product use."

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. As years progress, be sure to promote, in a short and succinct fashion, concrete and action oriented steps that organisations and individuals can do to reduce CO2. For example, you might ask families and businesses to have half to all of their vehicles electric by 2020, and use active and public transport more than they did in 2016.

Cheers,
 Sigurd Magnusson
 021 42 12 08

P.S. Disclosure, I hold a part time role with Greater Wellington Regional Council in support of climate mitigation.



the architectural centre inc.
PO Box 24178 Wellington

28 April 2016

2016/17 Annual Plan
Freepost
Wellington City Council
P.O. Box 2199
Wellington 6140
BUSAnnualPlan@wcc.govt.nz

Re: WCC Annual Plan 2016/17

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

The Architectural Centre has the following comments to make regarding the proposed Annual Plan 2016/17.

Draft Low Carbon Capital Plan

1. We support the Low Carbon Capital Plan, but consider that the Council can be more effective and ambitious in what it delivers. For example, incentives for sustainable building need to be implemented this year - not over the next two years (p. 25). This includes WCC leadership in council building projects and in their support of infrastructure projects. For example, how does the runway extension support aims to reduce carbon emissions? In addition, the failure to date to reach targets does not instil confidence, and appears to be irreconcilable with the attitude that we are still on track to meet a 2050 target of 80% reduction of 2001 emissions (p. 15). What mechanisms will be put in place to make council accountable to meet targets set?
2. We strongly endorse the council's identification of building energy use and transportation as key areas of focus. We ask the council to show leadership with current projects. For example the proposed Johnsonville Public Library design is at odds with these ambitions, and, as such, sustainable moves such as a green roof, water collection, grey water systems need to be integral to the design. Council projects need to model sustainable behaviour. Wind power is an obvious energy source which the plan is surprising silent on with respect to sustainable building solutions.
3. We understand that financial incentives are also important, in form as much as in amount. For example recent PhD research (which examined commercial water-use in Auckland and Wellington, and audited 93 commercial buildings), found that the different structuring of water payments in Auckland (with charges for both potable and waste water based on meter readings) compared to Wellington (with charges for potable water based on meter but waste water

included in rates) significantly influenced water consumption.¹ Using the Auckland model of water payments would reduce our commercial water consumption.

4. We ask the council to explicitly engage with issues pertaining to embodied energy in this low-carbon capital plan. Operating energy is not the only source of emissions. In this regard early replacement of vehicles and/or buildings can exacerbate emissions. Similarly, we caution a singular focus on the electricification of electric vehicles without work toward reducing total city car ownership. We also encourage the council to invest in fast EV charging infrastructure. A system which is inconvenient will be a waste of money.
5. In this regard we ask the council to incentivise adaptive reuse over demolition as a sustainable strategy. An example is the Los Angeles Adaptive Reuse Ordinance which expedites adaptive reuse projects and, for heritage projects, removes the requirement to meet code compliance at the level of new constructions (e.g. fire regulations etc.). Such incentives would increase the viability of heritage projects, reduce landfill, and work toward minimising wasting embodied energy in buildings.
6. We appreciate the expressed sentiment of encouraging council staff and councillors to use transport alternatives to cars, but ask that a stronger requirement be instituted. For example, no CBD travel related to council business requires car travel. Snapper cards should be provided and walking encouraged.
7. We retain our position that to achieve significant mode shift to public transport, and to achieve high quality PT, we need to work towards a light rail system. We strongly encourage the WCC to work with GWRC and NZTA to plan for and achieve this.
8. Public transport needs to be more appealing than the private car if meaningful mode shift is to be achieved. While this is a complex issue, the current situation where car travel is largely cheaper than bus travel needs comprehensively addressing. We strongly encourage the council to work with GWRC to effect a free PT zone from the railway station to the Embassy with the aim of providing a more effective PT option for those who might catch trains but work in the Te Aro end of town, and find it cheaper and more convenient to drive to work. In a similar vein, enabling bikes on peak hour trains will assist in greater transport network flexibility and options for commuters.
9. We similarly encourage WCC to continue pushing GWRC and its other transport partners to implement fare transfers and daily maximum via Snapper in the short term. The national ticketing proposal is not a viable excuse for this delay.
10. We also note that the current conception of PT fares is strongly structured around the individual person, not couples, nor families, for whom public transport can be significantly more expensive than car travel.
11. We support the commitment to a compact city and the interrelationships between the Low Carbon Capital Plan and the Urban Growth Plan.

¹ Bint, Lee "Water Performance Benchmarks for New Zealand: Understanding Water Consumption in Commercial Office Buildings" (Wellington: Victoria University PhD thesis, 2012) <http://hdl.handle.net/10063/3673>; "Reducing water consumption in commercial office buildings" *Phys.org* (12 December 2012) <http://phys.org/news/2012-12-consumption-commercial-office.html>.

12. We consider an additional benefit of phasing out Minimum Parking Requirements is a parallel phasing out of driveways, especially on arterial roads. Reducing driveways will increase options for, and safety and effectiveness of, bus lanes and cycleways.
13. With respect to cycleways, the Centre sees a viable CBD cycling strategy as a high priority. East-West permeability in particular is needed, and the current reliance on Karo Drive and the waterfront is significantly less than optimal.
14. We consider a greater investment in understanding behavioural change is needed in this plan. We consider that both psychologists and skilled advertisers could play a part in shifting the way we as a city think about issues related to climate change, and more directly transport and building. Understanding why we use specific transport modes and when is important, and could identify additional strategies (e.g. showers at workplaces) which effect a tipping point toward active modes.
15. The Royal Society's recently released "Climate Change Implications for New Zealand" (<http://www.royalsociety.org.nz/expert-advice/papers/yr2016/climate-change-implications-for-new-zealand/>) and "Climate Change Mitigation Options for New Zealand" (<http://www.royalsociety.org.nz/expert-advice/papers/yr2016/mitigation-options-for-new-zealand/>) may update some of the plan's contextual material.

An Urban Development Agency for Wellington City)

16. The Architectural Centre supports the creation of an UDA (Development Wellington), which delivers on priorities and policies set by the WCC that are subject to a public submission process. The precedent set by Wellington Waterfront Ltd and its Technical Advisory Group (TAG) provides us with confidence in the proposal. We also note the success of the San Diego Centre City Development Corporation (CCDC), which dates from 1975.
17. We consider that it is vital that the UDA will not "have ... policy making or regulatory roles" (WCC "An Urban development Agency for Wellington City" p. 8), and that the UDA operates without exemption from RMA and Building Act requirements.
18. We ask that the UDA's Constitution (TPG Planning p. 36) is subject to public consultation. We consider that this document (along with a robust TAG) will be crucial to ensure that the UDA does in fact deliver exemplary design quality as intended, rather than defaulting to the minimum standards stipulated in the District Plan. It is important that the governance structure is effective, and we encourage the WCC to learn from the problems experienced in Christchurch, which have been so well demonstrated by CERA, especially with respect to ineffective governance structures.
19. We ask that the legal structure of the UDA in relation to the WCC be such that the UDA is subject to the Official Information Act to ensure ongoing public confidence and UDA accountability.
20. The Centre supports at least one iwi appointee on the Council committee overseeing the UDA's activities (TGP Planning p. 38), and personnel diversity at every level of the UDA structure.
21. We strongly support the aim for the UDA to provide leadership via demonstration projects which champion exemplary design (which includes sustainable design and water sensitive urban design), innovative housing

projects, and inventive strategies for strengthening earthquake-prone heritage buildings, though we are sceptical of the ability of the UDA to have any significant impact on housing affordability issues until issues pertaining to money supply through lending (fueling high house prices) are addressed.

22. While we acknowledge the WCC's aspiration for exemplary, sustainable design of the city's built environment, we note that these values and high standards are not currently pervasive in council-led projects. In particular we point to the deficiencies in the proposal for the new Johnsonville Library, which suggest to us that, in addition to the role of the UDA, raising the bar set by the District Plan and associated Design Guides is also needed to achieve these aspirations.
23. The Centre is significantly less certain about increasing powers of compulsory acquisition beyond the existing Public Works Act as part of this proposal, and encourages the council to further articulate the need for this and undertake wider public consultation on this specific issue.

Zealandia proposal

24. The Architectural Centre has no opinion regarding the different organisational and Board appointment models (e.g. Council organisation vs Council-controlled organisation) proposed regarding the Karori Sanctuary Trust Board in order to address the continuing unpaid debt of the Board to the Council. We acknowledge the importance of the Sanctuary in terms of Wellington's biodiversity and supporting WCC aims related to sustainability. We also note that, given Wellington Zoo's status as our oldest conservation organisation, it appears unusual that there is no option which includes an organisational model to incorporate both Wellington Zoo (as a charitable trust) and the Karori Sanctuary Trust Board.

Thank you for this opportunity to comment on the proposed WCC Annual Plan 2016/17. If you have any questions please do not hesitate to contact me.

Yours faithfully



Christine McCarthy
President, Architectural Centre
arch@architecture.org.nz

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Name: Saifudin Mohamed

Signature: *Saifudin*

Address: 283 Titahi St Newtew

Email: *l*

Telephone: 027 360 8010

Talava Sene

From: Pahia <taipak@xtra.co.nz>
Sent: Friday, 29 April 2016 4:43 p.m.
To: BUS: Annual Plan
Subject: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

Kind regards,

Pahia Turia
12 Bharat Terrace
Broadmeadows
[0272239393](tel:0272239393)

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Name: *Abeba Yehdesela*

Signature: *Abeba*

Address: *48 / waiwhetu Rd*

Email:

Telephone: *0211164195*

Talava Sene

From: Njela Turia <njela.sharroock@gmail.com>
Sent: Friday, 29 April 2016 4:39 p.m.
To: BUS: Annual Plan
Subject: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

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Njela Turia
12 Bharat Terrace
Broadmeadows
0274236153

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Name: *Amira Yusuf*

Signature: *Amira*

Address: *02786261694*

Email:

Telephone: *02786261694*

Annual Plan 2016/17 consultation

Name: Mr Barry Blackett

Address:

26 Glenside Road

Glenside

WELLINGTON

Phone: 04 478 7502

Email: barry.blackett8@xtra.co.nz

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

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

Introduction

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

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

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

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

There are two opportunities that stand out.

Middleton Road Walkway

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

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

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

Marshall Ridge Track

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

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

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

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

Small Reserves

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

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

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

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

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

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

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

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

Barry Blakett

Vice President, Glenside Progressive Association

29 April 2016

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Name: *AREFAWE GEBREMIREL*

Signature: *Anufaine*

Address: *Fo/01 Nairn Street*

Email: *arefawe_+@yahoo.com*

Telephone: *0211696686*

Talava Sene

From: Ben Porteous and Anna Pethig <ben.annap@gmail.com>
Sent: Friday, 29 April 2016 4:33 p.m.
To: BUS: Annual Plan
Subject: Submission: support for Toitu Poneke Community and Sports Club

Hello Wellington City Council Folk

I am writing in support of the funding of \$750,000 from the WCC in the next financial year for the proposed Community and Sports Hub at Toitu Poneke Sports Club.

As the mother of a competitive diver, I have been very impressed by the support that Toitu Poneke has shown to the Wellington Diving Club in providing a gym facility to our divers, giving us advice on administration matters and allowing us the use of their club rooms for prize giving and other events.

They have shown a great willingness to work with our diving club and we hope that if the funding application is successful we will be able to support their desire to turn the clubrooms into a real asset for our wider sporting community.

Kind regards, Anna Pethig

Talava Sene

From: Urban Heart <urbanheartproductions@gmail.com>
Sent: Friday, 29 April 2016 4:32 p.m.
To: BUS: Annual Plan
Subject: Submission for Annual Plan 2016/17 - Outdoor Event Series and Arts Sector Activation Programme

To whom it may concern,

We are a Performing Arts company that has recently moved to Wellington from Dunedin in order to establish ourselves professionally within the industry.

Wellington has for a long time been marketed as the 'Creative Capital', however in moving to this beautiful city we have seen that in many ways it is not living up to its name. There are many creative artists in and around the city that are not being utilised in a way that could add to Wellington's identity through creating experiences for visitors and residents when coming into the city centre. An initiative such as this will add to the Wellington events calendar and provide leadership and a synthesis for the creative artists to work within in order to provide value for the city.

This initiative will also provide opportunities for the artists that are in Wellington. In creating these opportunities it will provide incentive for them to stay as many, as we have observed, are either moving to Auckland or simply not coming here as there aren't the opportunities. Again, this does not enhance the name Wellington has as the 'creative capital'. I do believe this project could have the potential to create a flow on affect for opportunities within the industry in Wellington as more creative artists are given a platform to be seen by locals and visitors.

I would also like to endorse the Arts Sector Activation Programme. Toi Poneke is a great hub and provides many opportunities for artists and organisations to work. However, there is an opportunity for the Arts Centre to be more connected to the arts sector. We have noticed coming to Wellington that there is a disconnect within the performing arts/theatre industry. There is a real opportunity for more collaboration and connectivity between artists within the sector. In a small city this is incredibly important in order to develop a greater profile for the arts sector. Having programming advisors will assist in creating greater opportunities for artists to connect and collaborate.

Kind regards,

Nadine Kemp.

Producer
Urban Heart Productions

P: 027 6967074

A: Studio 7, Toi Poneke Arts Centre, Abel Smith Street, Wellington

--

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The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

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Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
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3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: *Ibrahim Omer*

Signature: *[Handwritten signature]*

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Telephone: *0210460885*

Talava Sene

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

To whom it may concern,

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

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

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

Thank you.

Kind regards,



Tim Shannahan
Chief Executive Officer

RENOUF TENNIS CENTRE 60 Brooklyn Rd nWellington 6011
M 021 126 3322 nE tim@tenniscentral.co.nz nW www.tenniscentral.kiwi



Submission to the:
WELLINGTON CITY COUNCIL

on the:
WELLINGTON CITY 2016-17 ANNUAL PLAN

Submission from:
TENNIS CENTRAL REGION (INC.)

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

Date:
29 April 2016

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

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

Introduction

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

Tennis Central has four key focus areas, which are:

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

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

The Renouf Tennis Centre

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

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

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

Long-Term Maintenance

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

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

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

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

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

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

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

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

Alternate Source of Council Funding

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

Future Funding Model

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

Conclusion

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

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

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

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

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Name: *Naima Abbi*

Signature: *Naima*

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Email: *naima.350.na@gmail.com*

Telephone: *02040153927*



VOGELMORN PRECINCT

Co-op Cooperative Ltd.
collaboration architecture and design



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellington City Council Annual Plan 2016–17

Vogelmorn Precinct submission

April 2016

Contact details:

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

Organisation: Vogelmorn Precinct Steering Group

Email: bagndg@gmail.com

Phone: 021 170 3022

We would like to speak at a submission hearing.

Requests

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

Introduction

This submission is made by:

Vogelmorn Precinct Steering Group

Phil Clatworthy, Vogelmorn Tennis Club

David Bagnall, Ridgway School

Jeremy Macey, Vogelmorn Community Group Charitable Trust

Jaime Dyhrberg, Wellington City Council

Co-op Co-operative Limited

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

Collaborating with: Sam Donald, Architect

Nick Mouat, Architect

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

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

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

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

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

Community consultation process

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

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



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



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

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

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

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

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



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

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

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

High-level themes of community feedback

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

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

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

Overview of concept design

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

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

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

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

Developed design and community engagement

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

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

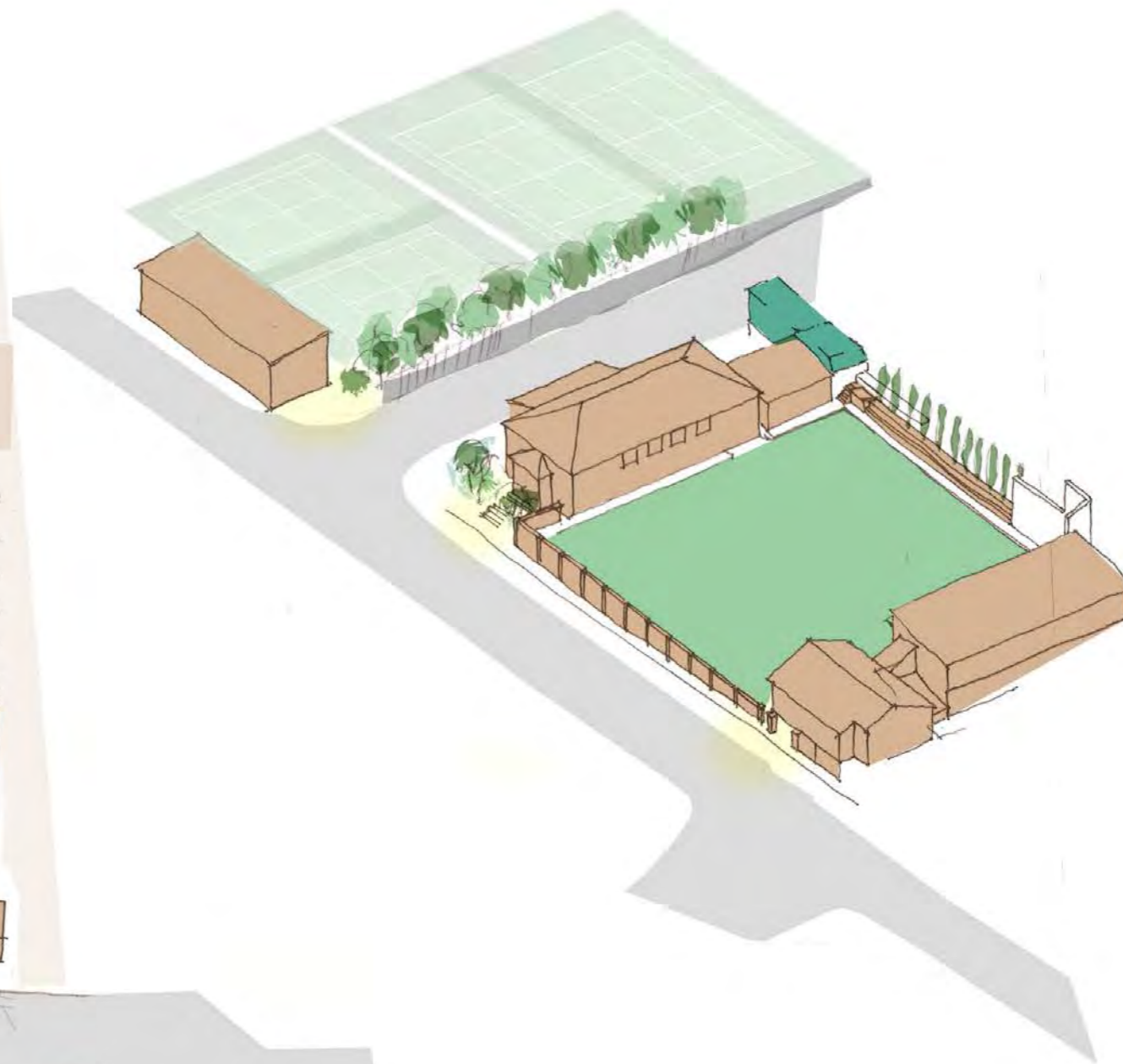
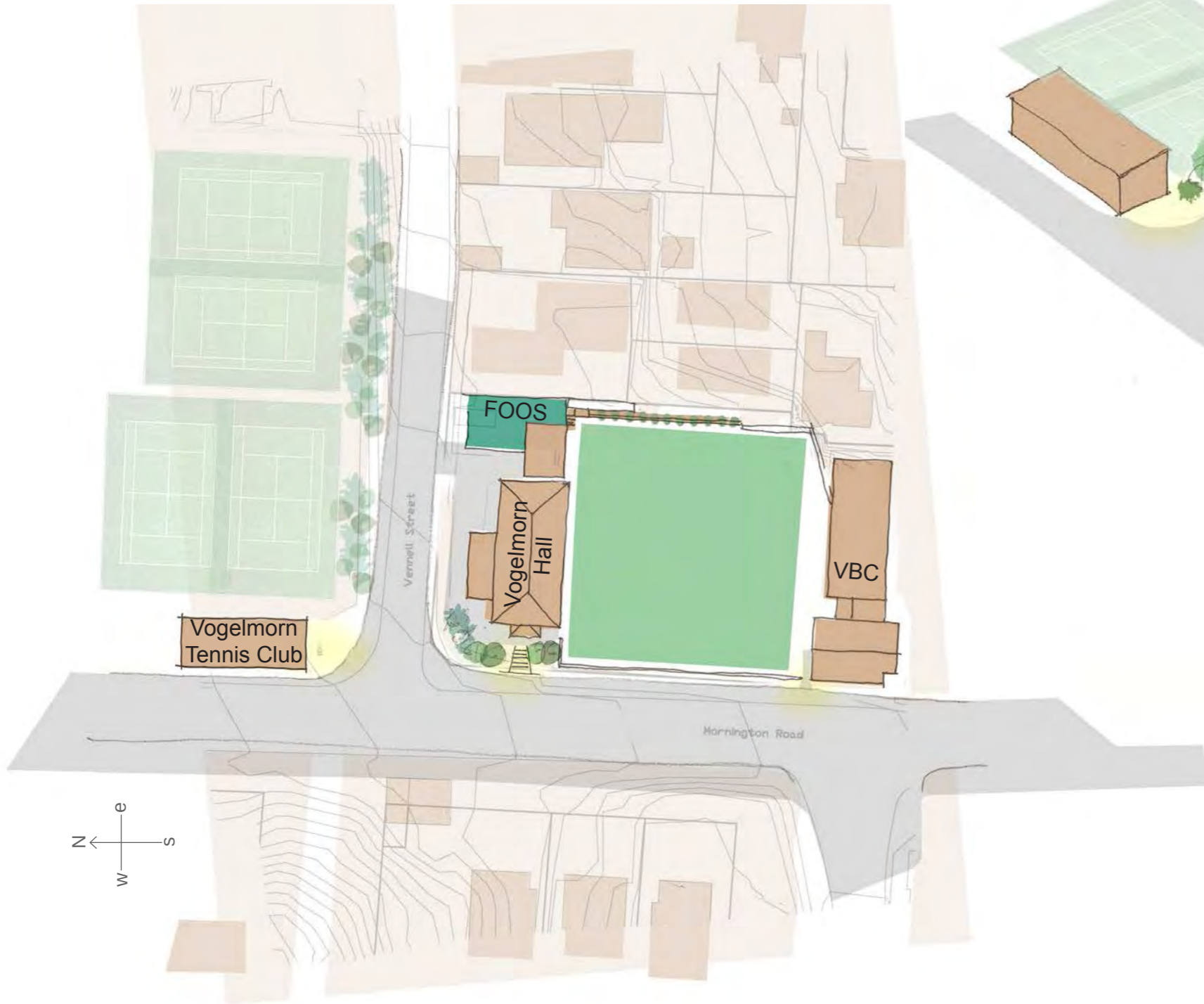
The Steering Group are in the process of obtaining cost advice for the implementation of the Precinct concept design proposal.



Appendix A: (20pages)

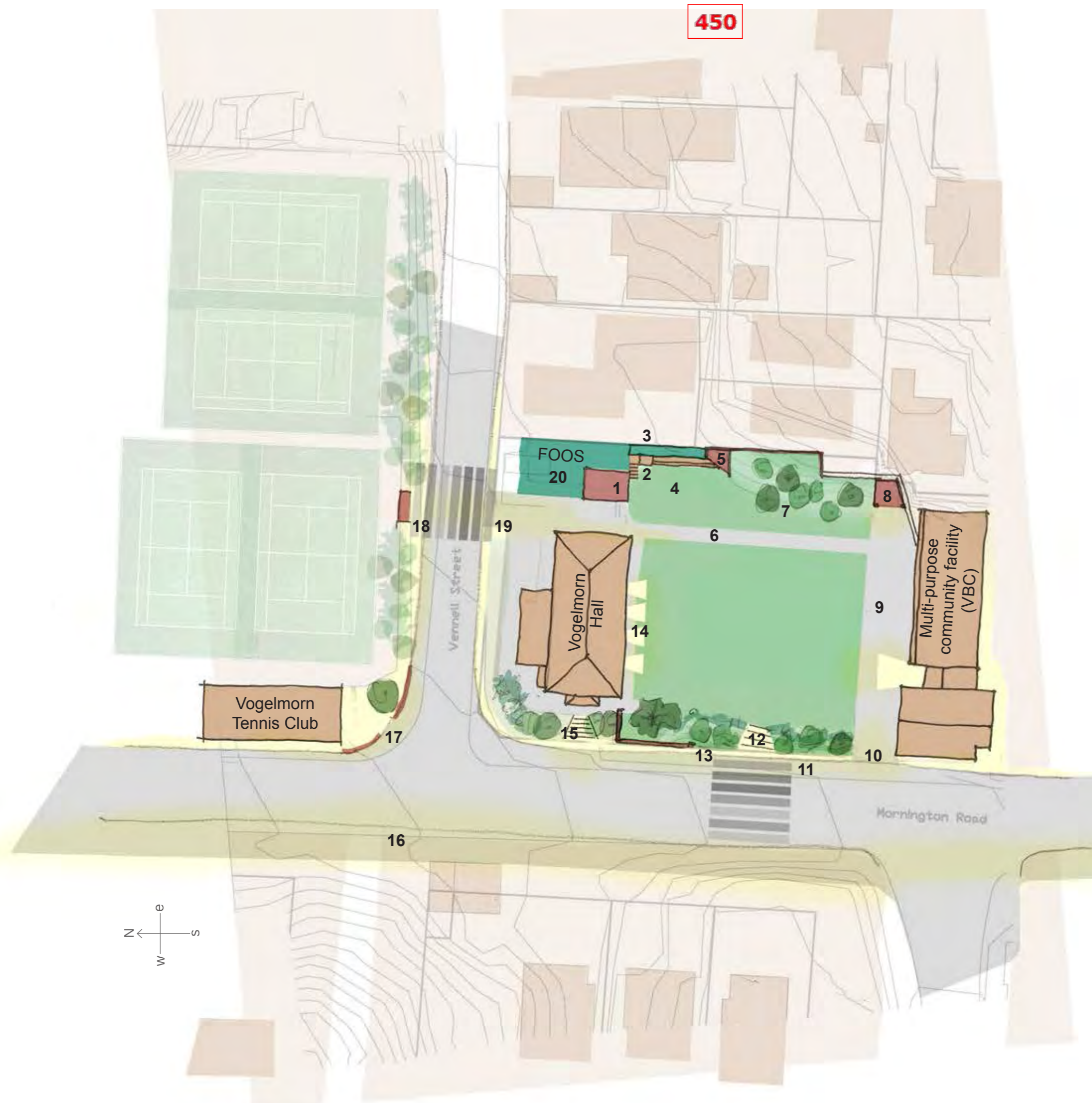
Vogelmorn Precinct Draft Concept Plans

As presented to the community for feedback April 3rd 2016

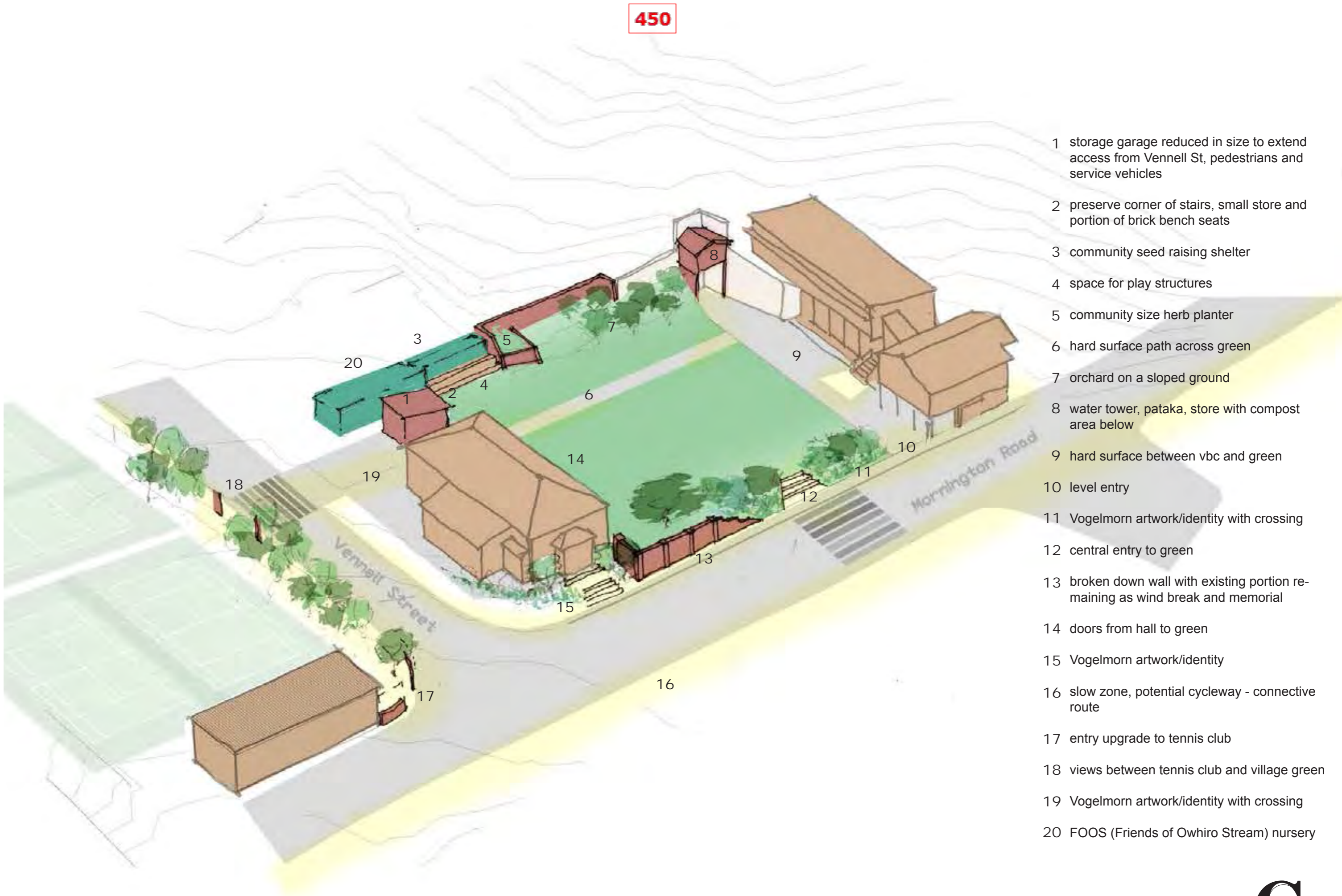


existing Vogelmorn Precinct

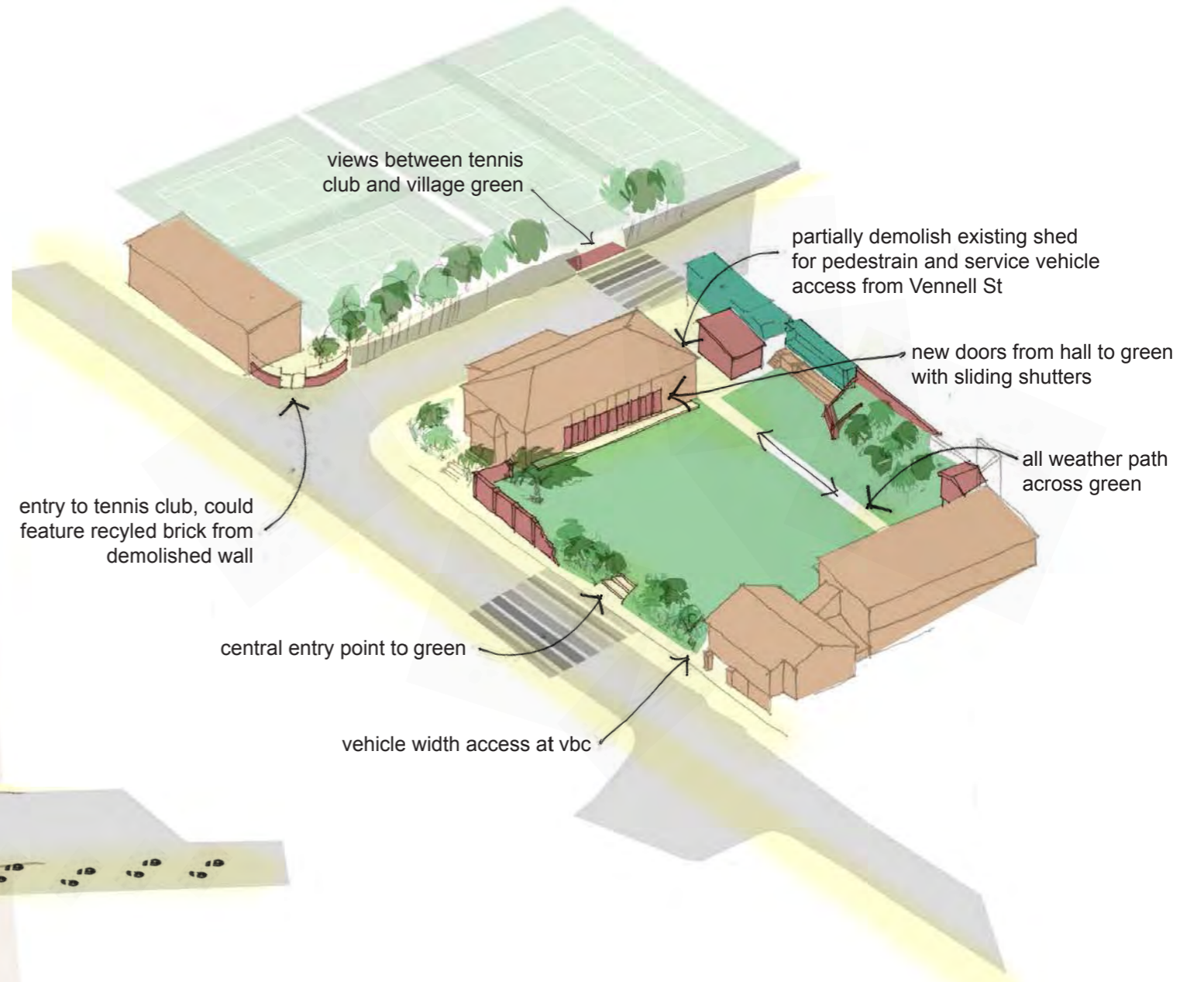
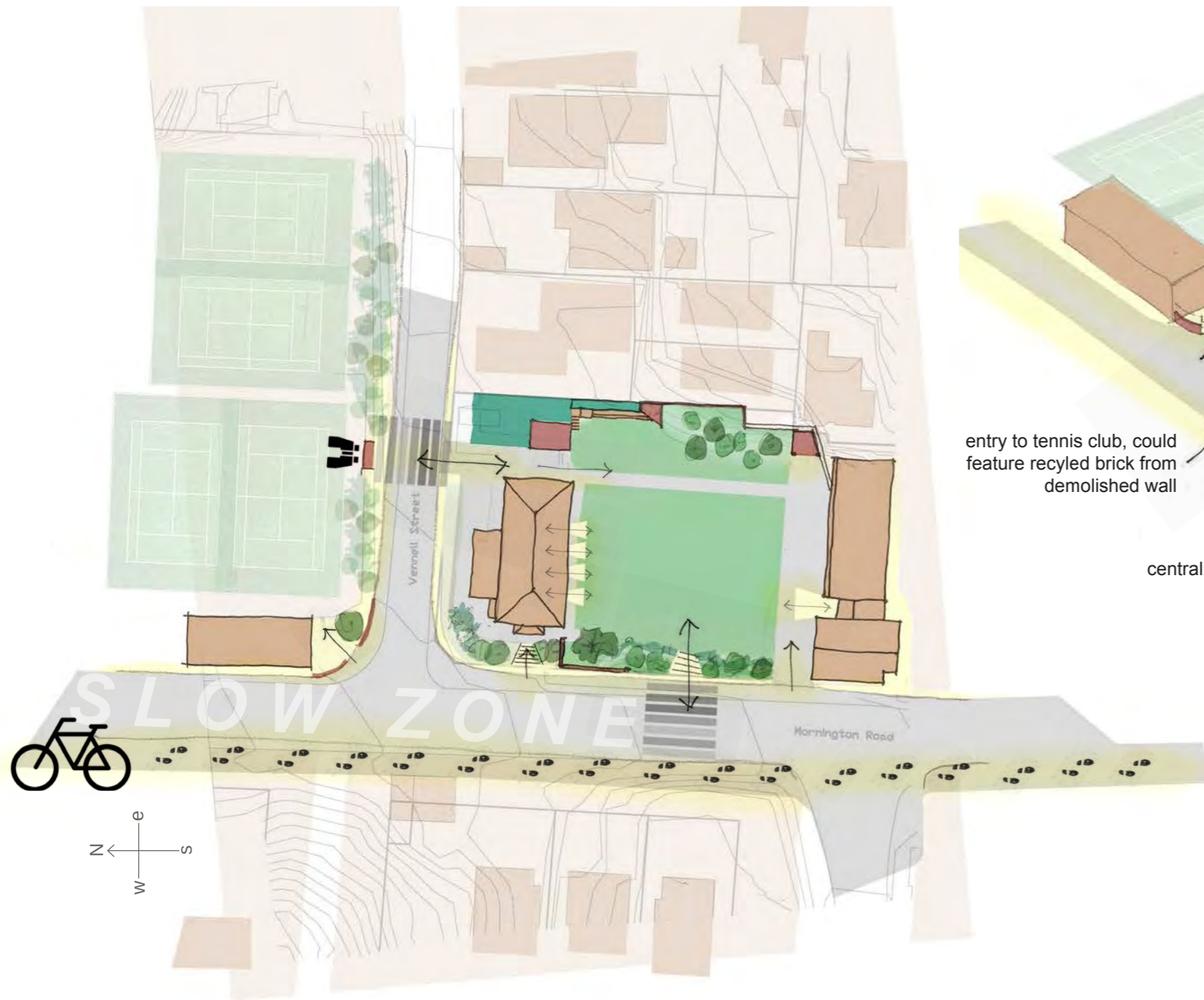




- 1 storage garage reduced in size to extend access from Vennell St, pedestrians and service vehicles
- 2 preserve corner of stairs, small store and portion of brick bench seats
- 3 community seed raising shelter
- 4 space for play structures
- 5 community size herb planter
- 6 hard surface path across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

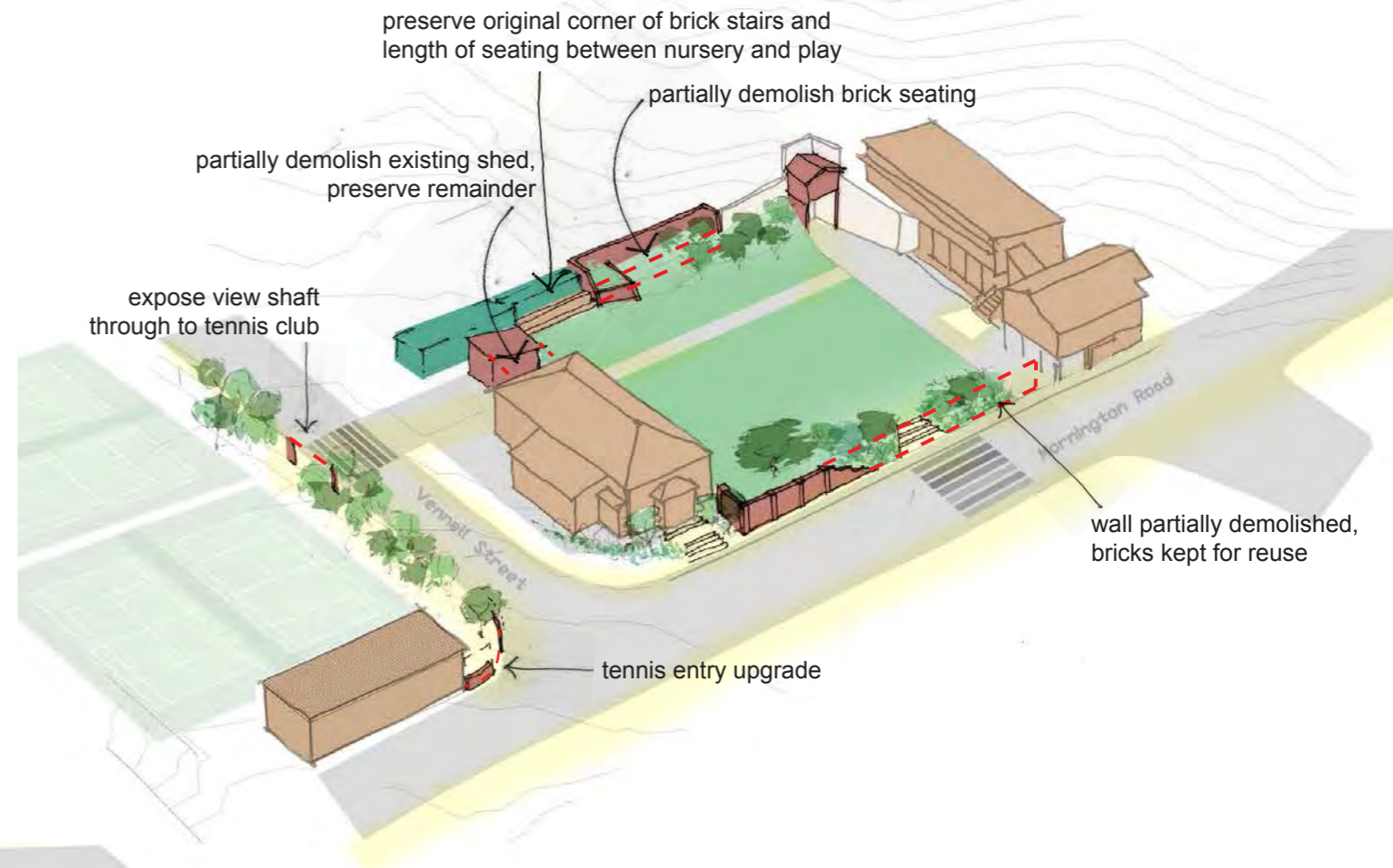


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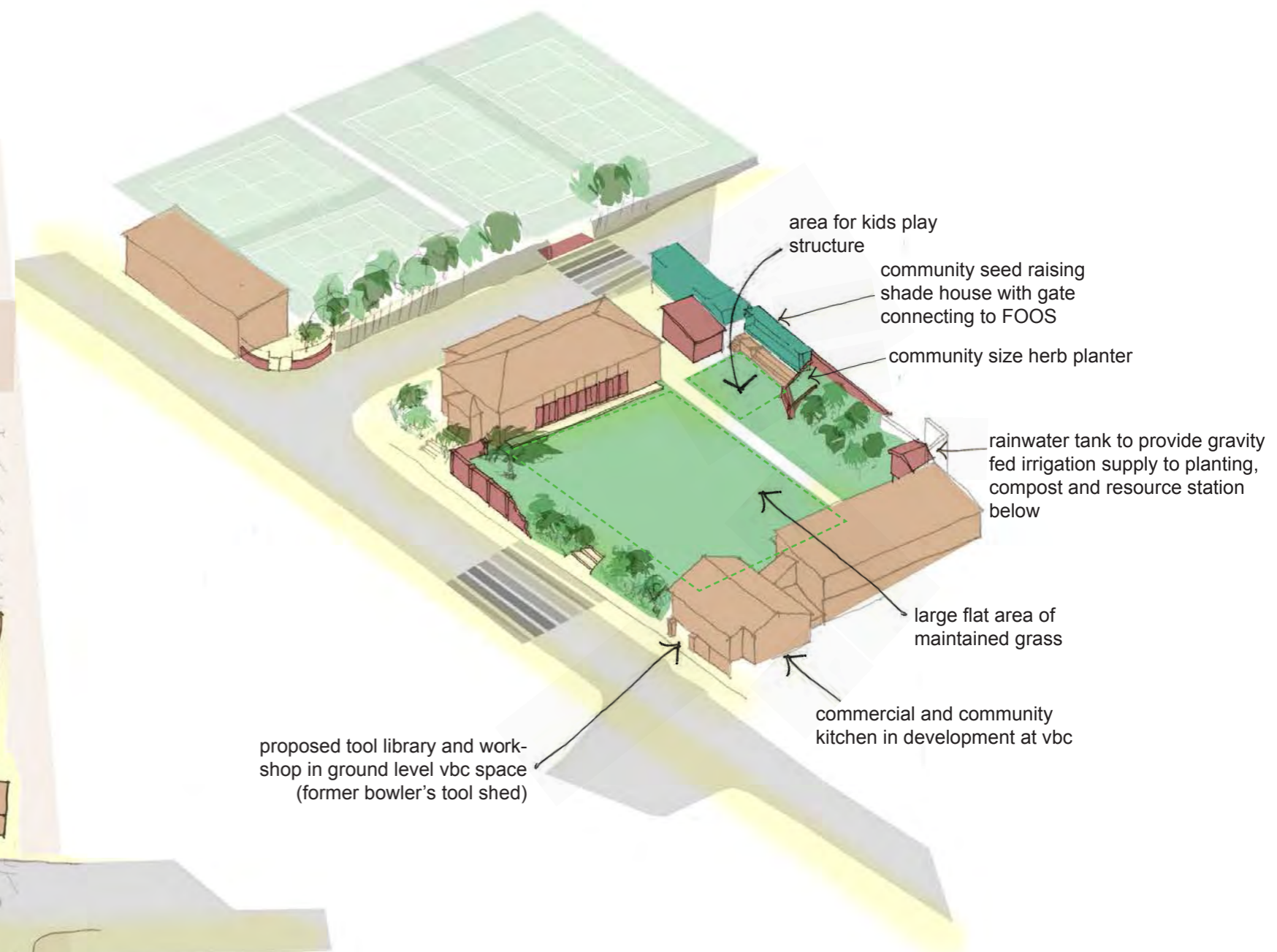
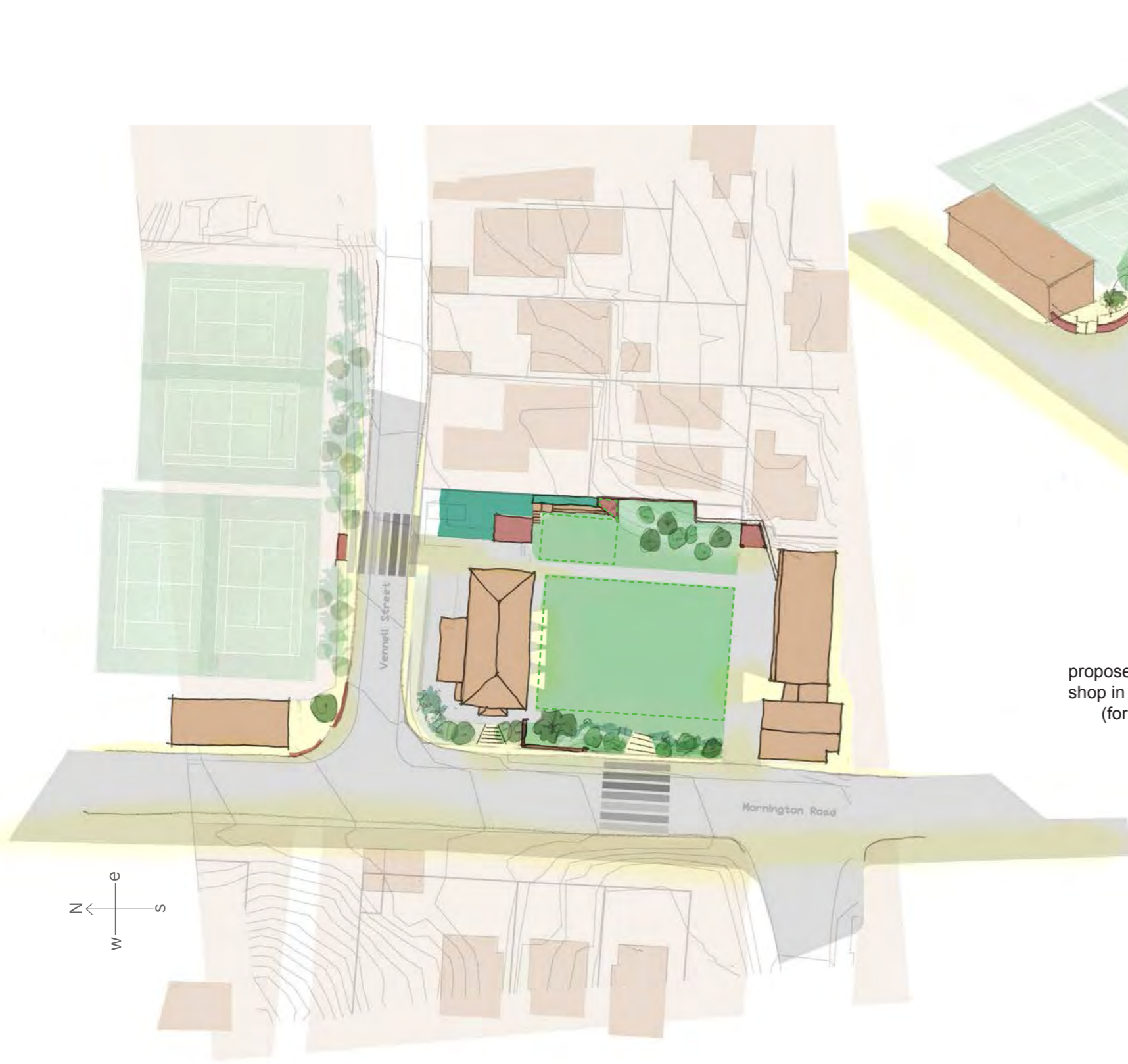
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preservation and demolition

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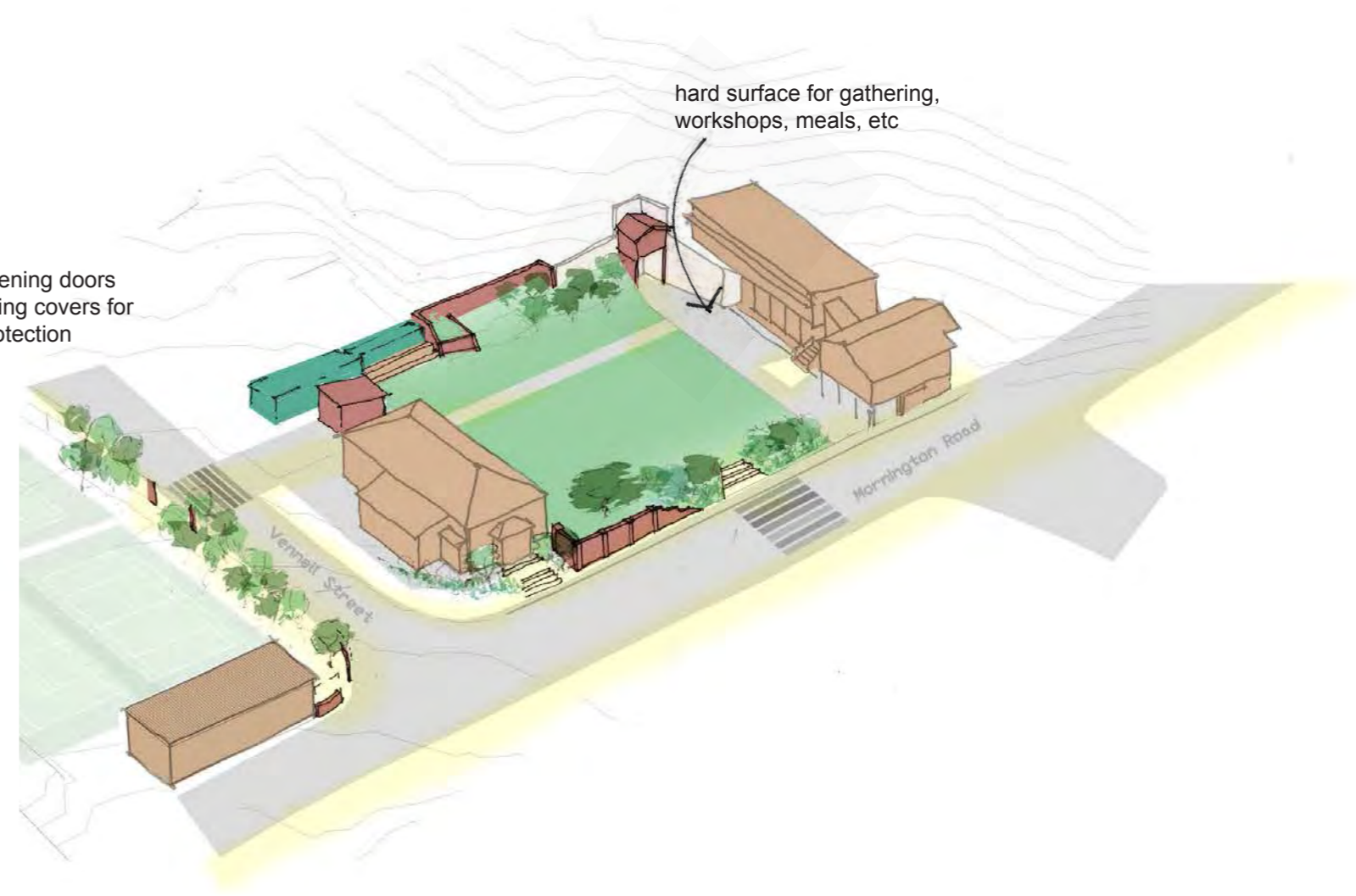
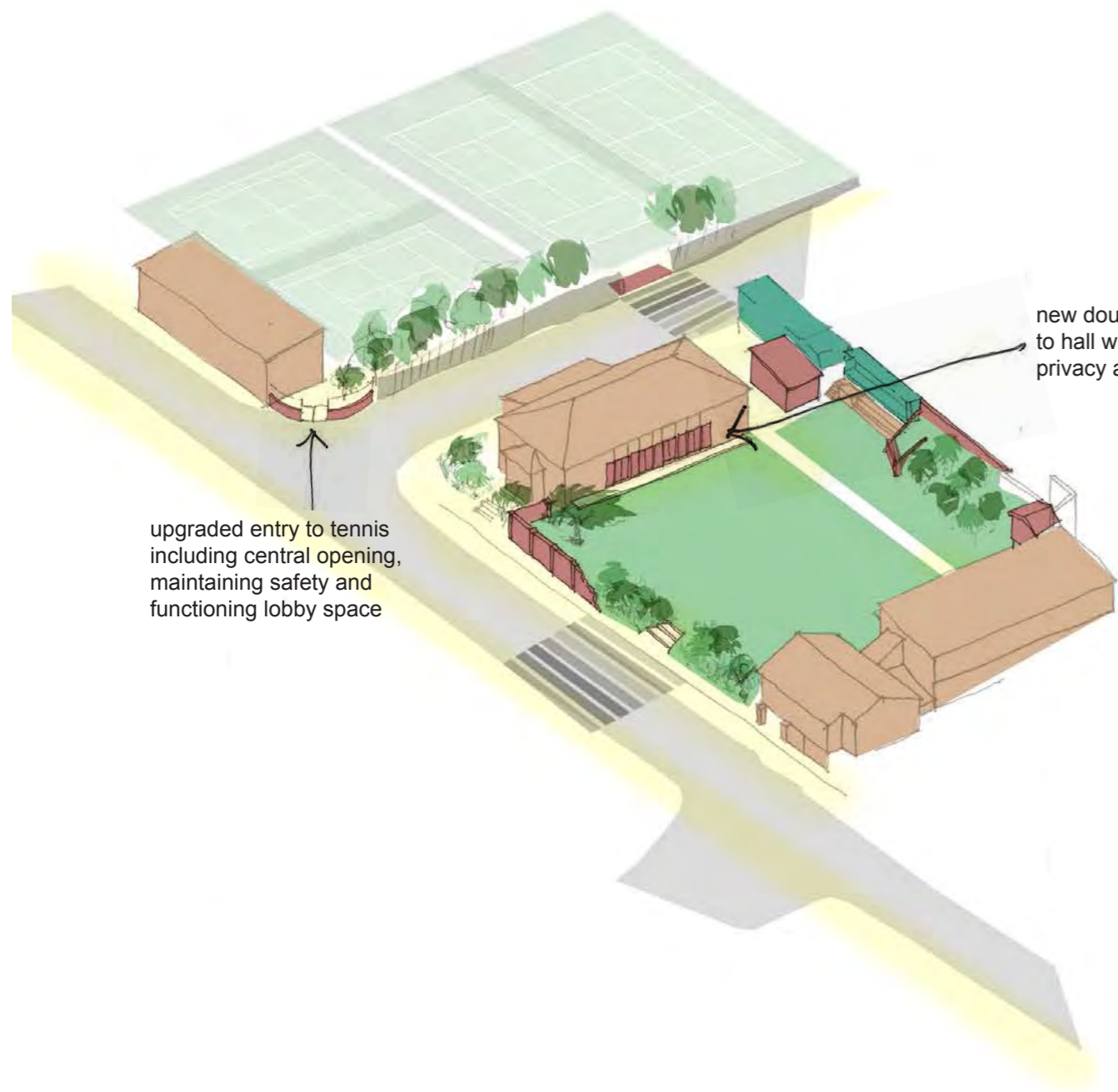
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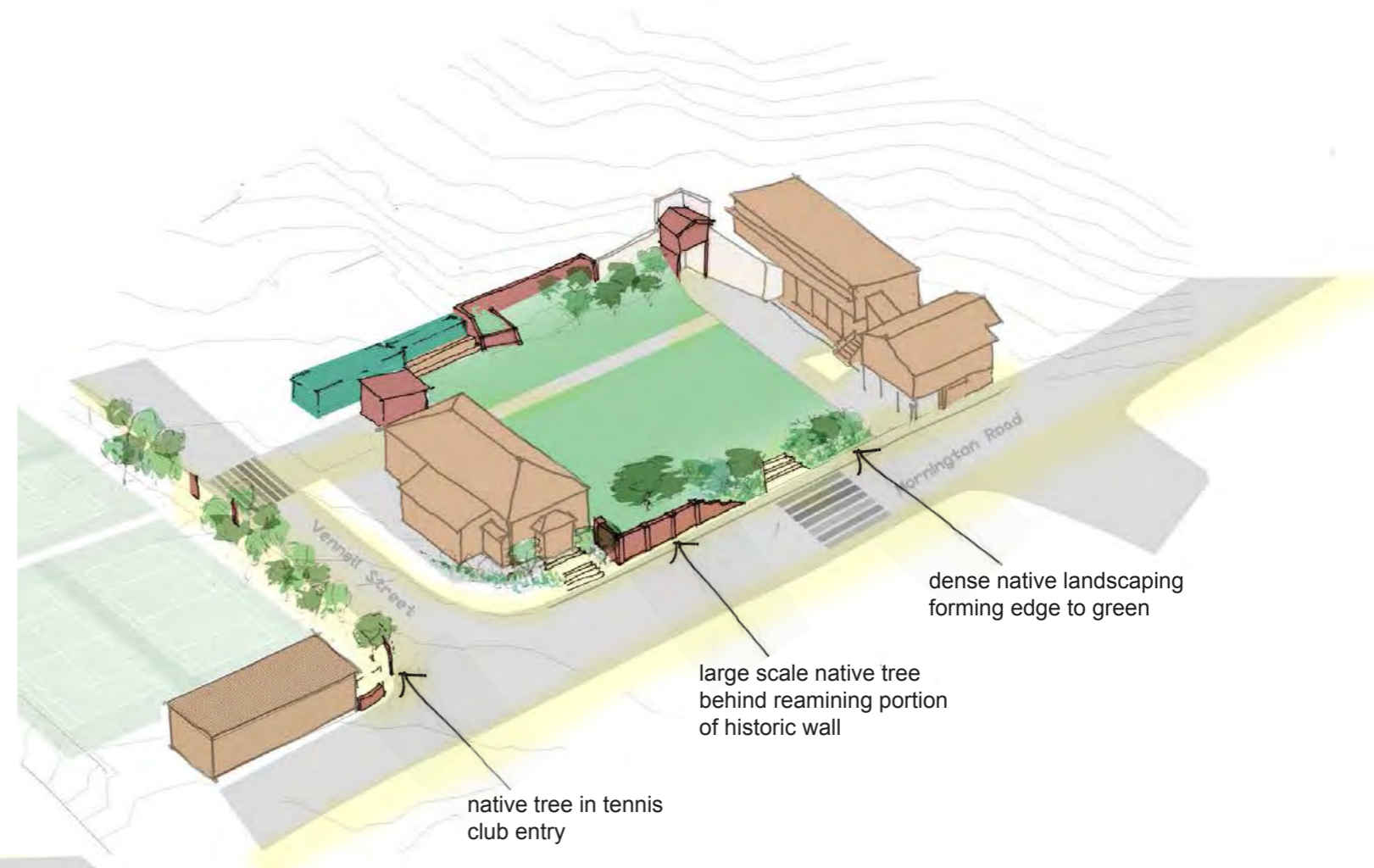
orchard, water tower and landform

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Hall doors, VBC apron, VTC entry

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Morningside Road

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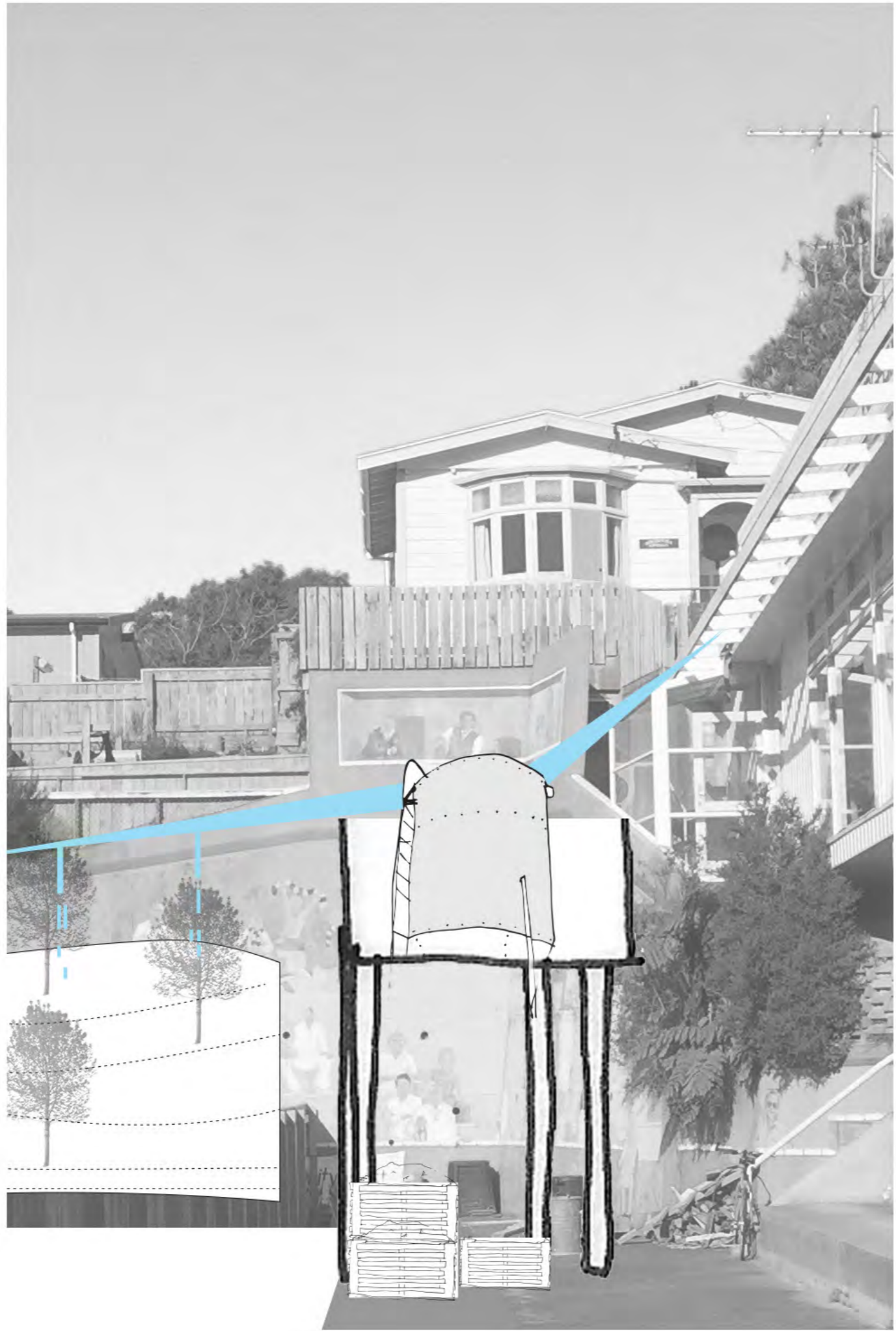




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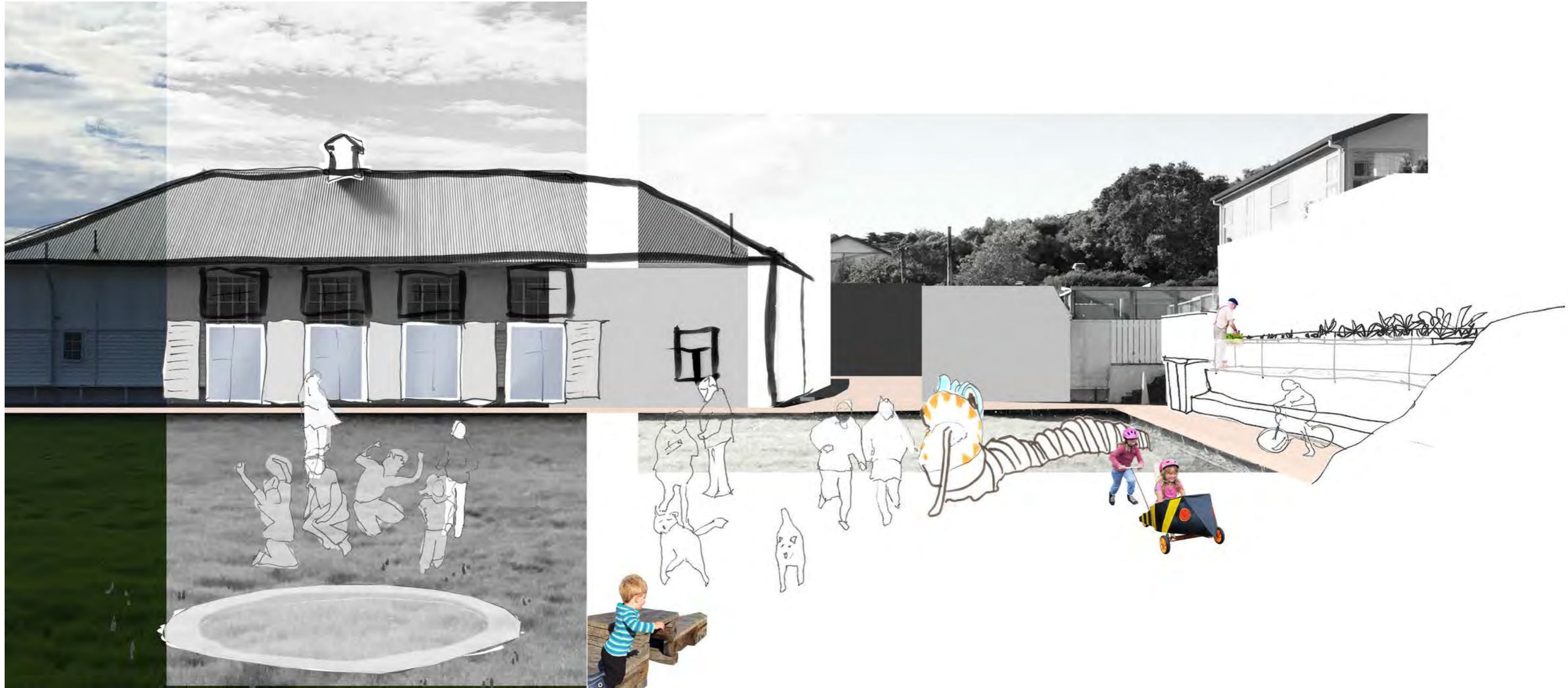
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Signature:

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(022) 69 68 -728

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

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

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

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

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

1. INTRODUCTION

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

2. SUBMISSION

General submission

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

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

Specific submission

Rates increase

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

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

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

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

Draft Low-Carbon Capital Plan 2016-18

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

Urban Development Agency

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

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

- 2.21 The Council must allow the UDA to fulfil its purpose to enable development. It should not be restricted by prescriptive design rules and council policies, bylaws and strategies, which will unnecessarily increase the cost of development.
- 2.22 Property Council submits that the establishment of the UDA creates an opportunity for the Council to streamline consent processes by reviewing the costs, charges and timeframes associated with processing consent.
- 2.23 Property Council supports the UDA actions outlined in Chapter 4 of the supporting documentation regarding:
- (a) land purchase, disposal and assembly;
 - (b) de-risking development sites;
 - (c) procurement; and
 - (d) projects.
- 2.24 Property Council believes that the introduction of the UDA will have major benefits for the future development of Wellington.
- 2.25 A paper prepared by Property Council regarding the establishment of a central government urban development authority is attached to this submission as **Appendix 1**.
- Zealandia*
- 2.26 The Council proposes to purchase Zealandia from the Board of the Karori Sanctuary Trust. Property Council supports the Council's proposed purchase of Zealandia, as we believe it provides a unique cultural and tourist experience for Wellington that sets it apart from other destinations.
- 2.27 While some subsidisation is required, the Council must ensure Zealandia maximises its tourism and financial potential to reduce costs for the ratepayers. Property Council therefore recognises that a new governance structure that provides strong and effective financial management and governance is required.
- 2.28 Property Council believes that the tourism industry is essential to the economy and will be beneficial to the entire city.

New initiatives

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

Relief sought

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

PROPERTY COUNCIL OF NEW ZEALAND INCORPORATED:**Signature:**

Mike Cole
Wellington Branch President**Date:**

29 April 2016

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

APPENDIX 1

Property Council paper regarding urban development authority

A CENTRAL GOVERNMENT URBAN DEVELOPMENT AUTHORITY

Issue

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

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

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

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

Powers

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

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

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

Risks

1. Undue interference from central government, in local issues

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

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

2. *The body would interfere with the market*

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

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

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

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

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

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

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

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

Critical success factors

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

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

ANNEX

Australian authorities & NZ Government past work in this area

Australia

Development Assessment Forum

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

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

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

Places Victoria

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

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

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

Metropolitan Redevelopment Authority

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

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

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

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

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

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

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

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

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

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

LandCorp (incorporating WA Lands Authority and Industrial Development Authority)

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

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

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

Queensland Urban Land Development Authority

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

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

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

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

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

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

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

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

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

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

Urban Growth NSW

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

UrbanGrowth NSW's focus is to:

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

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

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

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

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

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

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

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

Past NZ work

Catalysing Positive Urban Change in NZ

Ministry for the Environment 2006

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

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

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

In respect of governance and mandate:

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

In respect of municipal functions:

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

In respect of capitalization & development finance:

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

In respect of development powers & value capture:

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

Building & Construction Sector Urban Intensification Taskforce

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

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

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

Model One: Urban Development Entity

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

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

Delivering the project:

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

Risks and rewards:

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

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

Model Two: Urban Regeneration Company

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

Key features of an urban regeneration company (URC):

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

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

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

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

Building Sustainable Cities

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

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

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 type="checkbox"/> Mr <input checked="" type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr | |
| First name | ALEXANDRA |
| Last name | GRANVILLE |
| Street address | 34 OWEN STREET |
| Suburb | NEWTOWN |
| City | WELLINGTON |
| Phone | 027 259 1303 |
| Email | amgranville.1@gmail.com |
| I would like to speak at a submission hearing | <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No <i>Don't know</i> </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 type="checkbox"/> Yes <input type="checkbox"/> No </p> <p>Comments:</p> <p><i>is this year on year? eg. a further 40% reduction based on level of emissions we reach by end of 2020?</i></p> |

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?
 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: ~~Not~~ Not sure, but if you are to establish such an Agency, maybe ~~it~~ it should be charged with sorting out traffic flow at the Basin as well, considering the proposed redevelopment of Adelaide Rd!

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 *Don't know.*
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 *in principle*
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?
Too much \$ to pay

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 *Don't know.* *please, no acronyms!*
 If not, how should the BID be funded?

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? | |
|---|--|-----------------------------|---|-----------------------------|
| <i>*</i> Lyall Bay Foreshore Resilience Plan | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <i>*</i> Toitu Ponoke Sports Hub | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Ngauranga to Airport - minor capital projects | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <i>*</i> Johnsonville Library Kindergarten purchase | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input 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 checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| New Outdoor Events Series | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Toi Ponoke support | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Placemaking | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input 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:

** Agree in principle: Lyall Bay - essential items only please; Toitu Ponoke - likewise; Kindergarten & T'ville Library - not just consideration please, if you want their property at least let them be part of the new build.*

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

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

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)

New Zealand European Cook Island Chinese Other (such as Dutch, Japanese, Tokelauan, Somali)
 Māori Tongan Indian **Please state:**
 Samoan Niuean

Privacy statement
(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Annual Plan. All information will be held by Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information). If you would like your personal information withheld, please let us know by contacting us on BUSAnnualPlan@wcc.govt.nz

1st fold here - fasten here once folded

Other issues/matters or general comments

LTP year 2 - ① Agree with planning for Adelaide Rd redevelopment, but traffic flow around Basin Reserve (between Mt Victoria tunnel(s) and Karo Drive must be resolved first! ② Arlington Apartments - with proposed plans to demolish 675 bed spaces, there must be alternative accommodation for displaced tenants during new build. ③ Reduce spending on cycleways by phasing more gradually, eg \$34.7 million over 5 years rather than over 3 years please! ④ Please increase Arts & Culture spend included for Summer City events which, I understand, have been subjected to minimal increases in budgeted income (indeed if there have been any increases at all!)

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



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

Talava Sene

From: andrew bates <andrew_fiona@clear.net.nz>
Sent: Friday, 29 April 2016 4:01 p.m.
To: BUS: Annual Plan; <chair@lyallbayslsc.org.nz> (chair@lyallbayslsc.org.nz)
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,
Name. Andrew Bates
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Mt Victoria Residents Association

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29 April 2016

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

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

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

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

General comments

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

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

Presentation of information for consultation

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

Rates and spending

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

a city with fewer than 200,000 residents.

Convention centre and movie museum

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

of an open tender process and the inadequate analysis.

Other projects – to be dropped or reconsidered

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

Airport developments

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

Indoor concert arena

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

Town Hall earthquake strengthening and other Civic Square developments

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

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

Other proposals that vary the Long Term Plan

16. The MVRA comments on two of these proposals.

Draft Low-Carbon Capital Plan

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

Urban development agency

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

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

Specific projects

Basin Reserve upgrade

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

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

Waterfront developments

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

Redevelopment of Adelaide Road, and Kent & Cambridge Terraces

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

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

Transport choices

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

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

Changes to District Plan to recognise two Heritage Precincts

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

city's role as the capital:

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

Improved training for council officers

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

Protecting heritage buildings

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

Funding for improvements in Mt Victoria

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

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

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 | Sam |
| Last name | Donald |
| Street address | 6 Connaught Terrace |
| Suburb | Brooklyn |
| City | Wellington |
| Phone | 02102313939 |
| Email | samhdonald@me.com |
| I would like to speak at a submission hearing | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| I am making this submission as an | <input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation |
| Name of organisation | Brooklyn Residents Association Incorporated |

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: During the Kaka Project Brooklyn Area community consultation that our organisation helped facilitate, there was strong support shown for ideas that would reduce environmental impact.</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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Comments: It is widely considered that 350ppm of CO₂ in the atmosphere is a target that we should try and achieve and we understand that a 5% annual reduction is considered to be required to reach that level.</p> |

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?

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: Wellington needs to improve its sustainability, maintain its compactness and walkability, minimise suburban sprawl, implement good practice in housing development, urban design and sustainability while ensuring a safe environment however we as an organisation have no view on how our residents feel these objectives should be reached.

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

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 type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Toitu Poneke Sports Hub | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Ngauranga to Airport - minor capital projects | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Johnsonville Library Kindergarten purchase | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Living Wage | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Community Grants changes | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| New Outdoor Events Series | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Toi Poneke support | <input type="checkbox"/> Yes | <input 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 type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Council art collection | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input 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: During the Kaka Project Brooklyn Area community consultation that our organisation helped facilitate, there was strong support shown for community outdoor events and for placemaking in Brooklyn and surrounding suburbs. In particular there were strong desires expressed for 'village square' or 'village green' type spaces being created in both Brooklyn and Vogelmorn so that the local community could come together for events and to meet and socialise in a non-commercial environment.

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

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

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

Privacy statement

(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Annual Plan. All information will be held by Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information). If you would like your personal information withheld, please let us know by contacting us on BUSAnnualPlan@wcc.govt.nz

1st fold here - fasten here once folded

Other issues/matters or general comments

We have been involved with the development of the A2B (Active to Brooklyn) proposals for improving walking and cycling options within our area. The ideas being promoted align well with the active transport themes identified in the Kaka Project community consultation and we strongly support the A2B submission and ask the Council to endorse the proposals and provide whatever support is practical to help to develop and implement them for the betterment of our community.

We have been involved with the WREMO led Brooklyn area resilience planning and ask that Council support whatever initiatives come out of that process to ensure that our community is able to support itself in times of emergency.

We have been involved with the community-led and Council supported Vogelmorn Precinct feasibility study and ask that Council support the further development of the Precinct and specifically the retention of Vogelmorn Hall as a community facility and for Vogelmorn Green to become a freely accessible public open space.

We request that the Council continue to fund the Brooklyn Resource Centre on Jefferson St as we believe that its facilities fill a need in the community for activities which is not able to be replicated in other existing facilities nearby.

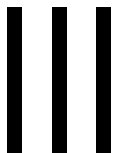
We request that Council reconsider its support / subsidy of international flights to and from Canberra and redirect those funds directly into core Council activities for the continuation and improvement of Brooklyn & Wellington as a whole.

2nd fold here

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke



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

29 April 2016

Submission on the: Wellington City Council Draft Annual Plan 2016/17

Made to the: Wellington City Council

From: The Arts Council of New Zealand Toi Aotearoa (Creative New Zealand)

1. Creative New Zealand welcomes the opportunity to consider and make submissions on Wellington City Council's **Draft Annual Plan 2016/17**.
2. Creative New Zealand does not wish to be heard in support of this submission.
3. The key contact person for matters relating to this submission:

Name: David Pannett
Title: Senior Manager, Planning, Performance and Stakeholder Relations
Email: david.pannett@creativenz.govt.nz
Telephone: 04 473 0772 (DDI)
Mobile: 027 671 2286

Proposed new initiatives

4. Of the 11 new initiatives Council is proposing, we would encourage priority for (in no particular order): 'Community Grants changes', 'New Outdoor Events Series', 'Toi Pōneke support' and 'Council Art Collection'.
5. Creative New Zealand **strongly supports** the proposed \$200,000 in additional funding for the proposed new flagship *Outdoor Event Series*. The opportunity for Wellingtonians and visitors to further experience music, dance, theatre, circus and digital art in the central city, free of charge, is an exciting proposition. The resounding success of the Wellington City Council-partnered *LUX: A light festival for Wellington* is just one example of the value outdoor arts events bring to the city.
6. Creative New Zealand **strongly supports** the proposed funding increase for the Toi Pōneke Arts Centre of \$140,000 per annum. Council's commitment to increasing connectivity between Wellington's arts sector and artists is commendable. We are especially supportive of this funding being used for specialist programming advisors to consult on different art sector disciplines. In addition, the support of 12 exhibitions a year will further Wellingtonians' ability to participate and experience the arts.
7. Creative New Zealand **strongly supports** an increase of \$120,000 per annum for Arts Culture and Community Grants, as well as \$40,000 per annum for the Katherine Mansfield Trust. This signals a strong commitment from Council towards continued support for the arts at all levels. While we are fully supportive of this increase in funding, we also echo the views of Councillor Ahipene-Mercer and Councillor Coughlan that a large increase to this fund is required if Wellington is aiming to maintain its position as New Zealand's arts and events capital.¹ Council should look at

¹ Michael Forbes, 'Newtown Festival funding falls short', *Dominion Post*, 27 April 2016, p.3.

the benefits of an additional sum being added to this fund, over and above the proposed \$120,000 increase.

8. Creative New Zealand **supports** the proposed increase of \$29,500 per annum towards the Council art collection for on-going conservation work and an increase in Arts Collection Advisor hours. We hope this will help Council's ability to invest wisely in its art collection and to ensure existing pieces in the collection are properly cared for. Further, we hope Council continues to prioritise the public display of as much of this art collection as is practicable, and to promote this asset to residents and visitors alike.
9. While it isn't for Creative New Zealand to comment on rates increases, we would strongly recommend that any required savings arising from a lowering of the proposed rate increase do not come from the *arts and cultural activities* planned operational expenditure. Research from *New Zealanders and the arts 2014* indicates that seven in ten people (71 percent) believe 'my local council should give money to support the arts.'
10. Also, while Creative New Zealand is highly supportive of the proposal for four new arts and culture-related initiatives, we remain concerned about the gap between funding for sports and funding for arts and culture. The proposed operational expenditure allocation for *recreation promotion and support* is 39.3 percent higher than for *arts and cultural activities*. Proposed capital expenditure for recreation is also 26 percent higher. We hope to see this funding gap decrease in coming annual plans.

Operational projects – Business as usual

11. Creative New Zealand **highly commends** the continued investment in the New Zealand Festival by Council. We note Council's investment of \$500,000 complements the fact that the festival is now successful at raising the majority of its own funding. Furthermore, the plan to *secure 'off-year' events or shows in the city* will aid in maintaining energy around the Festival. We look forward to continuing our involvement with the Festival alongside Wellington City Council.
12. We would recommend though that Council considers the potential connection between these off-year events and Council's proposed new initiative for an outdoor event series. There may be opportunities for a more effective use of budget, utilisation of scales of economy and shared resources, and other benefits that would not be possible if the projects remain siloed.
13. Creative New Zealand also wishes to acknowledge the contribution Council makes to the Wellington Regional Amenities Fund. This fund now amounts to just over \$1 million, with Council contributing \$609,000. We continue to support this fund and recognise the strategic benefit of it, as well as its contribution to strengthening the cultural infrastructure of the lower North Island. Creative New Zealand has observed the benefits of Auckland regional amenities funding to Auckland's cultural sector, and would like to see the Wellington fund continue to grow and champion the cultural sector in greater Wellington in a similar way.

Operational projects – Improvements

14. Creative New Zealand, as the major financial supporter of Circa Theatre, **strongly supports** the \$250,000 budgeted grant for improvements, as well as \$15,000 per annum for the first three years of the Long Term Plan to provide technical support to external groups. Support for Circa Theatre is another area in which Creative New Zealand and Council share responsibility for supporting the arts in Wellington.

15. Creative New Zealand **supports** improvements to the *citywide network of community centres that support community wellbeing*. Local community centres are a vital part of any community arts and culture programme, and deserve proactive attention.

Special notes

16. Creative New Zealand would like to publically acknowledge the hard work and tireless dedication of Councillor Ray Ahipene-Mercer, who is standing down in October. As Arts Portfolio Leader on the Economic Growth and Arts Committee, Ray has made an invaluable contribution to the promotion, development and advocacy of art and culture in Wellington. His retirement from local government politics will be greatly felt and we wish him all the best for the future. We look forward to working with his successor and continuing the strong relationship between Council and Creative New Zealand.

Creative New Zealand and its interest in Wellington City Council's Draft Annual Plan 2016/17

17. Creative New Zealand receives funding through Vote: Arts, Culture and Heritage as well as the New Zealand Lottery Grants Board. In 2014/15, Creative New Zealand invested over **\$41.5 million** into New Zealand's arts sector.
18. At least **\$6.2 million** of this went to the Wellington region. This includes funding for individual arts projects as well as for organisations such as the New Zealand Festival, Orchestra Wellington, Enjoy Public Art Gallery, Footnote Dance Company, Victoria University Press, Bats Theatre, Circa Theatre, Creative Capital Arts Trust and many more.
19. As well as being based in the capital ourselves, Creative New Zealand funds a number of national arts organisations based in Wellington. These include Arts Access Aotearoa, Chamber Music New Zealand, DANZ, the New Zealand Book Council, Playmarket, SOUNZ and Toi Māori Aotearoa.
20. Wellington residents benefit from the presence of these organisations in Wellington and their combined range of arts and cultural activities which are offered not only in the capital, but also extend to the rest of the Wellington region.
21. We look forward to seeing Council continue to place a high level of importance on art and culture through funding and its strategic planning. We commend Council for the work it has already done and look forward to the strong relationship between Council and Creative New Zealand continuing to grow.

Thank you again for the opportunity to comment, and please don't hesitate to contact me if you wish to further discuss this submission.

Ngā mihi nui



David Pannett

Senior Manager, Planning, Performance and Stakeholder Relations

Talava Sene

From: andrew bates <andrew_fiona@clear.net.nz>
Sent: Friday, 29 April 2016 4:01 p.m.
To: BUS: Annual Plan; <chair@lyallbayslsc.org.nz> (chair@lyallbayslsc.org.nz)
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,
Name. Andrew Bates
Postal Address / Suburb / City Newlands
Daytime Phone 021922250
Email andrew_fiona@clear.net.nz

Talava Sene

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

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

29 April 2016

To: Submission to Wellington City Council

To whom it may concern

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



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

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

Sincerely **Alexia Pickering**

Alexia Pickering JP QSO CNZM
 7D Herbert Gardens
 186 The Terrace
 Wellington 6011
 0274756511
 04 499 0725

Background to Frank Kitts Park as recollected by Alexia Pickering cnzm

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

The Wellington Waterfront Framework

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

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

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

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

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

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

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

Waterfront Development Plan –May 2010

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

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

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

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

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

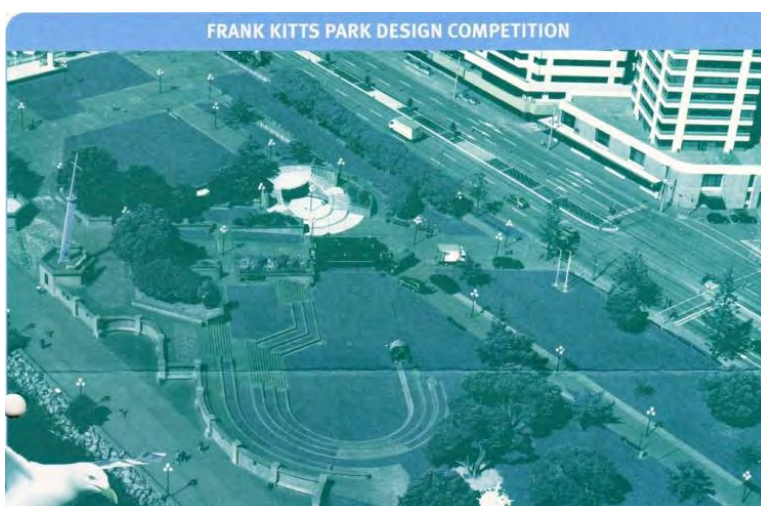
Proposal to redesign Frank Kitts Park

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

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

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

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



What is not clear is what happens to ?

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

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

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



NEWS



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

Harbour park plan chosen

DAVE BURGESS

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

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

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

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

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

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

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

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

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

Activities that will be missed at Frank Kitts Park are numerous

The appropriate Department of Council should be asked

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

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

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

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

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

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

Children's Playground

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

Car parking:

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

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

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

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

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

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

Talava Sene

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

Hi,

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

We would like to present at the oral submissions.

Regards,

Arie

Arie Moore
Chairman

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

 Please consider the environment before printing this e-mail

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Wellington City Council – Draft Annual Plan 2016-2017

Submission on behalf of Lyall Bay Surf Life Saving Club

29 April 2016

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

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

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

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

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

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

A summary of the project is:

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

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

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



Arie Moore
Chairman

Lyall Bay Surf Life Saving Club Incorporated.

Project details

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

Talava Sene

From: Morten Gjerde <Morten.Gjerde@vuw.ac.nz>
Sent: Friday, 29 April 2016 3:32 p.m.
To: BUS: Annual Plan
Cc: Joanna Merwood-Salisbury; Chris McDonald
Subject: Submission on proposed Urban Development Agency
Attachments: SoA-Submission_UDA_160429.pdf

Kia ora

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

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

Kind regards, Morten

Morten Gjerde FNZIA

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

DDI 04 463 6233 | M 021 641 663 | morten.gjerde@vuw.ac.nz

29 April 2016

Wellington City Council
 Policy and Reporting
 PO Box 2199
 Wellington 6140

Attn: Neil McInnes
 Principal Advisor Planning and Reporting

Dear Neil

Annual Plan consultation: Proposal to establish an Urban Development Agency

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

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

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

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

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

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

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

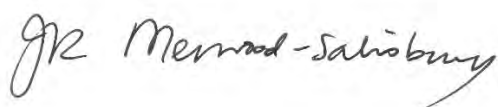
Once the UDA has been established in Wellington City, there is value in making its services available to City and District Councils elsewhere in the region.

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

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

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

Yours faithfully



Joanna Merwood-Salisbury
Professor and Head of School

Talava Sene

From: Christine Harris <cmharris159@gmail.com>
Sent: Friday, 29 April 2016 3:29 p.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

The club is well over due for an upgrade of its club rooms and to have the new building turned into a community space it will be a very exciting phase for the club and the wider community. At present Lyall Bay Surf club supports many families providing a fantastic opportunity for children to learn water safety and be involved an exciting and growing sport.

Yours sincerely,

Christine Harris

54d Severn St, Island Bay, Wellington 6023

04 9344606

cmharris159@gmail.com

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



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Name: Tassi Leasi

Signature: Tassi

Address: 26 Kowhai High Street Teit

Email: —

Telephone: 027 320 56 74

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Name: *Ismail Abduladin*

Signature: *Ismail*

Address:

Email:

Telephone: *0211 38 7160*

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Name: *Ieru Turia*
 Signature: *Ieru Turia*
 Address: *105 Bedford St Cannon Creek Porua*
 Email:
 Telephone: *0272374588*

Submission from Janice Fraser
 4/23 Reading Street
 Karori, 6012
 Wellington 6012

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

Submission on draft 2016/17 Annual Plan

Waterfront developments and open space:

The waterfront should be protected as public open space for the enjoyment of all.
 I support the detailed submissions from Waterfront Watch and the Mount Victoria Residents Association (MVRA).

I submit:

1. Frank Kitts Park ‘upgrade’

I strongly disagree with the intention to ‘upgrade’ the Park:

a. by reorienting it to face into the North Westerlies and to the removal of the amphitheatre with its extensive seating which is well used and provides protection from the Northerlies. Removal of the amphitheatre would leave the lawn exposed to the Southerlies as well.

b. to the relocation of the very good children’s playground which may see it shaded by the Events Centre building.

c. to removing one of the Waterfront’s main thoroughfares – the wide pathway across Frank Kitts Park aligned with Willeston Street which is used by city workers and others daily to locate the proposed Chinese garden.

d by constructing the Chinese Garden. This would **not** be the best or the most appropriate place for the Chinese Garden ‘The Garden of Benificence’ next to a six lanes of traffic in an unsheltered spot. Chinese gardens are places for peace and reflection. Another possible location for it could be associated with the proposed new Chinese Embassy in Rugby Street between Government House and Pukeahu Memorial Park.

2 .North Kumutoto public space

I request the Council to include Waterfront Watch in consultations regarding the development of the Site 10 building, the design issues and need to mitigate wind and shade effects and consider the landscaping of Site 9.

Town Hall earthquake strengthening and Civic Square development

1. Civic Square has vitality and character. The bridge to the waterfront is a delightful place to pause and sit to view the harbour and waterfront. It is a great place to take visitors. We need the earthquake strengthening of the Town Hall, which is an integral part of the space, to be completed as soon as possible.

I urge the Council to give this project urgency and make the increased funding required a priority before proceeding with such proposed areas of big spending as a convention centre and movie museum, an airport runway extension or an indoor concert venue.

2. I strongly oppose the selling off through long-term leases of the Municipal Office Building, the Michael Fowler Centre car park and the Jack Illott Green. These must remain in public ownership.

3. I am opposed in principle to WCC becoming a speculator in the property market – effectively ‘an active participant’ kept at arms length from the Council which will mean minimal public scrutiny. Any Council spending must be open and transparent. Ratepayers could be at risk from such speculation.

Transport

Public transport - moves to low carbon

1. I support moves to improve public transport and to making the city accessible and safe for people on bikes and on foot.

-

2. Long term transport plans should include a light rail link between the railway station and the airport using the Pirie Street tunnel.

3. Trolley buses should not be abolished. They are low carbon. Powertrains should be fitted to diesel buses as a first step to full electrification of public transport..

14. I oppose the long threatened removal of the 18 bus route from Karori to the Eastern Suburbs, (campus connection) which for passengers avoids the long trail down and along Lambton Quay through Courtenay Place and lessens the number of buses on that busy city route.

Cycleways

The Island Bay cycleway has had teething troubles. I applaud the Council for consulting the community on the next proposed cycleways between Bunny Street and Melling and the Eastern route package to Miramar.

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 Signature: *Ieru Turia*
 Address: *105 Bedford St Cannon Creek Porua*
 Email:
 Telephone: *0272374588*

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Name: *Chris Lovell*

Address: *388/233 Cuba St, Te Aro, Wellington, 601*

Email: *rev-76@hokmsil-covr.*

Telephone: *0226997021*

Signature: *Chris Lovell*

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Name: Donna Evans

Address: 388, 233 Cuba St, Wellington 6011

Email: donnae-6@hotmail.com

Telephone: 0224395233

Signature:

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Name: *Amanda Swesty*

Address:

Email:

Telephone:

Signature: *[Handwritten signature]*

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Name: JAN LIVERY

Address: 58 MANA VIEW RD, PORIRUA

Email: janlavery@clear.net.nz

Telephone: 04 331082 26

Signature: 

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Name: *Laura Thomas*
 Address: *13 Marangi Rd*
 Email: *lauradt1@gmail.com*
 Telephone: *0212 961 257*
 Signature: *Laura Thomas*

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Name: CAROLINE DOUST
 Address: 13 MAINANGI RD WADSTOWN
 Email: caroline.doust@gmail.com
 Telephone: 021 0264 7278
 Signature: *Car Doust*

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Name: JALITHA VITHANAGE

Address: jalitha.vithanage@gmail.com

Email: 8 Anadeloupe Crescent, Grenada Village, Wellington

Telephone: 021 212 7387

Signature: Jalitha

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Name: David Jenkins

Address: 99 Owen Street, Newtown, Wellington 6021

Email: davidjenkins@actrix.co.nz

Telephone:

Signature: 

Talava Sene

From: Mielt Fear <miettfear@gmail.com>
Sent: Friday, 29 April 2016 3:22 p.m.
To: BUS: Annual Plan
Subject: Support to increase arts funding

Please accept this submission in support of increasing arts funding in Wellington. The city has been renowned for its creativity, cultural hub and thriving events. Other cities such as Auckland have copied us and trying to get the recognition for arts that Wellington had established. They see the value in developing and supporting an arts culture. They know that a creative city leads to fresh thinking, generates collaboration, new innovations and creates a sense of place and a great place to live and work.

There are plenty of organisations to support sports but few in comparison to support the arts. The arts needs more local government support to ensure it doesn't slip away and become diluted into just small community activities. Please ensure the arts is recognised for the true value it contributes to the city.

Best regards,
Mielt Fear

69 Old Karori Rd
Karori 6012
Tel: 476 6684
Mob: 021 888 997

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Name: Hilary Watson
 Address: 5 Coruna Ave
 Email: hilarywatson@clear.net.nz
 Telephone:
 Signature: *Hilary Watson*

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Name: Johnny Connighan
 Address: 100 Sidlaw Street, Strathmore
 Email: HeresJohnnyCSO@hotmail.com

Telephone:

Signature: 

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Name: *Atit Gaurav*

Address: *78 Duncan Terrace, Kilbirnie*

Email: *atit2gaurav@gmail.com*

Telephone: *0226308805*

Signature: *Atit Gaurav*

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Name: Rohan Mane.

Address: 1C/192 Willis street, Te Aro, Wellington.

Email: rohanmane86@live.in.

Telephone: 021942220.

Signature 

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Name: Jai Bakshi
 Address: 10, Bourke Street Wellington
 Email: jai.bakshi@lwc.com
 Telephone:

Signature: 

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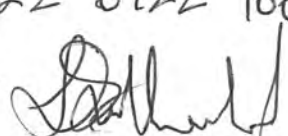
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Name: Lynda Sutherland
 Address: 16 Ceres Cres, Suille, Wgtn.
 Email: lyndamsutherland66@gmail.com
 Telephone: 022 6922 100
 Signature: 

C/-
10 Torridon Road
Miramar
Wellington 6022

DRAFT ANNUAL PLAN

Proposed Fees and User Charges

Swimming Pools

We believe under 5s should be allowed free access to pools with a token payment for supervising adults. These are our country's future leaders. As our land is water-locked we would be remiss if we did not ensure our children are water-savvy.

ASB Centre

We are aware that schools have opted to run tournaments at this venue as an alternative to weather uncertainty at our-door centres e.g. Hataitai Netball Courts. We are also aware of the hugely inflated costs associated with the ASB in particular. Our primary schools (eastern suburbs) partake in a number of sports, exposing the children to a variety of different skills, and wonder where the line will be drawn before schools say 'enough' to charges set.

Business Improvement District

We are somewhat concerned that a minimum 'approval' of 25% of businesses is acceptable to start the process of forming a BID. We believe it should be 50 plus one given that funding is provided. We assume this is public money rather than that from the money tills of businesses. We also feel that the traditional role of community groups such as Progressive/Resident Associations, is being side-lined as Council Officers appear to consider the opinion of BIDs worthy of approaching/promoting rather than the Associations.

Cycleway/Shelly Bay Road

We think that pedestrian/cycle access to and from Shelly Bay could be improved. A map outlining a proposal to address the anticipated vehicle/pedestrian increase aligned with a proposed housing development, will be despatched via e-mail this weekend. Having advised this we presume this 'late' addition will not be considered unacceptable as it builds on to what the association proposes as a reasoned solution.

Low Carbon Planning

We would support retention of a public bus service more vigorously if we could be assured that the trolley lines would go. On the same scenario we would welcome an under grounding of all over-head lines (electrical / telecommunications) on the basis that they are a physical threat when earthquakes prevail, let alone storms.

Urban Development

We understand and accept the need for a concentration in housing in view of Wellington's geographical confines. We would like to point out as Council has, understandably, supported the retention and recognition of the Wellington Town Belt as a defining 'green belt' around the city, it has laid itself open to the perplexing question as to where it can base future areas which could 'house' communal activities/sports.

With housing intensification Council appears to have lost sight of the heritage value that many of the established dwellings have by allowing the older dwellings to be shifted back to the rear of the sections rather than requiring the new buildings to be built at the back.

Will there be any intention of retaining the old buildings of heritage significance? Who will 'monitor' that?

Zealandia Proposal

While we don't necessarily accept the CCO model (Council-Controlled Organisations) if the proposed 'deal' is the best foreseeable action to take to maintain this environmental asset, we would support it. It is crucial that the community links (volunteers etc) are maintained.

It is possible that our cruise tourists could be an influential income source and suggest that Council confer with CentrePort as to how this could be achieved without adversely affecting the traditional tourist trail.

Time allowing we would like to make an oral presentation.

Robin Boldarin
Chairperson

(04) 389 0989 (bus)

(04) 388 2647 (pvt)

(027) 209 7044

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

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The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: Emma Cullen

Address: 35C Lawrence St, Newtown, Wellington, 6021

Email: projectcullen@gmail.com

Telephone: 021 104 9520

SIGNATURE:

Talava Sene

From: Emma Giesen <emma@ccat.org.nz>
Sent: Friday, 29 April 2016 3:16 p.m.
To: BUS: Annual Plan
Subject: Submission in support of arts funding and Regional Amenities Fund

The Creative Capital Arts Trust is tasked with orchestrating performance arts events such as Fringe Festival, CubaDupa and we have some more in the pipeline.

We see our role as helping aspiring artists, artists with a new idea, "not for profit" artists. Helping them onto a stage on which they get to perform with professionalism, aplomb, encouragement, backing and an appreciative audience. Imagine if Fringe was a business incubator! Over 1,000 people building enterprises and then offering their wares to the public. Fringe and CubaDupa are arts incubators.

They are also a chance for Wellington audiences to be stimulated, excited, and encouraged. The average Fringe Event costs \$15 a ticket and takes an hour. It's a great opportunity for those inured to TV, film, games to see and experience live theatre. The CubaDupa events are free and maybe 20 minutes. In CubaDupa everyone had a highlight, the Dance School students, the opera on stilts, the slapstick in a paddling pool, the Air Force Band and massed singing of Po Karekare Ana. A lot of people had a lot of fun watching, listening, participating.

The CCAT is essentially about participation. Events where audience and performers blur.

We believe we are making a positive contribution to Wellington and to be honest it has not come easily. Emma Giesen has been immense as have those she is helped by; Hannah Clarke, Drew James, Brianne Kerr, Mielt Fear, Fiona Gunter-Firth, Sasha Tilly, and Graeme Anderson.

And nothing would have been possible without the core team of backers Wellington Airport, The Wellington Company, Inject Design, Cato Partners, Havana Coffee, Victoria University, Wellington Community Trust and Victoria university. Fortunately minimum wages don't really pertain. Arts funding is extremely tight. Central Government needs a fleet of new Beamers, Lotto sales are down and for some iniquitous reason the gambling trusts don't get a tax deduction on their donations (yes they pay income tax). Individuals and companies will help, but they represent a challenging source of funding for an entity such as CCAT. CCAT only has one employee! It's hard enough for her to do everything else before marketing to sponsors and commercial partners. We have tried professional fund-raisers but they haven't worked as "participation and emerging arts" don't fit the cookie cutter.

But we are making progress. We also realise that we have to maintain momentum. People are backing us because they like what we deliver and they can see that their contribution will really make a difference. It's very important in this context that Wellington City Council show leadership and show positive affirmation of Wellington's arts.

We request that Council increase the funding available for the arts in Wellington. We also request that Council continues to support the Regional Amenities Fund as a highly valuable source of income for many of the city's arts organisations.

From the Creative Capital Arts Trust

Emma Giesen

General Manager - Creative Capital Arts Trust

107 Cuba St, Te Aro, Wellington
PO Box 6546, Marion Square

T 04 831 0581 | M 021 688 953



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Name: *Ellie Clayton*
 Address: *35c Lawrence Street, WGTN, 6021.*
 Email: *ellieclayton@gmail.com*
 Telephone:

Signature: *[Handwritten signature]*

Talava Sene

From: Jack Marshall <jackmarshallnz@gmail.com>
Sent: Friday, 29 April 2016 3:14 p.m.
To: BUS: Annual Plan
Subject: Youth Council Submission on the Annual Plan 2016/17.
Attachments: Annual Plan.docx

To whom it may concern,

Attached is the Wellington City Youth Council submission on the Annual Plan 2016/17.

The Youth Council wishes to make an oral submission to Councillors.

Further Contact:

Siobhan Davies,
Chair,
Wellington City Youth Council,
Email: siobhan.d@outlook.com
Phone: 022 084 9613.

Regards,

Jack Marshall,
Member,
Wellington City Youth Council.

The Youth Council welcomes the chance to submit on the Annual Plan for 2016/17. We would like to make an oral submission to Councillors.

Low Carbon Capital Plan

The Youth Council agrees with the broad effort made in the low carbon capital (LCC) plan and urges the Council to put all efforts into reaching the 2050 target, which we believe is an achievable target for Council to reach.

One aspect that the LCC plan identified was the emission from landfill, and we acknowledge attempts to mitigate those emissions with things like the free electrical waste. One proposition is to utilize “E-waste” as a recyclable good, where studies have shown that laptops considered “dead” by most consumers still have around 20% of energy stored. For an example, India is recycling laptop batteries and re-using the wasted power to illuminate slums.

A congratulations is in order on the new contract with NZBus to move from trolley to electric – it is a step in the right direction and we hope to see progress on the rest of Wellington’s buses in the near future.

The plan insists that it must follow central government in policy decisions; and so the Youth Council would like to see more lobbying for environmentalism, or more autonomy in its decision-making. More funding for programs like the “smart energy capital fund” would be one way to show Wellington’s collective intelligence and create solutions.

The plan mentions economic efficiency, in tandem with an ambiguous solar power proposal. The Youth Council would like to see a more logistical plan for solar, with the hopes better articulation will lead to more concrete results. The primary reason the Youth Council is concerned about “economic efficiency” is because a large portion of Wellington’s demographic are students, and there is a wealth of information on poor quality of student housing. Insulation through renewable energies would be a great initiative for the Council to take on behalf of students, and would also attract more students and employment for post-grads.

We note that currently we cannot decrease the amount of waste that is sent to our landfills as it has to be kept at the same level so that we meet the required ratio of ‘clean’ waste to sewage sludge from the wastewater treatment plants. We urge the Wellington City Council to continue to explore options to reduce the amount of sewage sludge going to the city’s landfills, so that in time we can reduce the amount of ‘clean’ waste that must also go to the landfill to meet this ratio.

Water Laterals

The Youth Council is concerned that individual homeowners currently carry the financial burden in situations where the water pipe connecting their home to the water main is broken.

We therefore support Council’s proposal to bring the costs of fixing those pipes in-house, so the resources and expertise to fix these pipes are managed by the Council.

We see two primary benefits of this proposal. Firstly, bringing this in-house and coming under the management of the Council will lower the average cost of fixing the pipes. Secondly, we believe it is better for the cost to be distributed among the rate base. This allows the cost to be spread so everyone pays a small amount, as opposed to certain individuals having to bear tens of thousands of dollars in bills. The proposal results in fairer outcomes and we believe it should go ahead.

Urban Development Agency

The Youth Council has previously submitted in favour of the proposed Urban Development Agency.

The Youth Council feels that such an agency that has scope to undertake development to ensure better use of the City's land is needed. We must ensure that there is housing choice and availability for residents of Wellington, whilst seeking to conform to the physical limits that our geographic layout imposes on us.

An Urban Development Agency will allow the city's residents to have a say in what their city looks like, and will ensure that developments are undertaken in a manner that is in keeping with their surroundings.

Zealandia Governance Changes

The Youth Council supports the proposed governance changes at Zealandia. We see these changes as allowing Zealandia to secure a long term future in Wellington, and allowing the City to have a real say on the direction and focus of the sanctuary.

Zealandia is an asset to Wellington and it is important that we ensure it continues to be a major draw for tourists to the Wellington Region long into the future.

Living Wage

We support the increase in provision for the living wage. We have supported the living wage throughout its implementation at Council and we continue support it. We feel it is important that Council provides a fair wage for its staff, and that Council be a leader in this area, encouraging the private sector to follow its lead.

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Name: *Ellie Craft*
 Address: *133 Overtown Terrace, Hitaitai*
 Email: *elliecreneck@gmail.com*
 Telephone: *02040001502*

Signature: *Ellie Craft*

Talava Sene

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

2016-17 Annual Plan

Wellington City Council

Email: BUSAnnualPlan@wcc.govt.nz

29 April 2016

David Zwartz on behalf of myself

54 Central Terrace

Kelburn

Wellington 6012

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

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

Please correspond to me at: zwardz@actrix.co.nz

Frank Kitts Park

I oppose this proposal.

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

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

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

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

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

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

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

Talava Sene

From: Martin Robinson <martin.robinson@sharenz.com>
Sent: Friday, 29 April 2016 3:05 p.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms.

This funding needs to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

The new clubrooms have been on the drawing board for around six years and construction is likely to begin shortly. Removal of this funding will severely hinder the ability to proceed.

Thanks
Martin Robinson
23 Apu Crescent
Lyal Bay
04-915-5382
martin@sharenz.com

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Name: Susan Hayworth

Address: 27 Belvedere Road

Email: susan.hayworth@chug.co.nz

Telephone: 021 2686768

Signature: 



**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



Sport Wellington
 Level 2, 223 Thorndon Quay
 PO Box 24 148, Manners St,
 Wellington, New Zealand
 T. 64 4 380 2070 F. 64 4 801 8976
 www.sportwellington.org.nz

Submission to Wellington City Council's Annual Plan 2016/17

Introduction

Sport Wellington would like to thank Wellington City Council (WCC) for the opportunity to provide feedback on its 2016 - 2017 Annual Plan.

We take this opportunity to acknowledge WCC's current investment and support of community recreation, including sport and active recreation and the positive impact that this work is effecting on the communities in Wellington.

Sport Wellington would welcome an opportunity to speak to this submission.

Sport Wellington

Sport Wellington's purpose is to provide region-wide leadership to the sport and active recreation community to help ensure everyone in the greater Wellington region has a life-long involvement in sport and active recreation.

The space where Sport Wellington wishes to operate in is that of an objective, independent and influential advisor of the sports sector in the Wellington region. Sport Wellington wants the organisation to be considered as the regional leader for sport and active recreation and will do this through:

Partnering: Identifying organisations and work with them to achieve shared outcomes

Expertise: Gain recognition as the subject matter experts in relevant areas of sport and active recreation

Knowledge sharing: Share expertise through our strong networks

Influence: Advocate, mentor and bring positive change to the Wellington region

Sport Wellington also provides a range of capabilities that can be of value to Councils. In particular we:

- use our professionalism, expertise, and objectiveness to act as a facilitator to work with and communicate council(s)' priorities and plans to Regional Sports Organisations, community funders and other key stakeholders
- work with the region's sports organisations to develop a collective regional approach to facility development needs and challenges in a logical and principled manner
- work with key stakeholders to identify key regional and local facilities development requirements and take a key role in objectively prioritising regional and local facility development needs

- provide regional intelligence and trend data about active recreation and sport across the region and nationally
- engage with communities of interest throughout the region
- ensure the resources of Sport NZ and community funders are utilised in the best interests of the region to ensure everyone in the region has the opportunity to have a life-long involvement in sport and active recreation
- can provide Councils with cost-effective project work of a high standard, tapping into examples of best practice from across the country, that will save rate payer funds.

A Regional Strategy for Sport and Recreation

As WCC is aware, a current focus for Sport Wellington is the development of a regional strategy for sport and active recreation provision. The purpose of this strategy is to provide a framework for planning that helps to identify appropriate opportunities to work collaboratively across the region in order to maximise the use of our collective resources and to create benefits both locally and regionally.

The strategy is being developed in response to changes occurring across the sport and active recreation, local and central government and societal landscape. These changes are increasing the demand for support and putting pressure on the use of finite resources.

Through using a common planning framework it is hoped that opportunities for all parties to work together on key aspects of active recreation and sport will become more apparent. By working together we will achieve some efficiency in spending and other resources. At the same time we can reduce duplication, address gaps in provision and prepare the sector for the future.

This approach has been well supported by the sector and all nine Councils across the region (as major stakeholders in active recreation and sport) and we look forward to working closely with WCC in order to sign off both the strategy and implementation plan early in 2016/17.

We take the opportunity to note that for the benefits of the strategy to be sustained long term and for continued independent facilitation to be achieved, Sport Wellington will look to the nine Councils in the region for financial support from 1 July 2017.

We acknowledge and thank WCC for the support already provided to the project.

Regional Sports Awards

The annual Regional Sports Awards showcase the talent we have in the region and provide an opportunity to celebrate and recognise sporting success and excellence across the Wellington region. Sport Wellington runs these awards on behalf of the region but cannot do so without the support of key stakeholders. WCC has been a great supporter of the awards through its support of the Emerging Sports Person categories and providing relief for venue costs. We appreciate the support received from WCC, without your support the awards would not function in their current form and the opportunity to celebrate regional sporting successes would be lost or diminished.

The partnership for this event enables WCC to be acknowledged as a major provider in the active recreation and sport landscape. Additionally there are high profile benefits around media exposure, fulfilling the role as a regional leader and the chance for extended staff engagement with the community. Sport Wellington is committed to working alongside WCC to reinforce these outcomes.

Wellington City Council 2016-17 Annual Plan

The following responds directly to the changes proposed in the Annual Plan Consultation document (and as they relate to active recreation and sport).

Sport Wellington acknowledges the extensive programme of work that WCC has identified in its year two work programme in the sport and recreation space, including the playground upgrades, cycleway development, Freyburg Pool renewal, the Basin reserve upgrade and the development of a third artificial turf at the National Hockey Stadium. Sport Wellington supports proposed improvements to transport that will allow for safer, faster and more reliable journeys and encouraging a greater uptake of cycling, not only as a form of transport but also a recreational activity. We also strongly support upgrading sport and recreation facilities where need has been demonstrated in line with the national guidelines established as good practice around facility development.

Of the new initiatives proposed we support the proposed upgrades to the Lyall Bay foreshore. We appreciate that surfing is a popular recreational pastime and the proposed changes may facilitate more people surfing more often.

We also support the Toitu Poneke Sports Hub. Again, the national guidelines for facility development advocate for multi-purpose and fit-for-the-future facilities that provide for a range of activities and based on need. This project meets those requirements and is worthy of support.

Sport Wellington acknowledges that Toitu Poneke funding comes from the reallocation of grants included in the LTP to the Alex Moore Park Development project and Lyall Bay Surf Club redevelopment. However, we accept that both of these projects will have an opportunity to have their grant reconsidered as part of the 2017/18 Annual Plan process and once they have meet grant funding requirements.

Conclusion

Sport Wellington values WCC's continued commitment to the ongoing development of the partnership with Sport Wellington and its support of active recreation and sport across the region. We also value the opportunity to work collaboratively around planning and decision-making for recreation and sport and enjoy the interaction at different levels of operation.



Phil Gibbons
Chief Executive Officer
29 April 2016

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Name: Emma

Address: Emma Plewinski@gmail.com

Email: 0278341272

Telephone: 0. 109 B Owen Street, Newbun

SIGNATURE
Emma



Sport Wellington
 Level 2, 223 Thorndon Quay
 PO Box 24 148, Manners St,
 Wellington, New Zealand
 T. 64 4 380 2070 F. 64 4 801 8976
 www.sportwellington.org.nz

Submission to Wellington City Council's Annual Plan 2016-17

Introduction

Sport Wellington would like to present the following submission on behalf of targeted Wellington Regional Sport Organisations (RSOs). We would like to thank Wellington City Council for the opportunity to provide feedback on the 2016-2017 Annual Plan.

Wellington RSOs stress the value of sport and active recreation, in particular the social and economic value that can be derived by individuals and communities through participating and being involved.

Sport Wellington in conjunction with RSOs would like to speak to this submission.

The following organisations contributed to the development of this submission:

- Athletics Wellington
- Capital Basketball
- Capital Football
- Capital and Wellington Hockey Association
- Netball Central
- Tennis Central Region
- Wellington Golf
- Wellington Rugby
- Swimming Wellington

Sport Wellington is presenting this submission on behalf of Wellington RSOs identified above.

RSO, Council partnership

As representatives of the Wellington sports sector this group has identified that sport in the region faces a number of common challenges and opportunities that would benefit from a collaborative approach. The Sport Leaders' Forum has come together under the leadership of Sport Wellington to form a strategic view around sport in the region, workshop common issues, and to collectively support, promote and advocate for the ongoing development of organised and informal sport and sports organisations in the Wellington region.

The group would like to propose that Councils explore opportunities to strengthen the partnership with RSOs through this group of targeted sports to develop an ongoing working relationship that involves sport organisations in the process of developing policies and plans in regards to sport and active recreation.

In particular there are three key areas where sports see working with Councils as a means of working towards solutions that challenge them as they work to provide activities for their members.

Regional synergy

Increasingly sports are taking a regional view on delivery with local sport associations required to consider regional as well as local needs. For example, Wellington Hockey (locally focused) also manages Capital Hockey (regionally focused) and Squash Wellington is focused on developing the game across the greater Wellington region including the Wairarapa.

This presents a challenge for RSOs in that each district has different requirements, costs and access opportunities associated with facility use. This is one area where a degree of regional consistency may prove helpful in assisting sports to run their activities more efficiently. Cost, access and maintenance of facilities is viewed by RSOs as one of their major challenges.

Managing retention and growth

There is a constant drive to grow participant numbers. Recruitment and retention activities take up a great deal of RSOs' time and energy. They are continually trying to balance changing expectations and keeping customer satisfaction high with issues relating to capacity, access to facilities, the casualisation of sport preferences and cost. Increasingly sports are being asked to focus on low-participation communities where the potential for growth is highest. These communities often correlate with low deprivation areas within districts and may present an opportunity for sports and Councils to work together on initiatives that provide mutual outcomes and community benefit.

Increased cost of participation

RSOs view regular increases in fees for access to recreation and sport programmes and services as working against the drive to increase participation. There is a view that regular users of facilities such as organised sport and recreation groups seem to be carrying the load when it comes to off-setting council costs without a corresponding recognition of the benefits of an active and healthy community and the high economic and social value generated by sport and active recreation.

Wellington City Council 2016-17 Annual Plan

The following responds directly to the changes proposed in the Annual Plan Consultation document that relate to sport and recreation.

Wellington RSOs acknowledges the extensive programme of work that WCC has identified in its year two work programme in the sport and recreation space, including the playground upgrades, cycleway development, Freyburg Pool renewal, the Basin reserve upgrade and the development of a third artificial turf at the National Hockey Stadium.

We support proposed improvements to cycleways and trails that support and facilitate increased numbers of people cycling and the sport and recreation facility upgrades where need has been demonstrated in line with the national guidelines established as good practice around facility development. We continue to advocate for sport's inclusion in the planning process for major facility developments.

Of the new initiatives proposed we support the proposed upgrades to the Lyall Bay foreshore. We appreciate that the proposed changes may facilitate greater use of the beach and foreshore for sport and recreational purposes.

We also support the Toitu Poneke Sports Hub and acknowledge the contribution of Poneke Rugby Club to the development of the hub and the community asset that will be developed from WCC's investment in the project.

Conclusion

Wellington RSOs value your Council's ongoing commitment to the provision of sport and recreation facilities and opportunities. Wellington RSOs across the region have expressed a keen interest in participating in an ongoing dialogue to help ensure sport and recreation continues to play a key role in the lives of your residents. There is a real commitment to proactively work together to address the challenges facing sport in the region so that everyone in the region has the opportunity for a life-long involvement in sport and recreation and the numerous benefits this brings.

Phil Gibbons



Chief Executive Officer

On Behalf of Wellington Region Sport Organisations

28 April 2016

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



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The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: Heather McCaskill
 Address: 51 Coromandel Street
 Email: hpakourangi@clear.net.nz
 Telephone: 907 1500

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Name: *LEIGH ANDREWS*
 Address: *95B Duran Tce, Kilburnie*
 Email: *leigh.andrews@ccolhb.org.nz*
 Telephone: *0274419957*

SIGNATURE *[Handwritten Signature]*

Talava Sene

From: Alexandra Granville <Alexandra@nzopera.co.nz>
Sent: Friday, 29 April 2016 2:48 p.m.
To: BUS: Annual Plan
Subject: Submission from New Zealand Opera: Annual Plan
Attachments: New Zealand Opera submission to Wellington annual plans.pdf

Wellington City Council's draft Annual Plan 2016/2017: Submission from New Zealand Opera

Copies to: Carterton District Council, Hutt City Council, Kapiti Coast District Council, Porirua City Council, Masterton District Council, Upper Hutt City Council, South Wairarapa District Council.

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Support for Increased Arts and Culture Funding in Wellington and across the region

The company supports increased funding in the region for Arts and Culture.

The Wellington City Council's Arts and Culture fund is heavily oversubscribed, and the City struggles to support a number of worthwhile projects that benefit the people of Wellington. Further, while the Wellington City Council has had for some years included an inflationary increase for its contract funding, for which New Zealand Opera is grateful, the company notes that the rise in costs simply to maintain status quo has been outstripping inflation for some time. Therefore the company advocates for a far greater increase in Arts and Culture funding than is currently planned.

The company also asks that the eight councils of the Wairarapa, Kāpiti, Porirua, Hutt Valley and Wellington commit to the Wellington Regional Amenities Fund, to enable greater contributions from arts, cultural and environmental organisations to the attractiveness and vitality of the region.

Contribution to Wellington

New Zealand Opera is a key contributor to Wellington's vibrant arts scene and is a vital component of the Wellington arts ecosystem. Although a national company, New Zealand Opera remains a community-based organisation. Its highly-regarded productions combine the talents of top Wellington, New Zealand and international artists, to bring world-class opera to Wellington audiences. The company contributes significantly to the liveable, creative heart of the City, to what makes Wellington a truly memorable place to live, work and visit.

Some 16,000 people were involved in New Zealand Opera's Wellington activities in 2015, through its two mainstage operas, Opera in Schools performances, the Capital 150 weekend, masterclasses and other events.

Through its Strategic Plan 2016-2018, New Zealand Opera is programmed for growth and diversity. In 2016, over and above its two mainstage opera at the historic St James Theatre, the company has so far collaborated with the New Zealand Festival and the Auckland Arts Festival to premiere Ross Harris and Vincent O'Sullivan's opera *Brass Poppies*, and engaged with some 2,000 schoolchildren across the Wellington region through our tailored production of Donizetti's *The Elixir of Love*. Thousands more children across New Zealand will participate in LEARNZ virtual field trips to experience the wonder of putting on an opera at the St James Theatre. A further hundred students from local secondary schools will participate in opera workshops led by well-respected Wellington practitioners. For many children, these educational opportunities are their first experience of opera.

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In 2017, New Zealand Opera will add a season of a lighter work in the Opera House. The company's education and outreach initiatives will continue to benefit Wellington City and its region, by contributing towards the community's sense of well-being and building new audiences for opera, fostering knowledge, interest and active engagement with the art form. In addition, we are already forging new artistic partnerships, such as with Capital E, which we plan to bring to fruition in the next one to two years. Meanwhile, New Zealand Opera continues to maintain other strong linkages with fellow locally-based arts organisations, such as Orchestra Wellington, the New Zealand Symphony Orchestra, the Royal New Zealand Ballet, the New Zealand Festival, Whitireia/Weltec and Te Kōki New Zealand School of Music.

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As a national arts organisation with particular focus on Wellington, Christchurch and Auckland, New Zealand Opera strives to provide all three cities with as much attention as resources permit. With the increase in Arts and Culture funding that the company advocates, there is greater potential for this organisation to increase its capability to deliver more to the city and region of Wellington.

The Wellington Regional Amenities funding that New Zealand Opera received in 2014 enabled the delivery of far more educational activity to communities in the region than ever before, however the impetus that this provided could not be sustained without a continuation of that support. While through some support from gaming trusts, private charitable trusts and donations, we were able to deliver a reduced educational programme, focussing purely on Opera in Schools and providing opportunities for students from low decile schools, it meant far less activity in the wider region.

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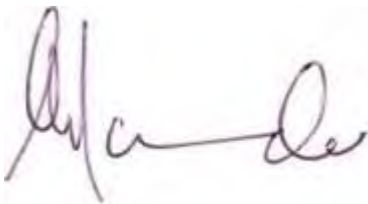
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Alexandra Granville | Wellington Development Manager
New Zealand Opera
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M 027 259 1303

Freemason House, 195-201 Willis Street, Wellington 6011
PO Box 6588, Marion Square, Wellington 6141
Box Office: 0800 NZOPERA (696 737)
www.nzopera.com

NZ OPERA

Wellington City Council's draft Annual Plan 2016/2017: Submission from New Zealand Opera

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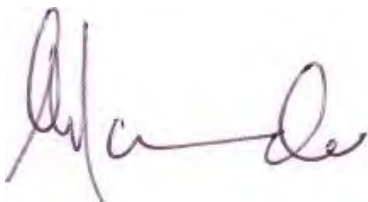
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General Director
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Name: Eleanor Otzen

Address: 1/274 ADELAIDE RD

Email: eleanor.otzen@gmail.com

Telephone: 076 08360388

Signature: Eleanor Otzen

Talava Sene

From: Ann Sissons <ann.sissons@gmail.com>
Sent: Friday, 29 April 2016 2:43 p.m.
To: BUS: Annual Plan
Cc: rossdjamieson@gmail.com
Subject: Submission: 2016/17 Annual Plan – Support for \$750,000 grant to Toitu Poneke Community & Sports Hub

Dear Councillors,

I support the funding of \$750,000 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sports Hub.

This facility has the ability to enhance and expand the existing, albeit multi use activities and the relationships with various local clubs. This is a feature of the community which has been strong at the adjacent WRAC facility, and can expand into this space.

Kind regards,

Name: Ann Sissons
Organisation: Wellington Diving Club
Postal Address: 37 Layton Road
Suburb: Manly
City: Whangaparaoa 0930
Daytime Phone: 0220 863 483
eMail: ann.sissons@gmail.com

Talava Sene

From: KMHG Director <director@katherinemansfield.com>
Sent: Friday, 29 April 2016 2:32 p.m.
To: BUS: Annual Plan
Cc: Jack Tuohy; Mark Farrar
Subject: Katherine Mansfield Birthplace Society Inc. Submission
Attachments: WCC Annual Plan Presentation.pdf

Kia ora

We would like to re-confirm and reiterate the support information we provided as our submission to the Wellington City Council for an increase in our annual baseline funding for the new triennial contract period. An important aspect is to re-confirm the basis of the application as being for a baseline increase over the whole of the new three-year period.

On 4 February 2016, we delivered the following submission letter as "Our Idea":

"Katherine Mansfield is an important New Zealand icon whose heartland is here in Wellington. As a Modernist, she remains highly relevant today and is a subject of an international conference. This city can capitalise on her profile through investment in her museum.

At the Katherine Mansfield House & Garden, we are changing our focus. We plan to develop and modernise our facility, increase our community engagement and enhance our educational activities.

*We are seeking an **increase in our baseline funding (three year contract)** from the Wellington City Council to help us deliver these projects and, **most importantly, to help progress the house from a static Victorian house museum into a vibrant writer's museum and function facility.** (emphasis added)*

We can then increase our visitor numbers, create new revenue streams, and ensure the relevancy and sustainability of the Katherine Mansfield House & Garden for future generations.

How else Wellington benefit from our idea:

1. *Resource room will attract NZ and international writers and academics*
2. *Education programme will support teachers' delivery of curriculum*
3. *Continued preservation of a Heritage One listed building*
4. *Work placements for VUW Museum and Heritage students*
5. *Provide a literary and heritage item on Wellington's tourist menu for visitors*
6. *Enhance the visitor experience in a museum dedicated to arguably New Zealand's most internationally famous woman in her home town"*

On 22 February, myself (Director), Nicola Saker (President) and Jack Tuohy (Treasurer), presented at the Annual Plan panel hearing. Our request for a \$50,000 increase to our baseline funding for our new three-year contract was outlined in the handout we provided to the Panel members and left copies for distribution to all Councillors. Please find attached the handout distributed to the Panel and refer to page 5 in particular where it is stated:

*"The **current baseline funding is not sufficient to meet existing salary and wage costs.** We currently cannot meet the museum industry standards of pay. We are seeking to have that baseline increased by \$50,000 p.a. in order to be able to meet the day to day salary and wage costs to deliver the programme of projects and to support the re-development." (emphasis added)*

This emphasises the two important aspects for the on-going need for increased funding. These are the need to meet both the existing salary and wage costs and at least contribute to the additional such costs that will be incurred during our new three-year contract period relating to the planned re-development.

We were informed that the Council had unanimously approved an increase of \$40,000 and that this increase would go out for public consultation.

On 26 April, Ms Saker and Mr Tuohy presented at the Economic Growth and Arts Committee to re-iterate our submission. An emphasis was placed on the importance of the additional funding to support our day to day operations and the re-development plans for the next three years.

We hope the Wellington City Council will now confirm the \$40,000 increase in our baseline funding for our new three-year contract.

Thank you for your time.

Kind regards

Emma

Emma Anderson

Director

Katherine Mansfield House & Garden

Katherine Mansfield Birthplace Society Inc.

PO Box 12006

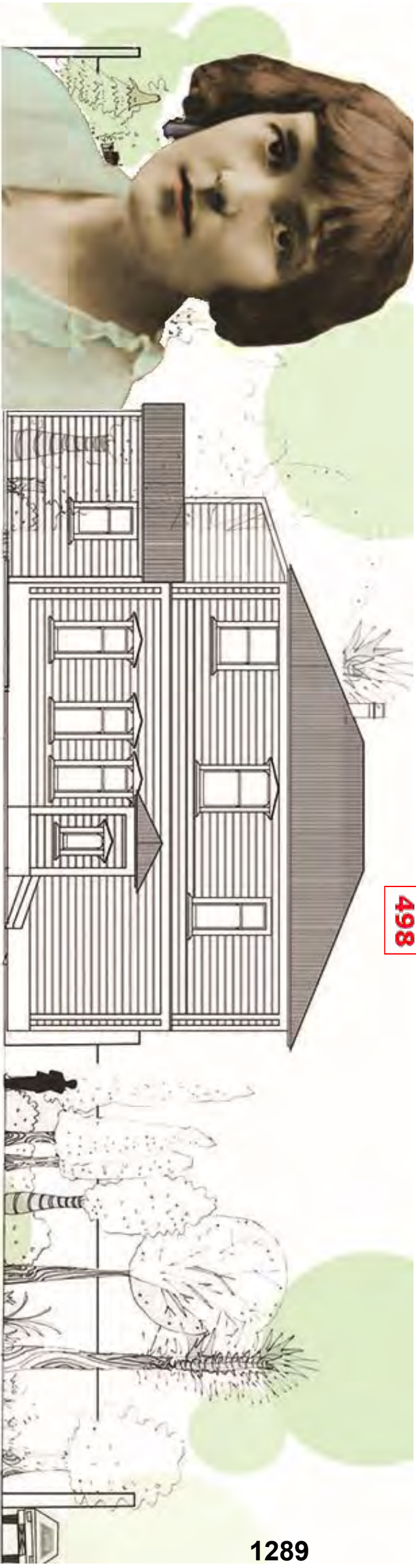
25 Tinakori Rd, Thorndon

Wellington 6011, New Zealand

Ph (+64) 04 473 7268

www.katherinemansfield.com

www.facebook.com/KatherineMansfieldBirthplace

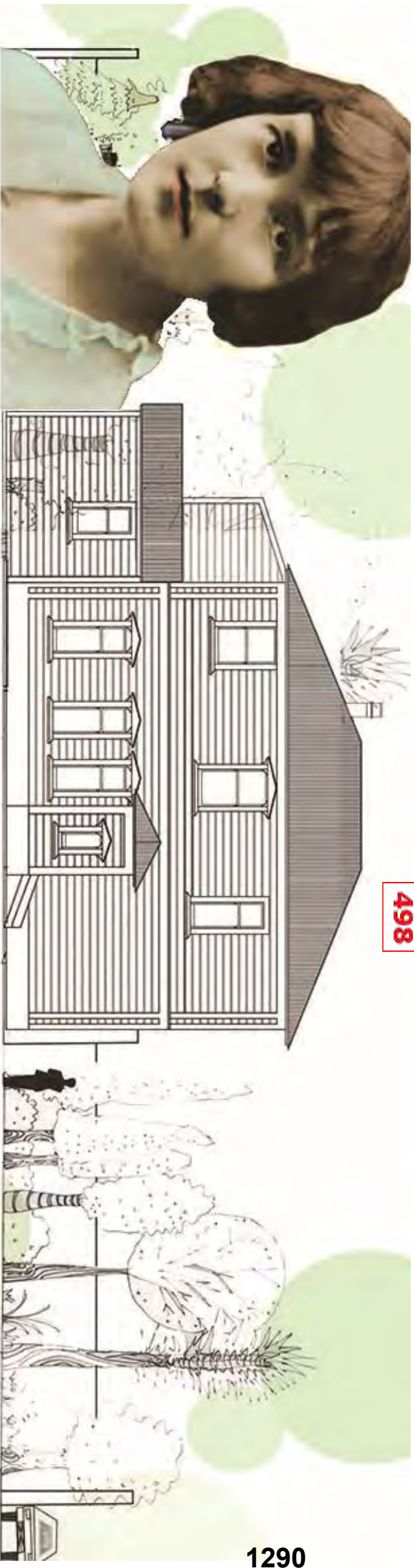


Katherine Mansfield House & Garden

Creating a modern museum for a New Zealand icon in Wellington

Presented by the Katherine Mansfield Birthplace Society Inc.

www.katherinemansfield.com



Katherine Mansfield House & Garden

WHY KATHERINE MANSFIELD MATTERS

Katherine Mansfield is an important New Zealand icon whose heartland is here in Wellington.

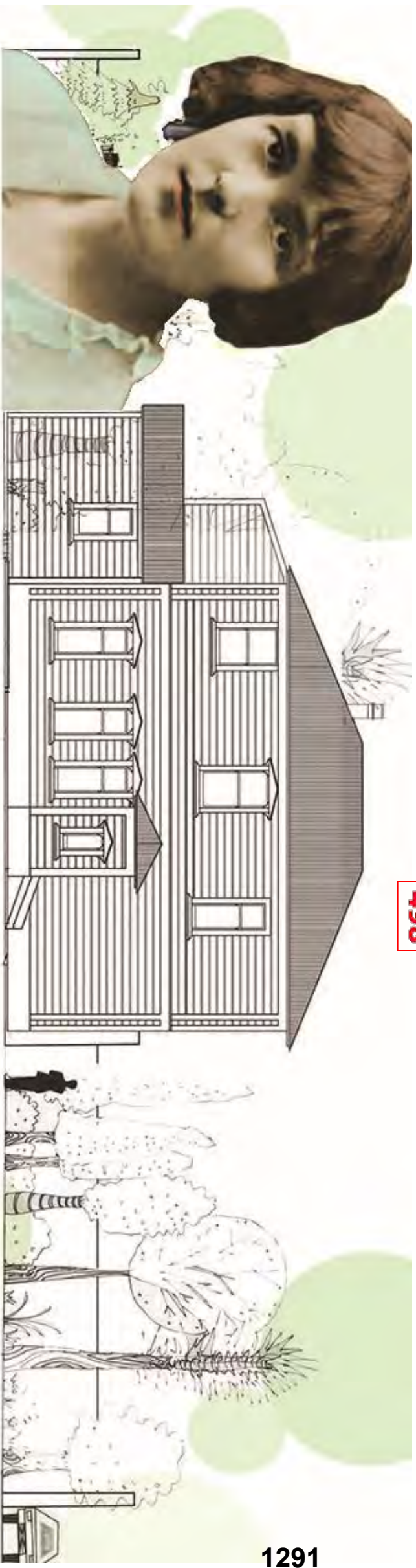
As a Modernist, she remains highly relevant. In particular young people are interested in her story and work.

Mansfield is a subject of an annual international conference.

Another feature film about her is in development which will bring her to a new, wide audience.

This city can capitalise on her profile through investment in her museum.





Katherine Mansfield House & Garden

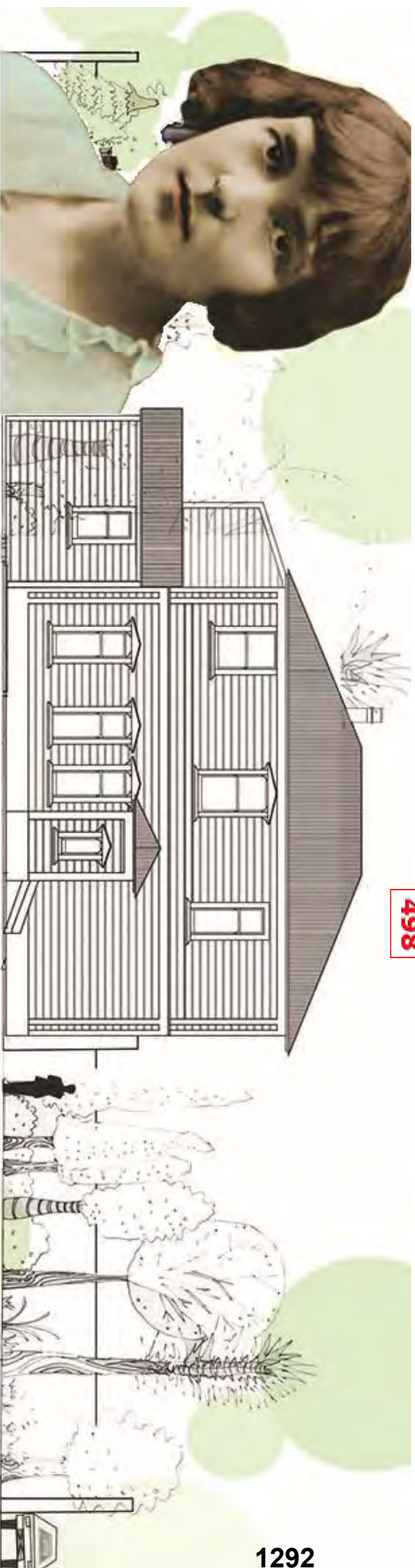
REDEVELOPMENT PLAN

Our museum hasn't changed since 1988. We are changing our focus.

We plan to develop and modernise our facility, increase our community engagement and enhance our educational activities.

We want to change the house from a static Victorian house museum into a vibrant writer's museum and function facility.





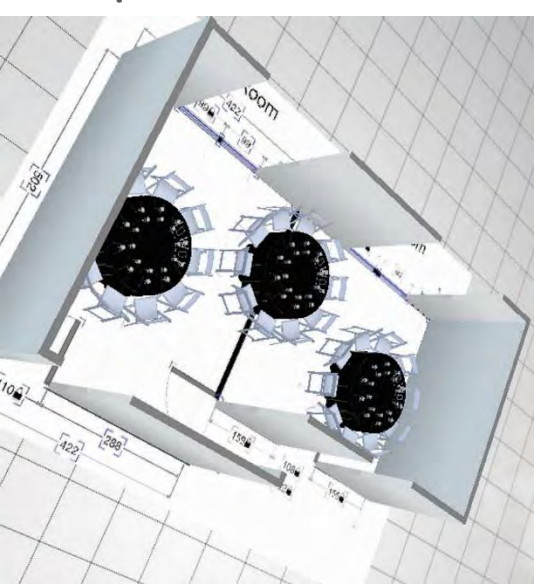
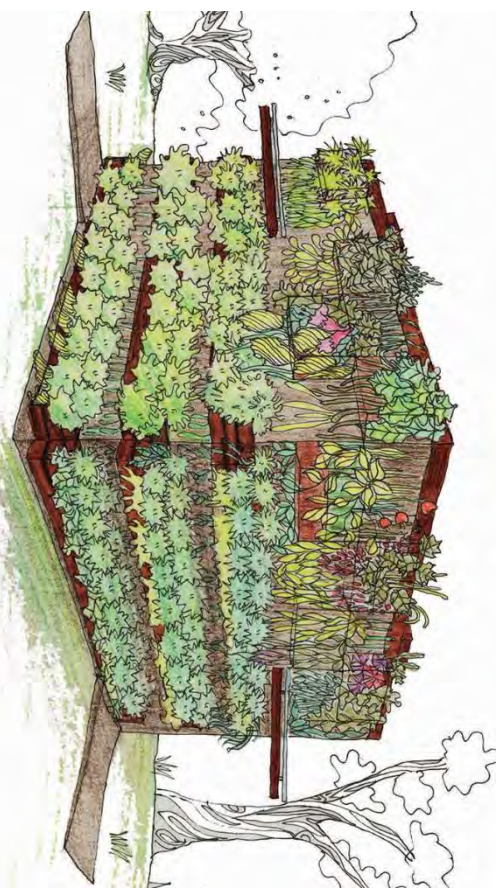
Katherine Mansfield House & Garden

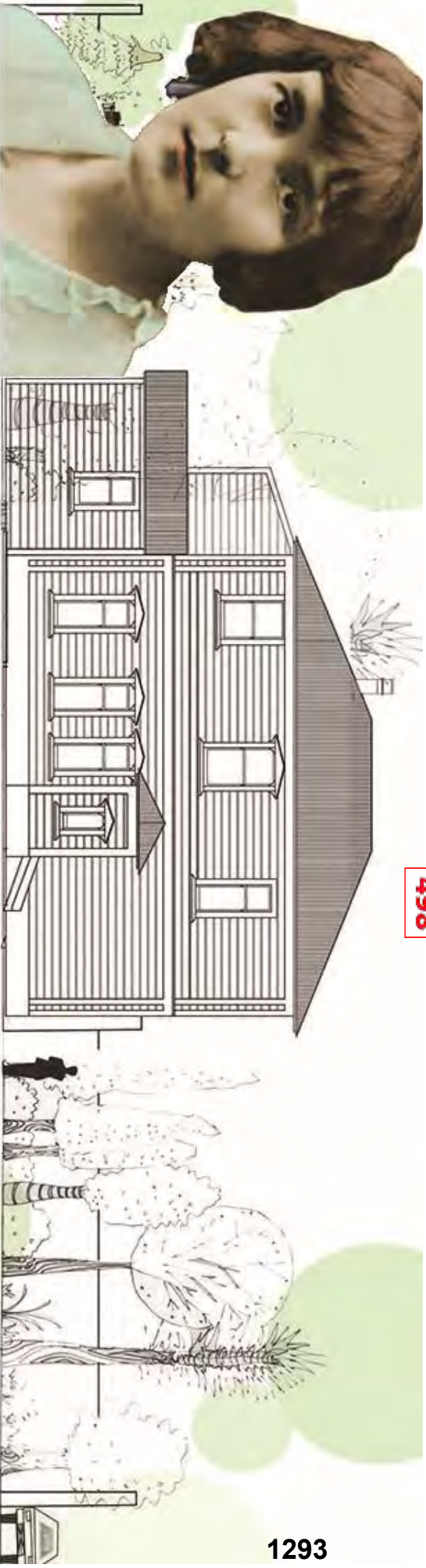
FUNCTIONS

We need to adapt the house to enable us to host functions and events.

With the right spaces and facilities we can hire the house to create a new revenue stream.

Left: Loo facility by AUT student, Hurizhong Wan.
Right: Seating plan by Ruth Pretty Catering.





Katherine Mansfield House & Garden

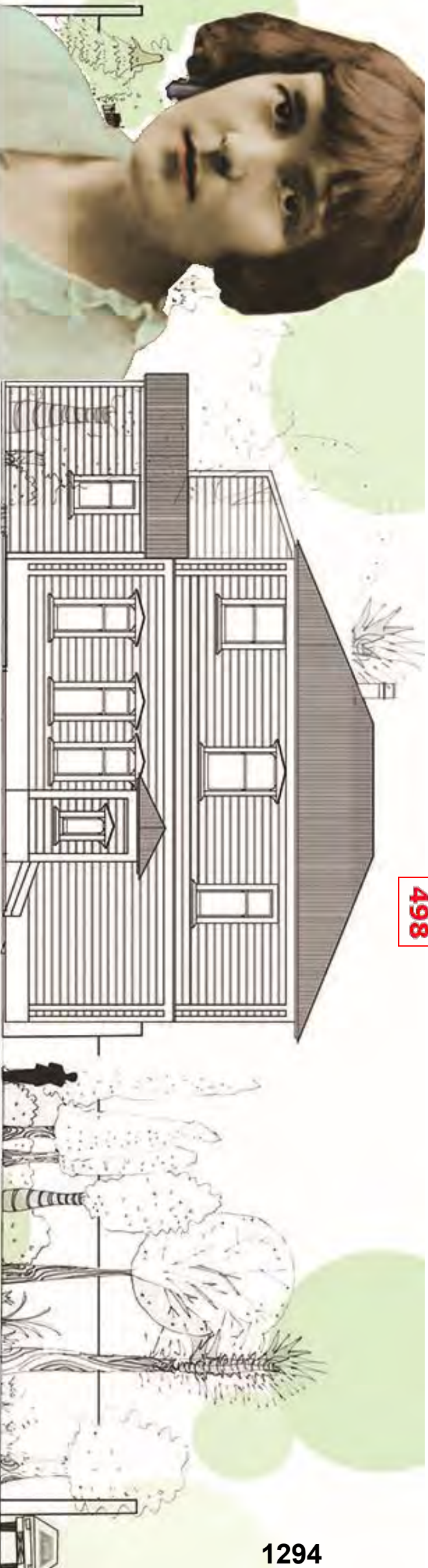
WHY WE ARE ASKING FOR MORE ASSISTANCE FROM THE WELLINGTON CITY COUNCIL

The Council currently provides baseline funding of \$70,000 p.a. that has been inflation adjusted.

The current baseline funding is not sufficient to meet existing salary and wage costs

We currently cannot meet the museum industry standards of pay.

We are seeking to have that baseline increased by \$50,000 p.a. in order to be able to meet the day to day salary and wage costs so that we can deliver the programme of projects and support the re-development.



Katherine Mansfield House & Garden

THANK YOU WELLINGTON CITY COUNCIL FOR YOUR SUPPORT OVER THE YEARS

Thank you for considering our request for additional funds.

If you have any questions or require more information, please contact us:

Nicola Saker, President, Ph 027 453 6490

Jack Tuohy, Treasurer, Ph 027 445 0972

Emma Anderson, Director, Ph 021 056 0759

www.katherinemansfield.com / www.facebook.com/KatherineMansfieldBirthplace