

Submission on the Urban Development Agency proposal in the Draft Annual Plan 2016/17

Kerry Wood 29 April 2016

1. I support the proposal for an Urban Development Agency (UDA) in Wellington. In outline, my responses to the 'key questions' posed are these:

- **Lead and co-ordinate the physical regeneration of strategic parts of the city?**

Yes. Development in important areas, such as Adelaide Road and Kilbirnie is not happening, and this is a mechanism to overcome the problems of a purely commercial approach. I understand that it has already been done in Wellington, in the Chew's Lane area.

- **Parcel land together and increase the supply of affordable housing?**

Yes. Aggregating land allows more flexible and innovative land use, and affordable housing close to jobs is much more valuable than a long commute demanding a car, often necessary because the trip must be made outside public transport operating hours. But development must not be just for affordable housing: mixed is better.

- **Deliver large-scale Council development and growth projects?**

Yes where appropriate, if possible using the Public Works Act. However, this is more controversial and would need an arms-length entity with explicit public accountability safeguards.

- **Demonstrate good practice in housing development, urban design and sustainability?**

Yes. This point is critical because density done badly can become a huge barrier to necessary change. See paragraphs 5 and 6.

- **Take a leadership role in areas where earthquake prone building issues are preventing a timely market response?**

Yes, but not limited to earthquake-prone buildings. An important addition could be flood-prone areas, and especially tidal flooding as sea levels rise.

2. The main reason for making this last-minute submission is to draw attention to multiple links between the proposed UDA and the light rail proposal by FIT Wellington.¹ The

¹ Fair Intelligent Transport

FIT proposal is that light rail go back on the agenda for public transport in Wellington, and a proposed route—with options—is technically viable at reasonable cost (page 8). It would be a good match with many UDA projects, and especially larger projects such as in Adelaide Road and Kilbirnie.

Light rail

3. Light rail can offer a fast, frequent public transport service with excellent timekeeping and very high capacity. Running time would be about 20 minutes from the Railway Station to Kilbirnie: little faster than off-peak buses but much faster and more reliable at peak hours.

Electric traction and low speeds on curves make for a very smooth ride, and passengers often stand when there are plenty of seats. Maximum capacity in Wellington would be at least 10,000 passengers an hour each way: around three times the capacity of cars in a four-lane Mt Victoria Tunnel.

Reliable timekeeping makes fast transfers possible—rarely over five minutes and often under two. Feeder buses can also be much more reliable because they are not delayed in the central city. The overall effect is a step-change in public transport, and step-changes in Auckland public transport—rail and the Northern Busway—are now seeing 20% annual patronage growth.

Paul Mees² recommends Zürich as a model for public transport in Wellington, and notes that Zurich's superb system has slightly lower vehicle-kilometres per head of population. Wellington has too many buses carrying too few passengers. Mees also notes that Zurich has about a quarter of Wellington's subsidy per passenger boarding.

The light rail route proposed (page 8) is aligned to best serve areas with the greatest actual or potential residential density, making it a good fit with many UDA projects.

UDA projects and quality transport

4. A UDA project near a tram stop has all the passenger benefits of light rail, and near an interchange is better still. Residents benefit in several ways:
 - Fast and reliable public transport trips into the central city and other destinations, making public transport a realistic alternative to taking the car.
 - Cost savings because a family needs fewer cars, or no car.
 - Stepless entry at stops makes more public transport trips practical: for the disabled or those with a pram, toddlers or a shopping trolley.

² Mees, P et al (2010) *Public transport network planning: a guide to best practice in NZ cities*. New Zealand Transport Agency research report 396 (Table 3.1)

This is the kind of saving available to residents in developments such as the concept drawing on page 21 of the UDA Business Case document: 12 dwellings on 2000 square metres. However, greater resident's benefits are possible on larger projects:

- Lower costs because greater density is practical.
- More facilities available within a short walk; potentially including shops; play areas; schools; a pub, restaurant or both; open space; and specialised housing, whether for students, the elderly or other groups.
- Further cost-reductions and greater amenity because car-space is limited: narrow roads, limited parking, tight curves and passive speed-limiting measures. See the photographs on pages 6 and 7. Developments with more than one vehicle entrance often prevent motor vehicles taking short-cuts.

Density done well

5. Increasing density can be very touchy: the word is almost always preceded by 'medium' in the consultation documents. It follows that projects must be done well, alluded to in at least one of the key questions.

The secret is 'density done well.' The phrase seems to have been coined by Brent Todarian, a former Planning Director in Vancouver, who made a recent speaking tour in New Zealand. This summary is extracted and edited from an article by Todarian.³

It is an understatement to say that density is a controversial subject. One big reason is that often density is done rather poorly in many cities. Density tends to be seen as something developers want, but the public values of density are compelling:

- *Facilitating more affordable housing choices*
- *Curbing the negative impacts of sprawl*
- *Mitigating climate change*
- *Dramatically decreasing energy costs*
- *Increasing energy independence*
- *Making walking, cycling and public transport more inviting*
- *Improving public health, diversity, creativity, safety and vibrancy.*

Not to mention making municipal services and infrastructure much more efficient per-capita, an issue that can literally bankrupt sprawl-based cities. Study after study has shown all of these things—and more—are improved with greater density, if you do it well.

³ <http://spacing.ca/national/2013/04/10/toderian-density-done-well/>

Greater density should not be a mathematical exercise, or the product of a one-dimensional read of 'highest-and-best-use.' Density done well should be a design-based approach to responsible city leadership, flowing from a city's vision and values. Density done well is just as much about artfully adding to the inner city beyond the downtown, and building smarter suburbs that are more mixed, compact, walkable, and transit friendly. Density is not just a downtown thing, but even gentle forms of density can be especially controversial in the suburbs. So what does density done well look like?

- *Align land-use with getting around*
- *Insist on a consistently high urban design standard*
- *Amenities make density enjoyable*

There are organizational implications for UDA here.

Tower blocks done well

6. The Productivity Commission⁴ went so far as proposing building heights established benefit:cost ratio: a bit one-dimensional. But this does not preclude tower blocks. A map of proposed medium density zoning areas in Johnsonville treats the business area as a no-go zone, but why not a few tower blocks: with amenity and done well?

In principle a very good place for a tower block is above an interchange, but in Johnsonville that might be too close to the edge of the business area. A more realistic place—if done well—might be above the railway yards of Wellington Railway Station.

Sea level rise

7. Like every coastal city in the world, Wellington has a problem with rising sea-levels. The three main risk areas—needing attention well before 2100—are:
- The CBD, say as far inland as Lambton Quay and Courtenay Place. UDA powers might usefully extend into the harbour, opening the possibility of floating buildings—whether commercial or residential—creating new space and sheltering the city against storm-wave run-up.
 - Kilbirnie, extending south of Rongotai Road in places.
 - The Port area, ferry terminals and Hutt Road.

Given the resources, a UDA could be an excellent approach to such problems, with powers to acquire land and decide on the best approach in each case.

Light rail might play a part here:

⁴ Using land for Housing (2015)

- In the CBD, a light rail route might run along the seaward side of the Quays, on a sea-wall protecting the city, leaving the waterfront area to be managed separately. An initial height might be 1.0–1.5 metres.
- In Kilbirnie, light rail could either avoid the problem by running in tunnel from Wellington Zoo to Coutts Street, or run by Constable and Crawford Streets to support defence measures in the Rongotai Road area. The best option probably comes down to overall costs.

Adelaide Road

8. A concept drawing in the Adelaide Road Framework paper, also reproduced in the UDA business case, is worthy of comment. It is good, but for discussion purposes it might be considered to have three weaknesses:
- No light rail. The route proposed by FIT runs by John and Wallace Streets. Adelaide Road, or Hanson and King Streets, could be done but would probably be less satisfactory overall. However, light rail in Wallace Street serves the area quite well, and in combination with buses in Adelaide Road it might be satisfactory for the whole area.
 - Too much motor traffic. Adelaide Road is a messy compromise, and would be worse if Wallace Street were closed to through motor traffic (to manage tram delays, perhaps with special provision for residents). Another option would be largely turning Adelaide Road over to motor vehicles, with its pedestrian, cyclist and shopping functions transferred to a widened Hanson/King Street, plus overhead footpaths for access across Adelaide Road and to rising ground to the west.
 - Tall residential buildings fronting onto a traffic sewer. Another option might be turning them around, with only fixed windows, vehicle entrances and perhaps emergency exits on the Adelaide Road side. Commercial buildings could face either way, or both ways.

All this suggests two levels of transport objective: within the higher-density zone, and from there to the nearest public transport centre if necessary.

Vauban

9. Quartier Vauban is a brownfield development three kilometres south of Freiburg, Germany, on the site of an old military garrison redeveloped from the late 1980s.⁵

In this context Vauban is of interest because it demonstrates many ideas worked together into a series of mini-environments within a single high-quality whole. The gross land area is about 38 hectares, the population 5500, giving an overall density of some 130 persons per hectare. The residential area itself is around 330 persons per

⁵ There is a well-illustrated summary document at <http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/files/udss2008-carstensperling.pdf>

hectare. Buildings are generally three to five storeys, as apartments and houses, with reasonable private and generous communal space: vegetable gardens, woodland walks, playgrounds; outside seating, village squares, cycle parking, trees, shrubs and grass.

Vauban has proved very popular and buying into the area is relatively costly. See also the photos below.⁶ Features include:

- A wide variety of building heights and styles, as houses; apartments large and small; and an area for student accommodation in surviving barracks buildings. Some residents have access to private open space and all have access to generous communal space.
- There is also a small commercial area, with some 600 jobs.
- High density justifies amenity: play, sports and park areas, local shops and cafes at six locations, and a farmers' market.
- Car parking is generally separate from living and communal areas. There are two parking buildings for residents and a third for general use. A fourth is open space, planned to meet regulations but unlikely to be needed. Cars and vans may be loaded or unloaded outside each property, but not parked.
- Even the main street, Vaubanallee, is very quiet, with a grassed central reservation for light rail. Most other streets are predominantly for walking and cycling.
- There is easy access to central Freiburg, by either cycle or light rail.
- The number of cars in 2013 was some 170 per thousand persons, compared with over 700 in New Zealand.
- There are some 20 car-sharing vehicles parked within the area.



Cycle parking and a low-use shared path

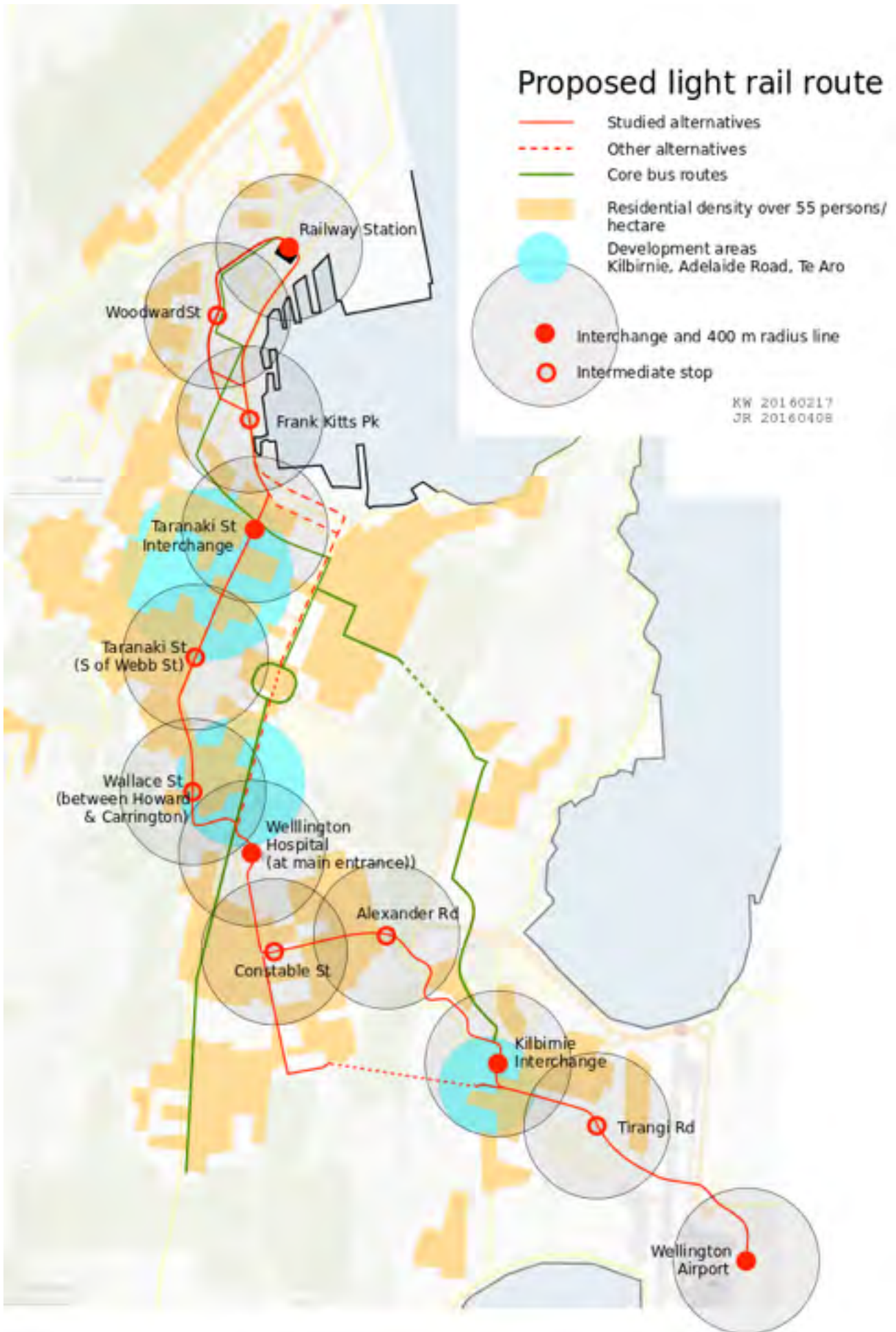


The main street for 5500 people, Vaubanallee, with light rail in the grassed central reservation. Cyclists use a parallel street.

⁶ photos from www.vauban.de



Cycling and walking, plus vehicle access for servicing, loading and unloading



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,

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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
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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.

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 Signature: *John Rawls*

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Name: Richard Matthews

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Signature 

350 Wellington submission to Wellington City Council on the Draft Low Carbon Capital Plan

Thank you very much for the opportunity to make a submission on the draft plan.

350 Aotearoa is the New Zealand chapter of a global organization that believes in a safe climate and a better future – a just, prosperous and equitable world built with the power of ordinary people.

Consultation questions

1. **Do you support Wellington City Council’s aspiration to be the “low carbon capital”?** Yes, we strongly support it.
2. **Will the activities proposed in the draft Low Carbon Capital plan contribute to a meaningful reduction in emissions?** Yes, we support the proposed activities but we would propose adding a new activity under the Council leadership. This activity is for the Council to commit to divesting from fossil fuels. It is extremely important to remove the social licence of the fossil fuel industry and we consider this commitment would show strong leadership by the Council as a signal to other councils. Dunedin City Council has already made this commitment and we understand Auckland Council is considering it. Many organisations worldwide are making this move.

We recognise that the Council’s part-ownership of the Wellington Airport is inherently problematic from a divestment perspective. Air transport is a major contributor to emissions and the current trajectory (both in Wellington’s case and globally) is for arrivals and emissions to significantly increase. This needs to change. Airports are a key enabler of this increase even if they are not technically accountable for emissions under current accountability mechanisms. Wellington City Council thus faces a dilemma. It wants to portray itself as a ‘green’ city yet its stake in the airport and a drive to attract more visitors to the city through such activities as the airport extension, flies in the face of this. There is a risk that the Council becomes accused of ‘green washing’ its activities. We do not think anything would be gained if WCC divested itself of its stake in the Wellington Airport, however we would like to see WCC take a leading role in educating Wellingtonians on the role that air travel plays in emissions. We would also point out that the current boom in tourism and visitor numbers to Wellington and New Zealand as a whole may soon be affected by a global attitudinal change in visitors, particularly the “environmentally aware and frequent flying middle classes” <http://www.otago.ac.nz/profiles/otago483003.html>. This needs to be factored into the Council’s assessment of the airport extension and broader tourism strategy.

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.** We agree with the targets. We would also support more ambitious targets towards a 2050 target of 100% reduction.
4. **Other general comments on the draft plan**
We query the claim made in the plan that Wellington’s emissions are already low because Wellington’s true climate impact is not included since we've outsourced responsibility for our consumption based emissions from food and manufacturing.

We strongly support the plan being integrated with other council plans. To address climate change Wellingtonians needs to be working towards a bigger transformative vision for our society and future that will be regenerative, including stabilising the climate. Combining this plan with other council plans will be a step towards this shift.

Paddy Geddes
350 Wellington Liaison Officer
350 Aotearoa

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Signature Julie Baga



NEW ZEALAND COUNCIL OF TRADE UNIONS
Te Kauae Kaimahi

28 April 2016

To: **Wellington City Council**

Re: **Annual Plan 2016/17. Proposal 6: New Initiatives**

Dear Councillors,

The New Zealand Council of Trade Unions *Te Kauae Kaimahi* writes to endorse and affirm Wellington City Council's significant steps since 2013 towards introducing a Living Wage for Council workers. In this submission we outline measures we recommend are included in the 2016-17 Annual Plan to take the next steps towards Wellington City Council becoming a Living Wage Council.

Background

The NZCTU and many of our affiliated unions are active members of Living Wage Aotearoa.

We commend the WCC for the steps taken so far in implementing a Living Wage. The application of the 2013 Living Wage of \$18.40 for all directly employed staff, transfer back in-house of parking warden services, provision for Wellington Zoo and Museums Trust workers to be paid a Living Wage, and the WCC's commitment in principle to pay the Living Wage to all council staff, including those employed in CCOs and by contractors, and the provision of \$750,000 in the Long Term Plan to help achieve this, are all important steps.

We recognise WCC's leadership on this. It indicates a strong support for and a commitment to the Living Wage. Our organisation was one of just many who have called for WCC to take these steps, and we join with many organisations and individuals in acknowledging the progress made, including through overwhelming public support during Council consultation periods over the past two years. We look forward now to the next steps needed to progress the Living Wage at Wellington City Council.

2016/17 Annual Plan

We acknowledge the provision made in the 2016/17 Draft *Annual Plan Consultation Document* under *Proposal 6: New Initiatives*, to further advance a Living Wage for the Council workforce.

We endorse the three recommendations put forward by Living Wage Wellington for the 2016/17 Annual Plan, which is to:

- Match the minimum rate paid to the Council workforce to the current New Zealand Living Wage rate
- Extend the Living Wage to all workers in CCOs and workers employed via contractors in a staged implementation
- Put in place a plan to become a fully-accredited Living Wage employer by June 2018

Maintaining the currency of the Living Wage is essential. This ensures that workers incomes are kept at a level which allows them and their families to fully participate in society, and that the good steps taken to bring in a Living Wage aren't eroded as workers' costs increase over

time. Extending the Living Wage to contracted workers and workers in Council Controlled Organisations is also essential, both to ensure their workers benefit from a living wage but also in order to avoid perverse side effects: such as incentivising contractors to, in effect, bid against the City Council on price, based on low wages, and erode the benefits of the Living Wage policy. These steps will assist in the Council moving to full accreditation as a Living Wage employer.

Rationale

Growing inequality gaps and high poverty rates is the most pressing economic and social issue that New Zealand faces. Immense hardship has been incurred by workers and families from New Zealand's high inequality rates. The worst evidence of this is reflected in appalling statistics of child poverty.

Concerns about low and stagnant wage levels are increasing. CTU research shows that real wages have fallen significantly behind labour productivity growth in the market economy since 1989 and would have been an estimated 16% higher in 2012 if they had kept up with productivity.

Local Government has a critical role in combatting low wages, poverty and addressing inequality. Local communities, their leaders and community organisations are looking for solutions to reduce poverty and address income gaps in their communities. These concerns have led to widespread local and community support for the Living Wage.

Wellington City Council is in a strong position to take leadership and implement the Living Wage for all its employees - directly or indirectly employed. Wellington City has the highest median household income of any territorial authority in New Zealand according to the 2013 Census. But the Census also shows that the Wellington region has the second highest household income inequality in the country. This shows that Wellington has both the capacity and the need to lift wages to Living Wage levels.

Committing to the progressive implementation of the Living Wage in all WCC services will make not only a substantial and significant difference to the lives of workers and their families but also have positive spillover effects for Wellington citizens, communities and the city itself. The CTU has made numerous submissions previously to the WCC in support of the Living Wage and cited research that demonstrates the many benefits that are created by the implementation of the Living Wage, including increased worker productivity, improved morale, and reduced turnover.

Yours sincerely,



Sam Huggard
Secretary

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Name: Kathleen Johnson
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Signature: 

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Name: Kathleen Johnson
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 Telephone: 3579137

Signature: 

Talava Sene

From: Charles Edwards <cttedwards@gmail.com>
Sent: Friday, 29 April 2016 1:45 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.

Yours sincerely,

Charles Edwards

Lyall Bay, Wellington

Wellington City Council
101 Wakefield Street
Wellington

28th April 2016

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

The Sustainable Business Network (SBN) is a membership-based social enterprise, made up of over 520 businesses, governmental agencies and organisations located across New Zealand, with over 80 based in Wellington (including WCC). SBN was established in 2002 with the vision to make New Zealand the model sustainable nation for the world.

We work with our members, helping them to succeed sustainably and to progress their role towards contributing to the SBN vision. Our project work covers all areas of sustainability, with much of it related, either directly or indirectly, to the transition to a low carbon economy. This includes active projects to accelerate uptake of electric vehicles and biofuels, and to encourage and support more urban cycling for commuting and as a transport choice during and outside work life (the 'Bike 2050' project).

The intention of this submission is to state strong support for Wellington City Council's vision to become the 'low carbon capital'. We fully agree with this statement in the draft plan (p. 13): "Action on climate change mitigation and adaptation makes sense economically as well as environmentally." And we applaud some of the Council's work to date in this area (e.g. having an independently verified carbon footprint).

Responses to the consultation questions follow.

Consultation Questions

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

Yes, without reservation.

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?*

We support the Council's proposals to encourage car sharing and electric vehicle charging (e.g. easing the consenting requirements for charging stations, increasing car parking space for EVs and car shares), and to invest more in active and public transport modes. And we back the call for greater support for the development of biofuels.

However whilst the activities included in the plan are an important first step, they will not in themselves contribute to a meaningful reduction. We would encourage the Council to be more ambitious.

For example, the Council could set a target relating to incorporating EVs into its fleet. An increasing number of our members are overcoming some of the issues, and beginning the transition to an electric fleet. Good practice is becoming available to be shared. Our EV project is collating and sharing our members' expertise and experiences.

Another important measure would be to use Council's procurement policies to encourage sustainable and low carbon behaviour from its suppliers, and help drive change through the supply chain. SBN, in collaboration with several of its members, has recently developed a sustainable procurement guide.

WCC are welcome to get more involved in our projects.

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.

Rachel Brown, CEO, Sustainable Business Network

24 April 2016

Contact: Catharine Underwood
22 Taft Street, Brooklyn, Wellington 6021
Phone: (04) 894 3717
Email: kt@danzat.co.nz

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

This submission is made as an individual. I would like to make an oral submission to the council

Submission on development of 2016/17 Annual Plan

The Council's stated community outcomes are a people-centred city, an eco-city, a connected city, and a dynamic central city. My submission's focus is on linking the ideas and key aspects in the 2015-25 Long Term Plan provisions for 2016-17.

I note the stated main objectives are to:

1. invest in major projects that grow the economy and deliver returns on investment
2. invest to maintain and improve existing services including infrastructure resilience
3. increase the use of existing assets rather than spending on new infrastructure
4. improve asset management practices to better manage risk and timing of asset replacement
5. achieve ongoing efficiencies from shared services and improved customer experiences.

General comments

I requested a hard copy of the annual plan. Even though the website said I could ask for it, I was told there were none available. Not taking no for an answer I eventually received a glossy handout with very little detail. I understand that I wasn't the only person to request a copy and others had similar difficulties getting a hard copy. This is not full consultation. Those who don't have access to a computer are disadvantaged in the information they receive on which to base a submission and make an informed comment. The glossy handout which only includes the fun projects and not the full story.

I am concerned about the average rates increase of 4.5% per year for the first three years. The word average means that some years it will be more than 4.5% and some will be less than 4.5%. Or does it mean that some ratepayers will pay more than others? It needs to be more transparent. It would be prudent to include a range as well so there is a better idea of what burden will be imposed on ratepayers. It is also worth noting that this average of 4.5% is well above the Treasury CPI inflation forecasts of 1.4% for 2016, and around 2% for 2017-19. It is also not clear why such a large burden is being placed on ratepayers to service projects that have a dubious benefits for most ratepayers.

Projects which the Council should withdraw its financial support for

The following projects in the 2015-25 Long Term Plan should be dropped immediately. The reason being that any or all benefits will be private. Furthermore these projects do little or nothing to meet the needs of the Wellington community (as per the Act requires), but place a heavy rates burden on them.

Runway extension

I am totally opposed to the Council spending \$90 million on the proposed airport runway extension. It must be dropped altogether. The majority of any of the gains stated are to private interests, including Infratil, it is very expensive, it is not supported by the airline industry and financial support from central and surrounding local government is dubious at best leaving the ratepayers of Wellington (for generations to come) paying for something that will be of little benefit to many of them.

I, like many others, are asking that if the runway is such a good idea why aren't those who are to benefit most (Infratil, with 66% ownership) investing the majority of the cost. As I understand it, Infratil are only investing \$40-50 million in the proposal. Less than half of the council's expenditure to date.

Other than the financial implications for Wellington ratepayers for generations, there are also the environmental impacts including but not limited to damage to the marine environment.

I am opposed to the Wellington City Council's corporate welfare of a reported spend of \$800,000 a year on the new Singapore Airlines route to Canberra. Numerous airlines (including Qantas, Air New Zealand) already fly directly from Wellington to Australia with no apparent subsidy. The Council subsidy implies the route is uneconomic and therefore why are Wellington ratepayers being asked to pay for something which is clearly not a 'public good' (in the economic sense), and which they neither need nor benefit from.

Convention Centre

I question why Wellington needs a Council funded convention centre. If it is such a good idea why aren't private interests funding it? Any new centre will undermine existing council operated venues. It would be better to focus on maintaining/promoting the existing venues/infrastructure. The proposed centre undermines the Council's objective to increase the use of existing assets. It also pits Wellington in direct competition with new centres in Auckland and Queenstown. Wellington should focus on what it is good at and create a niche market. I have no issue with the location chosen opposite Te Papa on the empty lot if it goes ahead.

If the council is so intent on borrowing money for 'think big' projects, why won't it borrow to support the Town Hall strengthening?

Projects that should be reconsidered or brought forward to 2016-17

Town Hall and Civic Square

Strengthening the Town Hall is critical and urgent and should be brought forward immediately to 2016-17. The strengthening meets the Plans main objectives 1, 2 and 3 and 5. The Mayor states in her introduction (page 4 of the glossy magazine), that strengthening will start during the delivery of Year 2 of the 2016/17 Annual Plan. "...walkway, starting the Town Hall strengthening, and ..." Yet there is no specific timeline or plan for the work in the annual plan. A certain disconnect within the council? Who or what are we to believe?

Good on the plan for a \$100 million capital budget for the Civic Square precinct including \$75.2 million to earthquake-strengthen the Town Hall, Central Library and Civic Building. An immediate start on the Town Hall would mean it can again become part of the suite of Council-owned buildings that have served very well as multi-purpose venues, including for conventions. I am not of the opinion that the precinct needs upgrading unless it is to incorporate the Jack Ilt Green by removing the Harris Street overbridge and create a fantastic view shaft from Civic Square to the harbour. This would be a fantastic opportunity. Look at how much Civic Square was open up with the removal of the link between the Library and the Council building. Has

anyone considered that the view from the Council buildings will be somewhat diminished if a building is built on the Jack Ilt Green?

In principle I am not opposed to the placement of a building on the Michael Fowler Centre but am against the long term leasing of any currently ratepayer owned space. A building would only be appropriate as long as specific conditions are met. If these are not adhered to, then I am against a building on that car park.

a: Any view from the eastern stairs of the MFC from the Renouf Foyer to the upper concourse is protected. This is a fantastic vantage point for patrons to watch celebratory fireworks. I've attended the orchestra when the schedule has been timed to allow patrons to view the fireworks during the intermission. These stairs and the associated concourse are an excellent viewing platform and the view shaft should be protected.

b: No pohutukawa tree is removed or damaged by the creation/construction/planning of the building. There are few trees in the city and while they are 'weeds' to the Wellington areas, they are magnificent trees and it would be disingenuous of the council to allow the removal of any trees for the sake of a building. The trees will also soften the impact of any building which will make the area more of a concrete jungle.

c: The building does not dominate the Michael Fowler Centre and the grassy, flower bed- park at the intersection of Taranaki/Wakefield Street and Jervois Quay i.e. it should only be 2-3 storeys high.

Indoor concert arena

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. I would rather this money was spent on strengthening the Town Hall or towards putting a roof over the stadium. Surely an exoskeleton can be erected around the stadium structure to provide shelter. Then there would be a suitable venue for sports and music. Better than building another venue when the city isn't looking after the ones we already have. Exoskeletons can be done for earthquake strengthening of buildings so why not the stadium?

Frank Kitts Park Upgrade

I support the retention of large areas of open lawn at the park, long with the trees and the children play area. The play area is one of the few inner city play grounds and is very well patronised and could do with extending. I am not in support of re-orienting the park to be nearer the road and to face into the prevailing wind. And potential more shading from surrounding buildings. Moving it closer to the road makes a mockery of the argument to get rid of the Jack Ilt Green because it is next to a busy 6 lane road. The project to revamp Frank Kitts Park is a waste of rate payers money. The money could be better spent on strengthening the

I am not against Wellington having a Chinese Garden, just against having it in the Frank Kitts Park location. The proposed Chinese garden does not need to be located on the waterfront at the expense of the Amphitheatre. The essence of a Chinese Garden is a place to reflect at peace. Having the garden next to a 6 lane road does not make it a peaceful place for reflection. In addition to this, my experience of Chinese gardens is that they have high walls, are closed at night and have an entry fee. This is the equivalent to privatising more of the waterfront. There are more appropriate places to locate a garden such as this. In addition, the construction of the Chinese Garden on the proposed site will limit the number of pedestrian accessing the Waterfront Promenade using the pathway through Frank Kitts Park. This would seem to be in contradiction of the "Pedestrians First" principle of the Waterfront Framework.

I am saddened that the Kumototo site will be built on, at the expense of the wonderful campervan park, by a building that can only be described as the back end of an articulated truck. I ask the Council to preserve the remaining areas and not to put more structures on site 8 or site 9. There are some great things that could be done with this space which don't involve a building. The waterfront framework itself says that development of the waterfront doesn't rely on obtaining money from commercial opportunities.

I am against the construction of any further buildings on the 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.

2015-25 Year 2 work Programme

1 Redevelopment of Adelaide Road, and Kent & Cambridge Terraces

I'd love to see Kent and Cambridge Terraces restored to canals. What an amazing idea. It would create a stunning area from Pukeahu Memorial Park along the Terraces to Chaffers/Waitangi Park. I've always thought it was a shame New World was allowed to build there as it has destroyed one of the great views along the Terraces to the harbour.

Any development of these areas should be well thought out and not a repeat of the disastrous Victoria Street upgrade. As a regular user of Victoria I am still amazed at the lack of planning, research that went into the area. Trees were removed, roads closed creating traffic jams and making it more dangerous for cyclist in some places though there is a cycle lane.

The plan should have strict guidelines re height, noise, wind, footpaths cycle ways, bus lanes, parks and zoning. Some years ago I suggested that a swimming pool be included in this area as well.

Arlington Apartments

The council has done some great work with the rejuvenation of council housing. (except for some of the ideas I saw in the Miramar new build). Support any betterment of council housing.

Basin Reserve upgrade

Support the basin reserve upgrade and the restoration of the historic stands. It should be protected as an inner city green space or something along those line.

Transport

I support the councils cycling initiatives. (But as a cyclist and cycle commuter I was disappointed by the Island Bay cycleway and the changes to Victoria Street.

I would like to see the council try to convince the regional transport committee to retain the trolley buses. They are quiet, pleasant to ride and with the reduced speed limits through town not that slow anymore. Double decker buses aren't the answer for Wellington roads and tunnels. Retention of the trolley buses fits in with the lower emissions scheme too.

Larger buses are not the answer either as they are toooo big for Wellington roads. Bus stops are not long enough to cope with a large bus pulling in. There in turn causing traffic jams. Often bus stops are by traffic islands so cars/cyclists can't safely pass.

Traffic congestion at the Basin could be reduced with a tin of white paint while other sustainable options are considered. During the school holidays there is limited traffic congestion indicating that it isn't as big a problem as thought.

Parking Sensors

I hope the parking sensors aren't a revenue gathering exercise to charge overdue fees immediately – makes it a bit draconian and another deterrent to not coming into the city to shop. Not sure how it will make it easier for people to find a park as everyone else has access to the same info and will be gunning for the vacant park. Are drivers supposed to use this 'app' while driving, which is against the law...

Other operational projects

Agree with all the funding proposals. However, the Zoo funding for health and safety seems a little weird just because of an increase in the number of keepers. Surely that could apply to all CCOs – if they increase staff numbers as everyone has health and safety requirements which are a drain on resources.

I am keen to have the Council continue to support the Brooklyn Resource Centre. This centre is a valuable part of the Brooklyn and wider community. It provides a unique and intimate venue for groups that don't want a large hall. There is also a community lunch twice a week. The Friday lunch is a day of activities for those in the community who don't work or have retired. There is a weekly speaker on Fridays as well. There are a group of volunteer who gain valuable experience from their involvement and it looks great on their CV. It would be shameful if the centre was to lose its WCC funding.

Urban Development Agency

I don't understand the rationale for the establishment of this agency. If it is to unlock development potential in the city by removing barriers, it only implies that current staff aren't being given the proper tools to do their job. It seems to be more of a planning department role that a whole new agency requirement. Is this just City Shapers with another name? The self-funding aspect is scary as it implies the need to make money at the expense of sustainable and sensible development. Points 1 to 5 of the Consultation questions make alarming reading. Isn't this what the council is meant to be doing anyway?

Zealandia Governance

I approve of the Councils proposal for Zealandia.

It is a fantastic visitor attraction and a great incubator for Wellingtons endemic species. The comments from visitors is one of amazement and pleasure at how lucky we are in Wellington.

To support Zealandia further I'd like to see the Council work towards establishing a 'night sky' protection zone around Zealandia. This would mean establishing that no lights i.e. house or street lights be able to be seen when looking south from Tui Terrace or from the suspension bridge. Zealandia isn't just about flora and fauna but about history, education and culture. We are blessed with little light pollution and the stars are stunning and should be protected. As part of this 'night sky' protection zone, no planes should be allowed to fly the length of the valley at low levels (4,000ft) effectively drowning out the sounds of the night including kiwi, morepork and weta calls.

Biodiversity Action Plan

To be commended. I would like to see more indigenous/endemic/native plants included in the amenity planting programme. It was sad to see the planting in Victoria Street completely lacked any imagination and has exotic trees. Doing this would be a good step to meeting the goal of connecting people to their environment. The New Zealand biodiversity is unique and we should celebrate it at every possible opportunity. One shouldn't have to go to Otari or Zealandia to experience our flor and fauna.

New Initiatives

The listed new initiatives look ok. But why do I have to go to an online form to see the questions when there is plenty of white space on the glossy page?

I would like to suggest that the \$140,000 of capital expenditure to create public spaces that will attract people be spent on the Jack Ilot Green.

Other

I'd like to see the implementation of Martin Jenkins idea for the outer T of a maritime museum. It was one of the blue sky competition some many years ago.

Talava Sene

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

WARNING: The Vodafone DMZMessaging Service has determined the message below may be a potential threat.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Please tread carefully.

Sharon Ellis

4B 25 Cuba Street

Te Aro

Wellington

sharon.ellis@xtra.co.nz

04 4993536

0272544680

Yes I would like to speak at a submission hearing.

I am making this submission as an individual.

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: Louise Redington

Address: 11 Raraa Terrace, Tawa

Email: loupi52@hotmail.com

Telephone:

Signature:

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Name: *James Murphy*

Address: *11 Raraa Terrace, Tawa*

Email: *James.Murphy@inbibo.co.nz*

Telephone:

Signature: *S. Murphy*

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Name: *Kirsty Ferguson*
 Address: *94 Pine St. Mt. Victoria*
 Email: *wossardkirsty@teppett.co.nz*
 Telephone: *0273184527*
 Signature: *[Handwritten Signature]*

Talava Sene

From: Brianne Kerr <briannekerrpublicity@gmail.com>
Sent: Friday, 29 April 2016 12:58 p.m.
To: BUS: Annual Plan
Subject: WCC Annual Plan - support for Increased Arts Funding in Wellington

I give my full support to increase the Arts Funding in Wellington as part of your Annual Plan submissions.

Ngā mihi,

Bri

Brianne Kerr Publicity

L1, 107 Cuba St, Wellington
PO Box 6546, Marion Square, Wellington 6141
04 831 0581 | 021 165 5784

briannekerrpublicity@gmail.com

Twitter: @BrianneKerr

Facebook: <https://www.facebook.com/brianne.kerr>

Instagram: @Brianne_Kerr

Web: <http://briannekerrpublicity.wix.com/briannekerrpublicity>

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Name: DAVID HODGE

Address: 138 THE RIDGEWAY

Email: david.hodge 2@gmail.com

Telephone: 0204 058 0115

Signature: *David Hodge*

Talava Sene

From: Sally Wills <sallywills@hotmail.co.nz>
Sent: Friday, 29 April 2016 12:20 p.m.
To: BUS: Annual Plan
Subject: Newtown Festival

Hi there,

I just wanted to express my belief in the importance of the Newtown Festival as a way of bringing all kinds of Wellingtonians together to celebrate art and culture and bring the community together. As a student it is an event I look forward to each year and strongly recommend it to all my friends and family.

I look forward to seeing how the festival is realised this year!

Thank you,
Kind regards,

Sally Wills

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Name: Robert Mitchell

Address: 12 Havelock St Morningside

Email:

Telephone:

Signature: *Robert Mitchell*

Talava Sene

From: Megan Cox <megancox10@yahoo.com>
Sent: Friday, 29 April 2016 12:07 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,
Megan Cox.
121 Waipapa Road /Hataitai/Wellington.
0221658689
megancox10@yahoo.com



Public Health
ASSOCIATION OF NZ INC
KĀHUI HAUORA TŪMATANUI

29 April 2016

Public Health Association Wellington Branch Submission on Draft Wellington City Council Annual Plan 2016/17

Thank you for the opportunity to have input into the development of the Wellington City Council's Annual Plan 2016/17. This submission is made on behalf of the Wellington Branch of the Public Health Association.

About the Public Health Association

The Public Health Association (PHA) is a national association, which provides a forum for information, debate and action on public health issues in New Zealand. Public health action is "the organised efforts of society aimed at improving, promoting and protecting the health of the whole population". Members of the PHA work in the public, private and not for profit sectors and collectively hold a high level of expertise on a range of issues that affect wellbeing. The Wellington Branch has about 70 members. Our association's vision is:

"Good health for all – health equity in Aotearoa"

"Hauora mo te katoa – oranga mo te Ao".

The role of local government and public health

The critical importance of local government for public health is recognised in the Health Act 1956 (s23), which states that it is "*the duty of every local authority to improve, promote and protect public health within its district*".

The Wellington Branch of the PHA supports components of the Annual Plan 2016/17 that are likely to improve, promote or protect the health and wellbeing of Wellingtonians, in particular:

- adoption of a Low-Carbon Capital Action Plan
- establishment of an Urban Development Agency
- continued investment in cycling and public transport
- continued investment in home insulation programmes
- implementation of the living wage policy
- increases to Community Grants
- safer speeds proposal
- social housing upgrades.

We also urge Wellington City Council to promote the health and wellbeing of Wellingtonians through measures not mentioned in the Plan, for example:

- continuing to extend Smokefree policies

- maintaining community water fluoridation
- implementing the Child & Youth Friendly City project
- progressing the rental housing Warrant of Fitness initiative
- promoting healthy food options at WCC events and facilities (and limiting high energy food and high sugar beverages)
- installing more drinking fountains, to make the healthy choice the easy choice.

Please see our answers to the consultation survey questions, and additional comments, below.

Low Carbon Capital

1. We strongly support WCC's aspiration to be a "low-carbon capital."
2. We believe the activities proposed in the draft Low-Carbon Capital Plan will contribute to a meaningful reduction in emissions. We urge WCC to prioritise activities with health and equity co-benefits¹ e.g.
 - Home Energy Saver and Warm Up Wellington
 - investment in cycling and public transport
 - advocacy for lower public transport fares
3. We support the recommended emission reduction targets for the city: they are appropriately ambitious.

Urban Development Agency

4. We support WCC's proposal to develop an Urban Development Agency, and agree with all of the proposed functions of the Agency.

We can see strong potential for an Urban Development Agency to aid the implementation of WCC's Smart Growth Strategy, and thus benefit public health and equity.

High-quality compact urban development can contribute to health and wellbeing and help prevent conditions such as cardiovascular disease, respiratory disease, diabetes, obesity, and mental illness by improving air quality and promoting daily physical activity and access to green space, for example^{2,3}. A common result of poor urban development policy has been that low-income families are forced to the margins of cities, areas are which often poorly served by public transport, and which often lack basic amenities such as established schools, shopping and social amenities – which in turn serves to increase social inequality and car-dependency.

However, there is a risk that the interests of 'ordinary' and low-income Wellingtonians, and Māori, may be overlooked by the agency, and benefits may accrue primarily to wealthy investors.

Therefore, we urge the Council to set clear guiding principles for the agency including:

- A focus on equity and an obligation to prioritise investments that will benefit disadvantaged Wellingtonians, and reduce the quality of life gap between rich and poor.
- A focus on community benefit, and community participation.
- Treaty of Waitangi principles of partnership, participation and protection.

Other initiatives

13) Of the other initiatives to be considered for funding in 2016/17, the following have clear public health benefits and are therefore strongly supported by the PHA Wellington Branch:

- **Living Wage** implementation, since income is a key determinant of health
- **Community Grants changes** that will financially support organisations that assist some of our most vulnerable community members
- **Middleton Road**, which will increase safety and amenity for pedestrians and cyclists.

Thank you for the opportunity to comment. We do not wish to speak at a submission hearing.

Yours sincerely

Maria Cotter

Maria Cotter
Co-Chair
Wellington Branch
Public Health Association

References

1. Bennett, H., Jones, R., Keating, G., Woodward, A., Hales, S., & Metcalfe, S. (2014). Health and equity impacts of climate change in Aotearoa-New Zealand, and health gains from climate action [Special Article]. *The New Zealand Medical Journal*, 127(1406).
2. Howden-Chapman P, Keall M, Conlon F & Chapman R (2015) Urban interventions: understanding health co-benefits. *Urban Design and Planning*, 168(DP4): 196-2003. Available at

<http://www.victoria.ac.nz/sgees/about/staff/pdf/champman-et-al-urban-intervenrtions.pdf>

3. Frank L, Kavage S & Littman T (2006) Promoting public health through smart growth. Vancouver: SmartGrowth BC. Available at http://www.vtpi.org/sgbc_health.pdf

Contact details:

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Public Health Association
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Wellington 6021

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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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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: *Toula Hanning*

Address: *11a Elizabeth Street*

Email: *efstratia11@gmail.com*

Telephone: *0278674538*

Signature: *Toula Hanning*

Talava Sene

From: c.andl.blakeley@xtra.co.nz
Sent: Friday, 29 April 2016 11:16 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Club rooms'

Dear Councillors,

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

Yours sincerely,

Colin Blakeley

280 Main Rd Tawa

027 614 6612

Email: colinsb@xtra.co.nz

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Name:

Debbie Mills

Address:

55 Brussels St, Miramar

Email:

debbie@debbie@gnail.com

Telephone:

Signature: *Debbie Mills*

Talava Sene

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

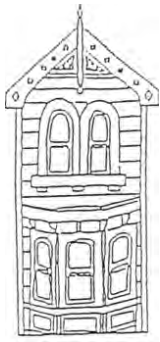
Our submission is attached. We would like to make an oral submission; the Association contact details are on the document or you could reply to this email.

Kind regards

Rhona Carson
President

Newtown Residents' Association

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



Newtown Residents' Association

www.newtown.org.nz

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

Submission on the Wellington City Council Annual Plan 2016/17

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

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

Proposal 2: Urban Development Agency.

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

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

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

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

Proposal 6: New Initiatives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Private wastewater pipes (laterals):

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

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

Rhona Carson
President
Newtown Residents' Association

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Name: *Debbie Mills*
 Address: *55 Brussels St, Miramar*
 Email: *debbie@mills.com*
 Telephone:
 Signature: *Debbie Mills*

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Signature: 

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Name: Tasi Grant

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Email: elstrachia11@gmail.com

Telephone: 0278674538

Signature: Tasi Grant

Talava Sene

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

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

Regards,

Nick Mouat

A2B - Active to Brooklyn, boosting Brooklyn Actively!

Background

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

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

The overarching goals of the A2B group are:

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

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

Recommendation

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

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



A2B
Active to Brooklyn

Submission to WCC Annual Plan
29th April 2016

introduction



the main ideas...

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





connect into CBD cycle project

shared uphill path, see idea #4

central park

Renouf tennis centre

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

intersection of Ohiro & Brooklyn Roads, see idea #3

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

Rogers' corner, see idea #8

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





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



A2B
Active to Brooklyn

Submission to WCC Annual Plan
29th April 2016

map 2 - Brooklyn Village



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

Vogelhorn Precinct

Ridgeway to Brooklyn, see idea #6

Shared Community Storage & Charging, see idea #7

Ridgeway School

Vogelhorn Park Track, see idea #5



A2B
Active to Brooklyn

Submission to WCC Annual Plan
29th April 2016

map 3 - Vogelhorn Park

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

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

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

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

Traffic Management

Traffic calming measures needed:

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

Address difficult intersection at Ohiro Rd/Brooklyn Road

Need road between Kingston and Island Bay

Make Cleveland Street less traffic orientated

Close it once a month to all traffic

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

Remove the bus turning circle

Safer school drop off zones

Pedestrians

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

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

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

School walking bus

Create walking tracks;

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

Improve signage of walkway shortcuts

Upgrade tracks through Central Park; fix stairs in lower park

Cycling

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

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

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

Connect off road cycle tracks to main street with better signage

Accessibility

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

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

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

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Name: *J. Browne*

Address: *85 Owen St Newtown*

Email:

Telephone: *04 943 7404*

Signature: *Jemiter D Browne*

Talava Sene

From: Hannah Clarke <hannah@fringe.co.nz>
Sent: Friday, 29 April 2016 11:10 a.m.
To: BUS: Annual Plan
Subject: support for the arts in the annual plan

Kia ora

I'd like to see more funding allocated to arts in Wellington in the next annual plan. And please support the regional amenities fund which provides essential funding for arts organisations in Wellington. With the cuts in lottery funding via cnz it is more essential than ever than our local government step up to help maintain the arts culture in Wellington - both the sustain and grow our current excellent events and programmes and to help create and build new.

Nga mihi nui
Hannah Clarke

--

Hannah Clarke
Festival Director

Phone: [+64 4 831 0581](tel:+6448310581)
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hannah@fringe.co.nz
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L1, 107 Cuba Street, Wellington
PO Box 6546, Marion Square,
Wellington 6141, New Zealand



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:

P Sinden

Address:

213 Naenue Rd, Naenue

Email:

Telephone:

Signature:

P Sinden

Talava Sene

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

Wellington Civic Trust

P O Box 10183

Wellington

www.wellingtoncivictrust.org



Wellington City Council
 Annual Plan 2016/17
 WELLINGTON.
BUSAnnualPlan@wcc.govt.nz

29 April 2016

Dear Colleagues

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

- **Proposed Urban Development Agency.**

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

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

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

5. We also note that the proposal stresses independence from Council and we consider this may lead to either inefficiencies or duplication; the Council is the keeper of a complex inventory of resources to which the development agency would need access.

6. The reference to Adelaide Road as an example of a complex development proposal which such an agency could deal with is wholly unconvincing. When given clear direction from Councillors, Council officers and interest groups have engaged creatively and inclusively.

7. In summary, our concern is that the establishment of such a Development Agency could well lead to the privatisation of development processes that are fundamental to democratic and inclusive governance.

- **Zealandia** – The proposal is to implement changes to the governance of Zealandia to ensure the financial viability of the sanctuary for generations to come.

8. The Trust sees merit in this proposal as necessary to ensuring a return to the original purpose of the sanctuary; the protection and enhancement of Wellington’s biodiversity. The Trust believes there are lessons to be learned from an overenthusiastic and misguided diversion into commercial activity with over capitalisation.

- **Low Carbon Capital Plan** – adoption of a plan to reduce emissions in a constructive and business-friendly way.

9. The Trust supports this plan and complements the Council on the many related initiatives. However, it is the Trust’s view the Council has not been entirely consistent in the implementation of this plan. In the Trust’s view the move back to using diesel buses as a replacement for trolley buses is a retrograde step which directly implicates the WCC as owner of the trolleybus overhead wiring. While supporting cycleways, the Trust feels that the Council has not been sufficiently proactive in the development of public transport and should be taking a lead role in planning transport networks across the region and the city. 56% of the city’s emissions are from vehicles.

- **New initiatives** – a range of new spending proposals across a variety of Council activity areas.

Basin Reserve

10. The plan outlines \$21 million of spending over the next 10 years for the upgrade of the Basin Reserve. Implementation of the plan began in July 2015. The Trust supports this expenditure but has reservations in terms of immediately related development associated with SH1; will such development of the Basin align / be compatible with any realignment of SH1? WCC has the opportunity through the current “Get Wellington Moving” project to be much more assertive about this with transport partners.

11. The Trust has proposed a Heritage Precinct covering Pukeahu and the Basin Reserve and would like to see a far more integrated approach to the future development of this important part of the city. This is a strategic initiative about the national capital city which deserves more than the lukewarm reception you have given it thus far. A failure to recognise the heritage values of areas associated with the Basin, not only Pukeahu but also Government House, the Town Belt, and Heritage values associated with Mt Victoria and schools, undoubtedly aided the decline of consent to the proposed Basin flyover.

Biodiversity Action Plan Our Natural Capital

12. Wellington’s Biodiversity Strategy and Action Plan provide a vision for the city’s indigenous biodiversity. The Trust is very supportive of the strategic approach the Council has adopted. The Trust believes however that finance allocated to implementing the strategy is woefully inadequate.

13. Over the next ten years the Council has allocated \$3.7 million (\$3.2 million operational and \$457,000 capital) This compares with the \$5.66 million it will cost the council to buy Zealandia’s Visitor Centre. The Trust would like to see greater expenditure on pest control to extend the substantial gains already achieved in targeted areas such as Zealandia.

Building Heritage Incentive Fund

14. The fund has \$3 million to allocate over 3 years. The Trust believes this fund should be substantially expanded given the scale of the likely need and the contribution of Heritage structures to the profile of the City’s future and character.

15. While applauding the allocation of some \$2.5 million to the earthquake strengthening of the Town Hall, the Trust notes the allocation of an additional \$54 million in 2016/17 to the proposed film museum and convention centre. The Trust has reservations about the need for another convention centre when there are already a number of existing buildings suitable for ‘conventions’ around the city. To quote Council, one of your objectives is, “Increasing the use of existing assets rather than spending on new infrastructure”

16. Perhaps of greater concern to the Trust is the reallocation of money to projects not originally provided for in the Ten Year Plan, or money being shifted across functions. Money expended on a

convention centre in 2016/2017 may mean that projects such as the Town Hall strengthening are unable to be funded further through the Ten Year Plan period.

Enviroschools

17. The Trust fully supports the funding of Enviroschools. Education must be a central theme in the greening of the city and Enviroschools programmes support very practical and highly effective initiatives. The Trust questions the adequacy of \$45,000 to support all of the schools engaged in the programme across the city.

Kaiwharawhara The Northern Gateway

18. In your reply (WCC ref #PI-E-005 of 8 April 2016) to our initial comments for the Annual Plan, you noted that “The cost of the Council’s contribution to achieving improvements to the Northern Gateway / Kaiwharawhara area will be identified in the 2016/17 Annual Plan financial statements”. That is good; and would be better if the cost numbers were matched with wording which made clear Council’s intentions for this area. CentrePort (owned by other local authorities) has announced its intentions to do major changes to land use in the reclamation / stream area; and through the “Get Wellington Moving” project you are already working with one of those CentrePort-owning Councils on transport channels through this area. You have the opportunity to approach this as more than just a series of separate project silos. There is the opportunity for WCC leadership to ensure that the costs to be identified in the 2016/17 plan are imaginatively applied to achieve strong environmental and amenity benefits which enhance the northern gateway to the national capital.

19. The Wellington Civic Trust would like to speak to these matters at the oral hearings stage.

Yours faithfully



Toni Izzard
Chair
Wellington Civic Trust

Please note: Future address for service will be:

Clive Anstey
c.anstey@paradise.net.nz
Phone 939 2973

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Talava Sene

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

Dear Submission managers.

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

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

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

I wish to submit on the following subjects

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

Please advise.

Regards

Rob Goulden
ED JP MBA
Ph 0274348751

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Name: Emma Lord
 Address: 96 Hewitt Way, Ngairā WGN 6035
 Email: eclord@gmail.com
 Telephone: 022 044 5468
 Signature: 



OFFICE OF THE VICE-CHANCELLOR

VICTORIA UNIVERSITY OF WELLINGTON PO Box 600, Wellington 6140, New Zealand
Phone +64-4-463 5301 Email vice.chancellor@vuw.ac.nz

29 April 2016

Wellington City Council
PO Box 2199
WELLINGTON 6140

Dear Sir / Madam

Draft Annual Plan 2016/17—Victoria University of Wellington submission

We are pleased to have the opportunity to comment on the Wellington City Council's Draft Annual Plan 2016/17 on behalf of Victoria University. The University has in broad terms, supported the content and direction of the Council's previous draft annual plans and again expresses this sentiment.

As the largest and oldest tertiary education provider in Wellington, and one of the largest employers, the University is an important component in the make-up of the city. We also have a significant impact on the region, contributing approximately \$1 billion to the regional economy every year. In addition to providing access to tertiary education, continuing education and professional and executive development programmes, Victoria University's academic staff conduct research of the highest quality. The University offers a full calendar of public events and has extensive local, national and international connections. As New Zealand's capital city university, Victoria plays a major role as a critic and conscience of society.

Victoria works closely with the Council on a range of initiatives that contribute to the vitality of the city and the wellbeing of its people. It is, therefore, with great interest that we read the Council's Draft Annual Plan 2016/17.

We are heartened by the Council's Low Carbon Capital Action Plan (Proposal 1). The plan's overarching goals align closely with the University's Strategic Plan, which pursues a divestment from fossil fuels and lays the foundation for initiatives encouraging sustainable practices and processes.

The University has a history of collaboration with the Council on sustainability initiatives, and we welcome the opportunity to continue doing this by providing academic input into developing the Council's plans and helping deliver initiatives on our campuses where possible.

The University recognises the Council's leading role in directing the city towards a more sustainable future, and we hope it will use its position to influence the regional council and central government to prioritise sustainability in key areas such as roading, transport and infrastructure.

We understand Wellington will gain international profile through the 100 Resilient Cities programme, but we believe the Council should wave the flag as much as possible at home. This should be a top priority.

The safety and ease with which our students and staff move around the city is vital to us. As such, the University supports proposals to invest in new and improved cycleways and walkways.

Victoria has approximately 3,000 students living in halls of residence, mostly in central Wellington, and an increased presence in the city around the Pipitea and Te Aro campuses. Therefore, we also support any further Council projects that improve street lighting in and around the city for increased safety of members of the University community.

One area not addressed in the Low Carbon Action Plan is the integration of bikes and public transport. The University would like to see consideration of this in the plan through initiatives such as fitting bike racks on buses and guaranteeing bike storage on trains, even during peak times. The University would also like the Council to introduce subsidised public transport for students.

The University supports the Council's emission reduction targets. Although ambitious, it is our view that New Zealand as a whole needs to demonstrate serious commitment and strong leadership if it is to reach the targets outlined in the Paris Agreement 2015. The University sees the proposed emission reduction targets as an opportunity for the Council to become a role model for change in this area.

The University supports the proposal to establish an Urban Development Agency (Proposal 2). We believe this is a good opportunity to help encourage economic progress, but note that independent governance needs to be maintained if the Agency is to be truly effective. The University would welcome assisting the Agency by providing research support as needed. We would like the Council to note that if the Agency incorporated the principles of the proposed Low Carbon Capital Action Plan, it would have the potential to drive the city's housing and urban development in a sustainable, future-proof way.

We understand the proposed governance change to Zealandia will increase the degree of liability for the Council (Proposal 4). However, we see that securing the future of the eco-sanctuary is important not only to the region's ecology, but also to the economy as a top-rate visitor attraction. Victoria has long enjoyed positive engagement with Zealandia—through joint research projects and student field trips—and considers the proposed governance change appropriate in an effort to safeguard Zealandia's future.

It is important to the University that Wellington is an attractive place to work, study and live. Wellington's international reputation is key to attracting high-calibre staff and top students to the University. We therefore support the Council funding initiatives (Proposal 6) that enhance the liveability of the city, such as cost-effective improvements to roading and transport infrastructure, particularly around reducing transit times to and from the airport and further development of commuter cycleways and walkways.

In principle, we support the Council funding new events and attractions and other similar initiatives that would support the University's long-term goal to grow the student population.

We also take this opportunity to express our support for the Council to transform Civic Square into a creative music and arts hub. As a central space dedicated to the country's best, brightest and upcoming artists, the hub would further enhance Wellington's international reputation as a creative, innovative and lively city.

We would also like to highlight the University's desire to work with the Council on further investigation into the development of sports facilities at Kelburn Park.

The University works alongside the Council on a diverse range of initiatives, and we look forward to continuing to work with you in the coming year.

Victoria will endeavour to provide expertise and support that contributes towards achieving the Council's vision and ensuring Wellington is a place where talent wants to live.

On behalf of the University, we would like to thank you for this opportunity to comment on the Draft Annual Plan 2016/17 and look forward to seeing the final document.

Yours sincerely



Professor Grant Guilford
Vice-Chancellor



Mark Loveard
Chief Operating Officer

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Name: *Liam Baird*

Address: *37.13 Plunket Street*

Email: *lemonbaird@gmail.com*

Telephone: *0273392965*

Signature: *[Handwritten signature]*

Talava Sene

From: Charles Swart <charles_swart@yahoo.com>
Sent: Friday, 29 April 2016 10:27 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,
Charles Swart
13 orchy cr, Southgate, Wellington
0274607080
Charles_swart@yahoo.com

Sent from my iPhone

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Name: Gayaaal Iddamalgoda

Address: 37B Plunket Street, Kelburn

Email: gayaaal@hotmail.com

Telephone: 021 717 749.

Signature:

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Name: Janet Symonds
 Address: 10 Cardall St, Newtown
 Email: janet@refuge.org.nz
 Telephone: (021) 035-4616
 Signature: *Janet Symonds*

Talava Sene

From: Matthew Appleby [TSY] <Matthew.Appleby@treasury.govt.nz>
Sent: Friday, 29 April 2016 10:10 a.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

[IN-CONFIDENCE]

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.

Lyall Bay SLC plays a key role in the surrounding community and this can grow with the development of the new clubrooms. The social dimensions that the surf club touch upon are diverse and integrate widely through the wider community, more so than any other facility or sport. What other life saving activity encompasses such a wide range of associated sports and skills and that is available to so such a wide range of people?

Yours sincerely,
Matthew Appleby
9 Beere Haven Steps, Seatoun, Wellington
04 917 6981
matthew.appleby@treasury.govt.nz

Matthew Appleby | Principal Risk Analyst | **The Treasury**
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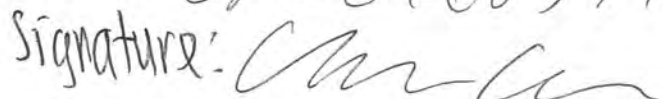
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Name: Christopher Goss
 Address: 70/114 Tory st, Te Aro, Wellington
 Email: cgoss3108@hotmail.com
 Telephone: 02 264 60577
 Signature: 

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Name: Rachel Carruthers

Address: 22 Connaught Terrace, Brooklyn, 6012

Email: jr.carruthers@live.co.uk

Telephone:

Signature: R. Carruthers

Talava Sene

From: Gerald Parsonson <gerald@p-a.co.nz>
Sent: Friday, 29 April 2016 10:18 a.m.
To: BUS: Annual Plan
Subject: Low Carbon Capital submission.
Attachments: WCC Low Carbon Capital.pdf

Dear WCC

Please find attached my Low Carbon Capital submission.

Kind regards,

Gerald

PS you can check out our new website on: p-a.nz

Gerald Parsonson, Registered Architect, FNZIA
for and on behalf of

PARSONSON
architects ltd.

First Floor, 181 Cuba Street, Wellington 6011, New Zealand, PO Box 6346
t: +64 4 384 2969 f: +64 4 384 2663 m: +64 272 146 850
e: gerald@p-a.co.nz : [web](#) : [twitter](#) : [facebook](#)

- Adoption of a reliable means of ensuring the WCC is achieving its targets to ensure things do not slide from year to year. (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”*.
- Targets should be checked with scientific experts. I believe a 2020 target should be at least 20%, and with good management and vision this can be achieved for a truly Low Carbon Capital.
- Emissions need to be honest so inclusion of International aviation and agriculture are essential.
- It is essential there is a team of people dedicated to working with the community to provide positive options for Wellingtonians to contribute to slow the rate of climate change. People, just like businesses and institutions take the path of least resistance (doing nothing), and need to be assisted to move from this mindset. There are many examples and much precedent for this
- 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, the Anglican Church, Victoria University have already made the commitment to this, and we understand is currently being considered by Auckland Council.
- Real Incentives be devised this year (not over the next 2 years as stated on p.25) for people to build sustainably, to reduce wastewater and waste.
- Incentives should also be in place for decreasing vehicle usage and fostering cycling, walking and using public transport. Public transport should be significantly cheaper than car travel... at present many journeys are actually cheaper in a car. Whilst the plan quotes that one fifth of all vehicles should be electric by 2030 if we wish to keep 2 degree limit, developed countries ought to make the switch more quickly, as developing nations have less capacity to do so, and growing populations. Perhaps as cars come up for replacement, there should be more incentive/compulsion to replace with electric.

- WCC work with regional council to put more effort and funding into creating a reliable, affordable public transport system including a green alternative to diesel buses. Further exploration of the benefits of light rail, and avoidance infrastructure that may preclude its development as an option in the future. Further separate bus lanes could be another alternative.
- Better and safer Cycle routes for getting across town, especially East to West and South to North, considering separation from vehicles. The Island Bay cycleway is not a good example of a successful cycleway. Not enough investigation was given to overseas precedent. There needed to be more open community involvement (as per overseas successful examples). Sadly there was a very good scheme proposed by Red Design (Martin Hanley), which was created out of research and community consultation and was over-ridden by WCC traffic engineers. Allowance for bikes on train at peak hours, given that many people use a bike for the trip between train and workplace. WCC to work together with existing groups who have expertise in these areas. Copenhagen for example has converted some roads to one way, with the other lane being used as a bi-directional cycle-way.
- Actively discourage induced traffic by opposing the building of further motorway infrastructure within the city, and provide appropriate park-and-ride facilities on the city's outskirts to encourage private vehicle users entering the city by motorway to park outside the inner city and use public transport or active modes within the inner city
- Relinquish the airport extension plan as it runs counter to reducing emissions. No figures have been provided to back up the notion that somehow this plan will reduce emissions, but there are projected figures that indicate the opposite ([2014 URS greenhouse gas report](#)). If you add international flights but don't decrease domestic how does that result in decreased emissions. Surely overseas visitors will wish to visit Christchurch or other centres whilst holidaying here. We should be encouraging people to begin reducing their air-travel not making it easier for them. Air travel is usually the largest emission source for the individual if they make one overseas flight to London equivalent per year.

- To work successfully the WCC climate change initiatives must be an over-arching philosophy engrained in the fundamentals of WCC policy and not work in isolation, but be supported by other arms 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.

Talava Sene

From: Florence Coram-Lasnier <colasflo@hotmail.com>
Sent: Friday, 29 April 2016 10:02 a.m.
To: BUS: Annual Plan
Cc: rossdjamieson@gmail.com
Subject: Submission 2016/17 annual plan, support for \$750,000 Grant to Toitu Poneke communiste and sports hub

dear Councillors,

I support the funding of \$750,000 from Wellington ciry council in 2016/17 for the Toitu Poneke Community & sports Hub. I think it is an exciting oppportunity for the community not to be missed! Please support the project.

Kind regards,

Florence Coram-Lasnier
60 Pembroke road, northland, 6012 Wellington

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

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: *Rebekah Wilson*
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 Telephone: *022 066 9192*

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Name: *Tom Pullar*

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Email: *Pullar - 41@gmail.com*

Telephone: *021 09221609*

Signature: *[Handwritten signature]*

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Signature:

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Name: *Hannah Byrne*

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Telephone: *0277729690*

Signature: *Hannah Byrne*

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Name: Remedee McKee

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Telephone:

Signature: Remedee McKee

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Name: Te Aniwa Hurihanganui
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 Email: teaniwahurihanganui@gmail.com
 Telephone: 022 140 8460

Signature:

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Name: *LIZ PARKER*

Address: *416 PEMBROKE ROAD, NORTHLAND, WELLINGTON*

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Signature: *Liz Parker*

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Name: *Bernardo Blackburn*

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Telephone: *0272749640*

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Name: *Jonathan Baker*

Address: *502 Evans Bay Parade, Evans Bay*

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Telephone: *02102617805*

Signature: *[Handwritten signature]*

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Name: *Amanda Hill*

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Telephone: *021 566997*

Signature: *AAH*

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Name: *Diane Anderson*

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Telephone: *972 6154*

Signature: *Diane Anderson*

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Name:

Amy Attewell

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atters@hotmail.com

Telephone:

021 813 940

Signature:

[Handwritten signature]

Initiatives in the Plan are not linked to the emissions reduction targets.

It is noted that emissions reduction targets from previous plans have not or will not be met despite most of the initiatives having been actioned. This suggests that the initiatives were not accurately linked to the reductions targets. To avoid this issue recurring we suggest the following questions be considered, and the Plan adjusted accordingly:

- What is the relative contribution of each initiative to the targets? OR
- Why was the [10% emissions reduction] target set? What are the contributing factors to this target, and how do they relate to the initiatives outlined in this plan?

Long term goals in Pillar 1 are ambiguous, and the short-term initiatives are not mapped back to the long term goals.

- Each long term goal needs added clarity or specificity, e.g. “An increasing proportion of the energy we use to power the city’s homes, buildings and transport comes from local renewable sources...” - this should be target-linked, and should outline which of the renewable energy source options are the likely best fit for Wellington and why.
- The specific initiatives listed under Pillar 1 are not linked to the long term goals, and in some cases the long term goals are not covered by any initiative listed in this Plan. Consider using the likes of Investment Logic Mapping to demonstrate how specific initiatives are contributing to long term goals, and therefore to the overall objective of reducing carbon emissions.

A number of initiatives lack clarity or do not reference other relevant WCC strategic documents.

Generation Zero would like to expand on this feedback during an oral submission.

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

Early targets are unambitious and set with a baseline of high emissions.

We would like to see a more ambitious reduction target. This is qualified by the points below:

- In accordance to the Kyoto Protocol, as New Zealand is an advanced nation, we would like to see 1990 set as the baseline. 1990 levels allow for a truer comparative reference against which to measure progress, allowing for comparison between countries and between sectors. The Government has set a goal of reducing by 30% below 2005 - equivalent to 11% below 1990. The Council will show considerable ambition on the national and international level if emission reduction targets are measured from 1990.
- During discussions regarding early emissions reduction targets, it was noted that the early targets are largely driven by anticipated technological and market shifts, such as the improvement and uptake of vehicle battery technology. Given that these changes are likely to occur largely without Council influence, we believe that the targets are not sufficiently driving the Council to make change where it has influence to do so.
- To support investment in initiatives that will have a measurable effect on emission reductions, we propose that the 2020 target be deconstructed into annual targets. This will provide a mechanism to get rapid feedback on the efficacy of the initiatives completed.

Generation Zero would like to reiterate our support for the Draft Low Carbon Capital Plan. We believe that with the high-level adjustments outlined here, and with several specific changes which we will expand on during an oral submission, this Plan will be a key driver of emissions reduction in Wellington.