
ORDINARY MEETING

OF

GOVERNANCE, FINANCE AND PLANNING COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9.15 am
Date: Monday, 9 May 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

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1.4.1 - Simon Wallace

My name is Simon Wallace and I am a Chartered member of the NZ Institute of Directors.

I have been a Chairman and Managing Director of private and public companies in NZ and Australia for 25 years.

I have lived and worked in the Wellington region all my adult life and have lived in my current home in Mt Victoria for 6 years.

I understand and accept the premise of a progressive tax.

I also understand that taxes need to be fair and seen to be fair to be accepted and complied with.

I know that when a tax is unfair or seen to be unfair people will actively work to avoid it despite unintended consequences for health and safety as in the case of avoiding building consents so a property isn't re-valued and re-rated when the owner feels he is already paying too much.

I also know that a tax, any tax, must be fair and equitable. If one person is earning \$100,000 and paying \$30,000 tax then he expects his neighbour should also pay \$30,000 tax on his \$100,000 income.

Currently housing in Wellington is increasing in value with a spurt and this is not evenly spread throughout the city.

This has occurred many times over the last 30 years since the rating system was changed.

I accept that to change the system would require legislative change and your Council officers say this is too hard.

When I reviewed my property and compared it with my neighbours at the September QV rating review, the absurdity of the current system was brought home to me. My property increased in value by \$25,000 over three years. My immediate neighbour's property also increased but by \$50,000. In both cases the land values stayed the same and the property improvements increased.

This is nonsense as it is common knowledge and established economic theory that land appreciates and improvements (that is buildings) depreciate. Not so according to the QV Valuers.

That neighbour has a beautiful house, much larger than mine and it is only valued at \$110,000. My house is valued at \$805,000. Another neighbour has a value of \$40,000 for their house which is utter nonsense.

In addition there is a square meter rate for land amongst my neighbours that ranges from \$1,009 to \$2,599. All are in close proximity and there are simply no logical reasons for such discrepancies. I suspect this is an elapse of time issue as well as avoidance of doing their job properly by QV.

Of course no one will object to their rate bill when they are on the right side of the process.

It is simply absurd that a person in a \$3.5m property pays \$15,000 rates when the same person would pay \$3,000 if they lived in a \$600,000 property.

This is taking progressivity to ridiculous lengths.

My answer is not to ad hoc correct on a case by case basis but to start again.

One solution would be a comprehensive revaluation of every home in the city and this could be done by a number of valuation firms and would likely cost \$400 per house or \$30m. This would be okay for a period of time but would likely fall out of kilter over the next 10 to 15 years.

The other option is to have 5 Bands and although based on current distorted valuations, it would significantly moderate the discrepancies. The discrepancies get worse at higher values but as my proposal treats all homes over \$800,000 the same the anomaly is substantially reduced. This option removes the need for spending \$30m revaluing every home and creates the fairness required of any good rating system.

The maximum increase any owner would bear is up to \$500 per annum however this would only apply to a very small minority. Each Band progressively moderates over the Band range such that some owners will receive up to a \$500 per annum reduction but it is progressive.

up to \$500 per annum was felt to be too high we could introduce 8 Bands (like in England) and this would make the maximum crease or decrease, up to \$300 per annum or less than \$6 per week.

ere would be no need to have QV engaged in the future saving the Council those costs. The rates could be changed by the Council's finance team with ease.

ie compliance with building consents would be closer to 100% because there would be no rates increase for home improvements. Health and safety would therefore be enhanced for current and future occupiers.

owner would pay less than \$1500 per annum to live in our city and no owner would pay more than \$4000 per annum either.

reater Regional Council rates are in addition to this and charged as a percentage of the current house valuations for simplicity rich although distorting, due to the relatively smaller amount charged is not onerous. However this percentage could easily be applied as per the rating Bands for consistency. This would be a simple process that the Council's finance team could carry out.

mply this system saves the Council money and promotes fairness.

takes the extremes at the top and the bottom away and consolidates around the mass in the middle.

y comprehensive paper is attached.

Residential Rating System Paper

Wellington, like the rest of NZ, has since 1987 experienced substantial changes to its capital base in housing and along with use improvements and development has created significant distortions in its ratable values.

he system is now totally out of kilter between rate payers with some rate payers paying considerably more than their neighbours in comparable properties.

1987 Wellington changed its rating system from a land tax basis to a capital value basis.

thout attempting to turn back the clock and reintroduce a land tax basis (which is the purest form of taxation) I want to present a 5 Band Rating system which is still based on the current capital value system.

addresses horizontal inequity and creates fairness for all rate payers without risking the Ratable base.

his paper addresses residential rates whilst acknowledging commercial entities (commercial, industrial, retail and mixed use), which are somewhat more complex; also contribute substantially to the rating base. However the same concept could apply to other methodology could be created.

This paper was initiated in response to the 2015 valuation notice I received in October 2015.

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is absurd that a person in a \$3.5m property pays \$15,000 rates when they would pay \$3,000 living in a \$600,000 property.

My answer is not to ad hoc correct on a case by case basis but to start again as I have outlined below.

A basic premise in a modern society is that each member should contribute equally to that society whilst recognising ability to pay, is an important consideration. However the present system creates an unfair burden. For example a person who has lived for 30 years in their property, which has now become a desirable area, meaning with the current capital rating system, through no fault of the owner, they may be paying \$7,000 per annum as a single occupier of a modest home. Free loaders attract opprobrium. It should be society's leaders' desire and responsibility to avoid a circumstance where some are benefitting at the expense of others.

When an owner decides to improve his living conditions he can do this by one of two means. Either he can sell and buy a different property or upgrade his existing property. When an owner chooses to upgrade he will typically attempt to avoid costs which do not add value. A building consent is important to ensure building product and material compliance but also quality and safety compliance. Our current system penalizes the owner who upgrades his property and obtains consent as he not only pays the cost of the consent but from this information QV upgrades the value of his property at the next review. In my experience the desk top revaluation and simply picks up the data from the Council records. From this process his rates may increase several thousand dollars per year. This is an active disincentive to lodge a building consent.

Housing is a major source of wealth creation in NZ and in all modern societies and is typically a person's biggest single investment. This does not stop people attempting to avoid costs associated with property ownership but it should not be at the risk to the health and safety of current or future owners and occupiers of a property.

My proposal is as follows:

There is a flat all inclusive levy charge system and there is no targeted rate component.

Greater Wellington Regional Council charges are additional and could be a percentage charge (currently around 8% to 9% of capital value) of each rating band sufficient to meet the GWRC funding requirement. This percentage would adjust each period to reflect funding requirements but the Bands would not change.

Create 5 rating value Bands using existing capital value data for rates levied.

Unless a property changes from a single dwelling to a multi dwelling or vacant land is redeveloped, the property will always stay within the Band in which it currently sits.

Up to \$1,500 rates currently levied, all pay \$1,500.

Between \$1,501 and \$2,500 rates currently levied, all pay \$2,000.

Between \$2,501 and \$3,500 rates currently levied, all pay \$3,000.

Between \$3,501 and \$4,000 rates currently levied, all pay \$3,500.

Over \$4001 rates currently levied, all pay \$4,000.

Each rating Band will correspond to a capital value range assessed from existing data.

Should it be considered desirable to moderate the increases/decreases experienced by individual rate payers by way of the proposed system, the number of Bands could be increased. For example England introduced a Band system in the early 1990's with 8 Bands. This would limit increases or decreases to a maximum of \$300 per annum or less than \$6 per week.

I have estimated the number of houses up to \$200,000 and over \$1m and in each \$50,000 range between these two extremes as outlined at Appendix 1. I have then grouped these ranges into each Band. The total ratable income equals \$215.5m which is approximately the reported revenue from residential rates. Total households equal 77,000 which is approximately the reported number of households in Wellington.

0. The data required to develop this system, must be held for all properties in Wellington which will all have a current capital value and current rate levy. So it would be relatively simple to order this list from lowest to highest rate levy and create the 5 bands. If this brings in too much or too little, the 5 Bands, but not the rate levy can be adjusted accordingly.

1. This methodology would also encourage higher quality/higher cost homes being built on cheaper land as the rates would not change as long as a single dwelling is replaced by a single dwelling which will result in more diversity and more equality within a

ty. There is a modern but accepted theory that more equality = better environments. It is the aim of social economists to create neighbourhoods with a diversity of build types and socio economic groupings to bring about this equality.

2. This rating methodology is used when a single dwelling is removed and a multi dwelling is erected. As part of the building compliance, a new valuation is carried out on the new units and this is paid for by the submitter. The value for each unit then falls within the appropriate Band and attracts the set rate.

3. Each year capital value bands are increased by 2% (or linked to CPI or linked to Building products indexes or similar) for house price inflation to avoid "Band creep" and maintain fairness solely for the purpose of a rate being struck for each unit when a new multi dwelling is erected or vacant land has a house built upon it.

4. Current vacant land attracts a rate as per above Bands. When a new dwelling is erected on the vacant land, as part of the consent process it is valued and it then falls inside the corresponding Band and rated accordingly.

5. In normal circumstances a property will not change its Band.

6. There remains a right to dispute the valuation but in theory if an owner hasn't disputed his 2015 valuation he should not now debate its value.

7. Once this process is implemented there is no disputing valuations = no cost.

8. There is no need to carry out assessments by QV every three years = no cost.

9. When a consent is requested for a new build on vacant land, or a multi unit redevelopment of an existing single dwelling, Council engage an external Valuer on completion and on charge to the occupier = no cost.

10. When Council needs to collect more rates the Capital Value Bands all stay the same (subject to the 2% annual adjustment) but the Rate charge in each Band is modified.

11. This could be done by the Finance Team of Council = no cost.

12. If there is demonstrable hardship the current rules apply where the owner can seek some relief.

13. Economic theory is quite clear on the benefits of taxing the population. Some key points are:

- fairness
- implicit
- compliance
- difficulty to evade
- ease of collection
- expensive to collect
- popular acceptance
- avoidance of economic distortion

14. I believe my proposal answers all the tenets of economic theory and I believe there will be a substantial cost reduction, greater compliance and general acceptance especially as to fairness. I can see no reason other than historical distortion effect why any owner/occupier should be paying more than a \$4,000 contribution to the Council. Neither can I see why any owner/occupier should pay less than \$1,500 to live in this wonderful city with all its amenities.

15. Wellington is renowned as a very livable city with wonderful amenities and higher than average salaries with a higher than average number of tertiary educated people.

16. Health and Safety is an important part of modern society.

17. A single dwelling is a single dwelling. Improvements to the dwelling should not incur additional rates when in all likelihood the occupancy has not changed.

18. Clearly where a single unit dwelling converts to a multi unit dwelling or vacant land has a property built, this should result in a change of rating Band and rates levied.

Appendix 1

Band 1 \$1,500 rates

Up to \$200k capital value - 3,000 dwellings at \$1,500 = \$4.5m

200k to \$250k capital value - 3,000 dwellings at \$1,500 = \$4.5m

250k to \$300k capital value - 5,000 dwellings at \$1,500 = \$7.5m

Band 2 \$2,000 rates

300k to \$350k capital value - 5,000 dwellings at \$2,000 = \$10m

350k to \$400k capital value - 5,000 dwellings at \$2,000 = \$10m

400k to \$450k capital value - 5,000 dwellings at \$2,000 = \$10m

450k to \$500k capital value - 5,000 dwellings at \$2,000 = \$10m

Band 3 \$3,000 rates

500k to \$550k capital value - 5,000 dwellings at \$3,000 = \$15m

550k to \$600k capital value - 5,000 dwellings at \$3,000 = \$15m

600k to \$650k capital value - 5,000 dwellings at \$3,000 = \$15m

650k to \$700k capital value - 5,000 dwellings at \$3,000 = \$15m

Band 4 \$3,500 rates

700k to \$750k capital value - 5,000 dwellings at \$3,500 = \$17.5m

750k to \$800k capital value - 5,000 dwellings at \$3,500 = \$17.5m

Band 5 \$4,000 rates

800k to \$850k capital value - 3,000 dwellings at \$4,000 = \$12m

850k to \$900k capital value - 3,000 dwellings at \$4,000 = \$12m

900k to \$950k capital value - 3,000 dwellings at \$4,000 = \$12m

950k to \$1m capital value - 3,000 dwellings at \$4,000 = \$12m

1m and above capital value - 4,000 dwellings at \$4,000 = \$16m

Appendix 2

Wellington City has a population of approximately 185,000

55% of Wellingtonians own their own home so we can surmise that 55% of homes are owner occupied which is substantially lower than the NZ average of around 65%. This suggests that 45% are living in rental accommodation meaning the methodology of rating is irrelevant to this population group. That is not to say that renters are not affected by the quantum of rates levied as it will reflect in their rental payments in a normal economic decision process.

There are approximately 77,000 housing units in Wellington of which approximately 5,500 are unoccupied.

There are approximately 2.6 people per household unit.

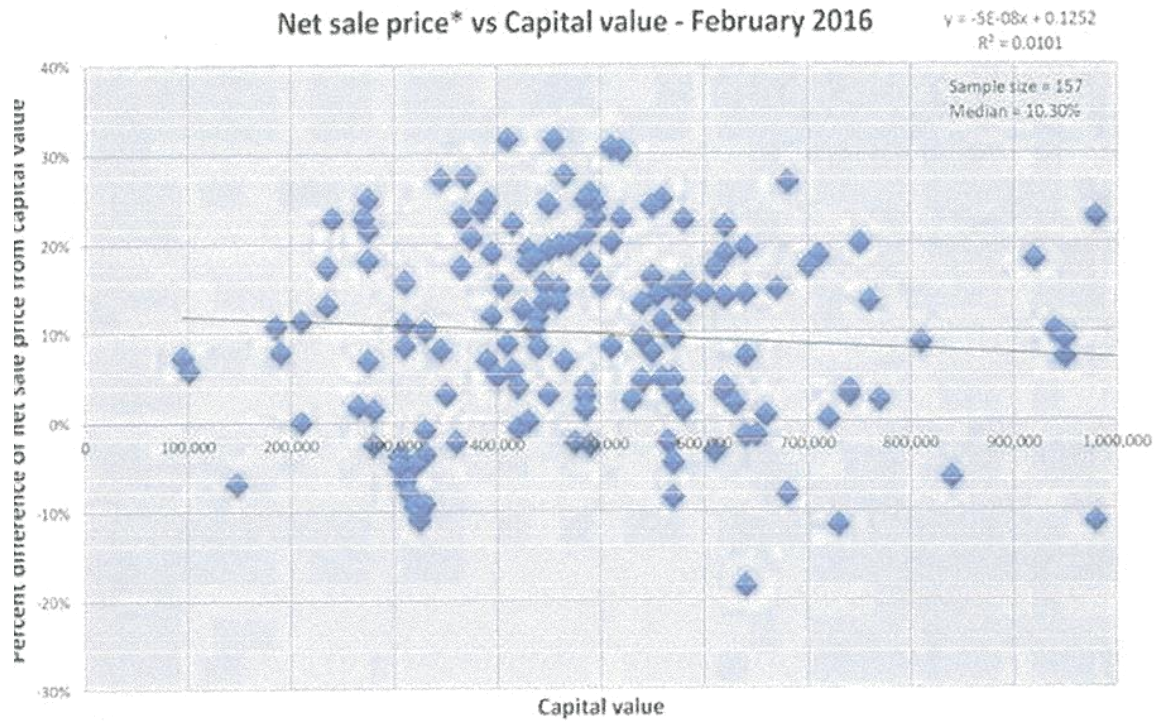
The average housing unit is valued at \$524,000.

The capital value of housing in Wellington is \$40 billion approximately.

The average rate charge is \$2,800 approximately.

The approximate income to Wellington City Council from residential rates is \$215.5m.

The average percentage rate charge is 0.0054% approximately including the capital value and the uniform/targeted charges for water and sewerage.





Handwritten: Tabled item

Document Control

Organisation: Newtown Residents Association
Document Owner: James Coyle (Vice President – Newtown Residents Association)
Date: April 25th 2016
Contact: newtownfestival@gmail.com
Document Title: Newtown Festival contract funding discussion document

Executive Summary

The Newtown Festival would like to thank the Wellington City Council, our major event partner, for supporting this high-quality, award-winning mega event, with its core values of community resilience, environmental awareness, urban place-making, cultural inclusivity and diversity, and excellence in Arts and Culture.

The Newtown Festival is grateful for the Wellington City Council's support over many years but we are disappointed that there has been no increase in the contract funding offered for the next three years. What has been recommended, including the event funding, is the same amount we received for the last 3 years, without even the small cost of living increase from the 2016 funding that we have received for the previous two years.

Today we want to invite this Committee to think about the importance of the Newtown Festival and what it contributes to the Wellington Community.

We are looking for additional assistance from the Council in finding enough funding for the Newtown Festival to be sustainable.

For 22 years (20 as a Street Fair) the Newtown Festival has been possible because it has been run primarily on volunteer time and good will. This is not sustainable, and the increased funding that we requested gives a truer reflection of the actual costs. Even so it still has a considerable element of voluntary effort and 'mates rates' built into it, as otherwise we would have been applying for at least \$350,000, not \$185,000.

Introduction

The Newtown Festival was held for the 22nd time on March 6th 2016, the 20th time in the heart of Newtown as a significant road closure and urban intervention.

Attendees at the 2016 Newtown Festival were confirmed by Police and Newtown Festival organisers as in excess of 85,000, and numbers have been growing steadily for many years.

In 2014 the Festival was a finalist in the Wellington Gold awards in the Vibrant Gold (events) section. In 2015 the Festival was a category winner of the Wellington Airport Community Awards for its role in mobilising community involvement in festival waste management.

The Newtown Festival, and Celebrate Newtown, are much loved by both the people of Wellington City, and by the people of New Zealand who travel to Wellington for the event.

Achievements – Long Term

- Delivered the Annual Newtown Festival since 1995, now New Zealand's largest annual free street market and concert
- Implemented a 2 month long event now called *Celebrate Newtown* which operates as a local event incubator and support
- Built community resilience through establishing volunteer networks
- Talent nursery for event organisers and promoters
- Talent nursery for new and emerging song writers and performing artists
- Promoting excellent presentation of arts through quality production and an exemplary record in health and safety
- Small business nursery for new and emerging stallholders especially those where English is a second language
- Place-making through urban activation and inhabitation
- Creating an urban safe space for cultural inclusivity
- Recycling heroes devised and implemented a very effective event waste diversion strategy, and shared this knowledge with other events
- Education around waste minimisation and appropriate product choice to food stall operators
- Devised and implemented safe and effective road closure strategies for a complicated roading network
- Provided a forum for a record day's turnover and a showcase for many Newtown businesses
- Developed a Newtown identity which has proven attractive for people to live and work in Newtown and contributed to a rise in property values
- Implemented effective models of community empowerment
- Provided office space, resources and a think tank for social development, urban design and activation projects, including projects and initiatives in Wellington and Christchurch
- Enabled a safe space and responsible environment for bars and restaurants to activate licensed temporary street dining
- Responsibly provides an opportunity to raise funds for various local community organisations
- Fostered connection with local primary, secondary and tertiary institutions

Achievements – 2016 Newtown Festival

- Excellence in Arts and Culture, particularly new and emerging original artists and performers representing cultures and causes, culminating in over 120 musical and theatrical performances, specially curated and programmed from hundreds of interested applicants
- One of New Zealand's largest food fairs with over 160 food stalls
- One of New Zealand's biggest markets with over 440 stalls
- Links with Victoria University Students Association, College of Creative Arts, Wellington Circus Hub, Victoria School of Architecture and Massey University School of Commercial Music
- Mobilising a volunteer network of over 200 people
- Over 1500 active participants and crew

- Implement a professional and timely organisation structure, albeit in an under resourced office environment
- Road closure of 11 city blocks of arterial roading network, successfully diverting 420 bus services and 25,000 vehicles
- Leadership in recycling, diverting 54% of Festival waste (85,000 people!!) from landfill over 14 recycling and waste management stations
- Educating public around local recycling streams and minimising waste products
- Providing good visible stall sites for community organisations and information dissemination

Conclusion

The Newtown Festival has a strong reputation in the music and events industry in Wellington as a valued and well organised event. It provides an opportunity for creative talent to be fostered and the skills of the huge support crew and production assistants to be developed.

WCC would be forgiven for an assumption that if the Festival can achieve great results from the current investment, then why should funding be increased and why shouldn't it just continue as is.

The answer is that for the last 20 years the Festival has relied heavily on volunteer input and goodwill, but this makes it very vulnerable. Newtown Festival has evolved and flourished to be a major regional event. To provide sustainability, the importance of paying key people needs to be recognised to ensure continuity and transference of knowledge for the benefit of future festivals. The increase in funding requested is to cover some costs for the many skilled people who dedicate their time to the Festival before the event and on the day, as well as to cover increases in essential production and infrastructure costs.

There is also a very present issue of needing a clear and well resourced succession plan. The current directors have been in the role for many years and there need to be team members added who can be cultivated to be the directors of the future. In terms of well known global street festivals such as the Notting Hill Carnival (1964), the Newtown Festival is still very much in its infancy at 22 years, lets keep this free event going.

Newtown Festival contributes enormously to the cultural, creative, social, environmental and economic well being of Wellington. We ask the Wellington City Council to help make sure the Newtown Festival's contribution to the vibrancy and liveability of Wellington continues now and into the future.



Newtown Festival Funding FAQ

Q If the Festival is too big to manage within existing funding why not make it smaller?

A

- The Festival has grown organically over many years. It would be hard if not impossible to turn the clock back, and if it was possible it would no longer be the event it is now – the event we hope to make sustainable for the future.
- The Festival has been underfunded for a long time, from well before it grew to the current size, and the gap has been bridged by donations of time and effort. This is a financial burden for the organisers and for everyone else involved. Underfunding makes the festival very vulnerable and there is no viable succession planning at current funding levels. The request for increased funding has come now because this is the start of a new 3-year contract, not because of a recent increase in costs.
- Reducing the physical size of the Fair site would not reduce the costs. E.g. the road closure costs would be the same whatever the size – there would still be the same need for contractors to provide signage and to have staff on duty on the entrance/exit points. The physical size of the Fair site was increased two years ago, primarily because extending to the Rhodes St roundabout improved the traffic flow. Another small increase in Hall St this year was for the same reason and worked well.
- The increased size of the Fair site has actually helped with funding because there has been room for more stalls. The fees from stallholders make a significant contribution to the budget.
- Reducing the number of stages and performers would save only a little money and would reduce the quality of the Festival experience so that the many benefits of the Festival would be diminished. The most recent stages to join the Festival have not increased the costs significantly because they came with their own funding through pre-arranged sponsorships. They asked to come because the Festival is such an important platform for their organisations and/or showcase for their artists.
- Reducing the size would not reduce the personnel costs to an affordable level. For instance even with a smaller Festival there would still need to be a Traffic Management Plan, a Health and Safety Plan, time spent on funding applications and on reporting back, liaison with Police, Ambulance and other services – these are only a few of the necessary activities. It all takes time and this time needs to be funded more realistically.
- The free activities that we have added in recent years – street sports and free circus performances – are grant-dependent so that if we don't receive the grant we won't provide the activity. This would be a great sadness but fortunately these applications for Trust grants have been successful so far. Reducing these activities wouldn't save money.

Submitted 6



FAQ Handout 09 May 2016

Who are the TPEG Clubs?

- The following are current or new members of the Toitu Poneke Establishment Group, which is independently Chaired by Dame Margaret Bazley
 - Poneke Rugby
 - PK Softball
 - Easts Netball
 - Wellington Darts
 - Wellington Diving
 - Capital Swim
 - Capital Sports Performance (triathlon & multi-sport)
 - American Football Wellington
- In addition we have nearly 20 other sports clubs and community groups wishing to become "casual" users of the facility when completed.

How long has this project been operating?

- 5 years – research, nationwide site visits, consultation and meeting of TPEG Clubs commenced in 2011/12.

Are our building plans achievable?

- Yes, we have demonstrated our ability to deliver with Stage One – especially when compared to many other Hubs throughout the region who have redeveloped existing facilities.
- Note that work towards raising the "balance of funds" is well advanced.

What are the remaining costs?

- Stage 2 costs are \$595k - \$400k from WCC and \$195k to raise.
- Stage 3 costs are \$1,035k - \$350k from WCC and \$685k to raise.
- Total of \$880k required from 'thehub'.

How confident is 'thehub' of raising the outstanding amount of \$880k?

- Very confident – strong indications from the Lottery Grants Board and existing applications with other local Community Trusts.

What happens if WCC doesn't approve the \$750k?

- Essentially it will stall the project and make it very difficult. Other funders like to see local Council support.

Should the \$750k be reliant on an agreed MOU with all interested parties?

- We believe this would also stall the work done to date. It has become clear that the Catholic affiliated sports codes prefer to establish their own "Sportsville", but it is unclear as to how this would progress.
- We would seek an amendment to clause 2(b) so 'thehub' can proceed without delay.

What about future Capital Works?

- The financial model allows for a growing R&M allowance, as set by the independent and experienced consultants (and peer reviewed by WCC officers).

What about the Resource Consent?

- The formal application is being lodged with WCC this week.
- WCC officers have been involved in this process from day one.

Does this WCC Annual Plan allocation preclude further developments?

- No – we are ready to move now, with a large and diverse membership in need. This is a 12 month project to complete.
- Note it is WCC's desire to have ONE building on Kilbirnie Park. If a second building was desirable, then a proposal could be up to 10 years away from being realised. It would also be subject to central government projects like the second tunnel addition and changes to the roading network at the northern edge of Kilbirnie Park.

What will member clubs of 'thehub' pay?

- A per person subscription of \$20. FYI the Mornington Golf Club Hub and other Hubs charge \$50 to \$80.
- Pay-as-you-use space hireage, ranging from \$10 to \$25 per hour, depending on the space.
- Poneke Rugby will continue to own the building as requested by the member Clubs.
- Note that Poneke Rugby will pay the same hourly hire fees as all other member clubs
- eg. Darts rent Community Room at \$20 ph x 6 hrs per week x 48 weeks = \$5,780 per year.

What are the impacts on the Lyall Bay Surf Life Saving Club and the \$150,000 reallocated from their project?

- We are fully supportive of their project and understand they are now ready to complete their \$2.8m project by 30 June 2017 (but need to find \$500,000 to complete Stage 1).
- We do not wish to be in a competitive position for this funding, rather we respectfully ask WCC to judge each project on its merits and readiness, then fund accordingly.

Will the WCC investment only give 'thehub' building a further 10 years of life?

- We would expect that the current capital works would last 20 to 30 yrs at least, with an appropriate (and growing) R&M allowance factored in.

Is this similar to the Johnsonville Hub Funding Proposal?

- No – the Alex Moore Park Development group are looking to raise \$6m plus for a new building and we understand their Board are reviewing the design.
- The project has been going for 8-9 years as they continue to work to raise that large sum.
- We have shared information and help each other where we can.
- 'thehub' funding proposal is far more modest – we are redeveloping a well located building and maximising existing space.

Are the Catholic affiliated sports codes etc (eg. MSP Rugby, Marist Football and St Patrick's College) welcome to join 'thehub'?

- With open arms – that will always be the case so long as venue capacity remains.
- To date our invitations to engage have not been actioned, but we retain a warm relationship.
- Our financial model and current diverse range of Clubs mean that we are not reliant upon their membership.

What about MSP Rugby who have shown a desire to relocate Clubrooms to Kilbirnie Park?

- MSP Rugby already have Clubrooms at Hataitai Park with their home ground for training and playing at on Evans Bay Park (across the road from Kilbirnie Park). They have further training facilities in the form of a Green Room at Evans Bay Park and access to a WCC partially funded artificial turf at St Patrick's College.
- Note they are not current users of Kilbirnie Park, but 'thehub' have recently invited them to consider the new Community Room we are building, with a view that all social spaces are opened up later in the evening for wider cross Club socialisation (with all other Hub membership also welcome).

Is it normal for 2 Rugby Clubs to socialise in one Clubroom?

- No – there is no precedent / example we could find of this in New Zealand.
- However, it happens in Hockey and is at the essence of the Hub model. It is the future.

Does 'thehub' need to include Evans Bay Park?

- No – the primary user of Evans Bay Park is MSP Rugby.

Did MSP Rugby contribute to the Pre-Feasibility Study (Review of Development Concept) by Global Leisure Group?

- No, this was funded by the TPEG Clubs (75%) with \$4,000 contributed by WCC (25%).

Why were Easts Cricket, MSP Rugby, St Pats College & Marist AFC not included in the Full Feasibility Study (funded by Lotteries Grant Board)?

- This report was commissioned and funded 100% by TPEG Clubs.
- Whilst they were considered in the document, the independent study focused on TPEG clubs.

Who is the largest Rugby club in the Eastern Suburbs?

- Poneke Rugby Club is, followed by MSP. Old Boys University is the largest Rugby club in the Wellington Rugby region (based on recent figures provided by the WRFU).

	Senior	Junior	Volunteers	Coaches	Total
MSP	297	247	?	56	600
OBU	521	57	37	50	665
Ories	150	171	?	24	345
Poneke	287	302	33	42	664
Wgtn	219	169	1	34	423
Total	1474	946	71	206	2697

Why are the position of cricket blocks, 'thehub' facilities and cricket nets unappealing to Easts Cricket?

- Unsure, no explanations have been provided. WCC officers have indicated that if based at 'thehub', the sun, shade and wind would be identical to the current cricket pavilion / set up, but they would benefit from an elevated deck for batsmen to wait/watch, the electronic scoreboard, modern social and changing facilities, shared facility savings, membership benefits, female facilities etc.
- If a new building was established at the south-east corner, the wind and sun exposure would not be ideal for cricket viewing according to WCC staff.

What are the Benefits?

- Shared costs, a modern fit for purpose home, social opportunities, shared membership marketing, shared functions, club awareness programmes, an affordable community centre, no capital outlay by Clubs, administration sharing, volunteer support, community initiatives, new programmes / offerings, collaboration with other Hubs and WRAC, fundraising assistance
- A shared and strong future!

Who else is involved?

- Wellington City Council Parks, Sport, Recreation and Clubs Officers
- Sport Wellington
- Global Leisure Group (independent consultants)
- Governing Sport Bodies
- Sport NZ

What sort of venue use activity has taken place since October?

- 1,030 hours of non-Rugby use, averaging 34 extra hours per week
- All without significant marketing – just word of mouth
- Includes :
 - Community meetings
 - Multiple clubs AGMs and Committee Meetings
 - Multiple club trainings and fitness classes
 - Various Sport NZ, Sport Wellington and NZ Rugby conferences
 - Visiting Super Rugby teams base
 - Family celebrations and funerals
 - Pre-School care
 - Race Relations Day of 300+, including WCC Councillors, Dame Susan Devoy, Ambassadors
 - WCC and Sport Wellington Events eg. Ocean Swim Series, Round the Bays etc
 - Local schools events / break-out activity days
 - Retirement home activities
 - Christmas parties
 - Dryland centre for clubs attending swim meets at WRAC
 - Training base for Black Ferns Rugby Team
 - Expos

5/8/2016



5/8/2016



Stage 1

Timeline
Completed Sep 2015

What
Social Rooms
Kitchen
Deck / External Stairs
Fire / Safety
AV / AC
Electronic Scoreboard
Painting Exterior

Cost
\$490,000

Funded By
Poneke Rugby Reserves & \$50k loan
Primary Labour
NZ Community Trust

Foundation Clubs

CLUB
Toitu Poneke Hub
American Football Wellington
Capital Sports Performance
Capital Swim Club
Egmont Football
PK Sotball
Poneke Rugby
Wellington Darts Association
Wellington Dive Club

REPRESENTATIVE
Ross Jamieson & Cara Robson
Gordon Burns
Ross Jamieson
Gary Jollywood
Irene Weston
Ian Billing
John Jackson & Kevin Jenkins
Graeme Aamodt
James Hardaker

1,830 combined members (65% senior, 35% junior, 7% social)
1,030 hours of "non-Rugby" community / club use since Oct 2015 (average of 34 extra venue hours per week)

2

1

Item 2.2 Attachment 2

5/8/2016



5/8/2016



Stage 3

Timeline	Jan – Apr 2017
What	Green (Astroturf) Room New Entrance Administration Centre Storage Units Security System
Cost	\$1,035,000
Funded By	WCC \$350k Lacey Grants Board NZ Reg Board Pegasus Trust NZ Community Trust Voluntary Labour



Stage 2

Timeline	Aug – Oct 2016
What	Community Room (& services) Female toilets, changing & showers Deck Extension
Cost	\$595,000
Funded By	WCC \$400k Lacey Foundation NZ Community Trust Voluntary Labour



Highlights

Positive Feasibility Report
Financially viable, affordable & sustainable (10yr financial projections peer reviewed by WCC staff)
 Widespread need, support & encouragement
 Starting to focus on experienced staff, services, programmes & collaboration
 MOU draft with Clubs to add respective "needs"
WCC & Sport WLG heavily engaged
 Visited over 8 different Hubs throughout NZ
 Inclusive, open, progressive, transparent

3

4

5/8/2016

Submissions

Over 120 positive submissions from a diverse range of Clubs, individuals & community leaders

Wider Kilbirnie Park & Evans Bay Park Group

Toitu Pōneke active and open member

Catholic affiliated Clubs pushing for private building

Little interest in engaging with Toitu Pōneke

Looking to impede our progress

Not ready, years behind

MSP Rugby is not a Kilbirnie Park user

Toitu Pōneke ready NOW – current window of opportunity

FAQ / Brochure Handout

**THANK YOU and
QUESTIONS**

6

5/8/2016

Brand "WIP"

Listened to feedback re neutral identity

Local Iwi consulted & selected "Toitu Pōneke"

Toitu - Stand Tall, Stand Together, Sustainable

thehub
toitu pōneke community and sports centre

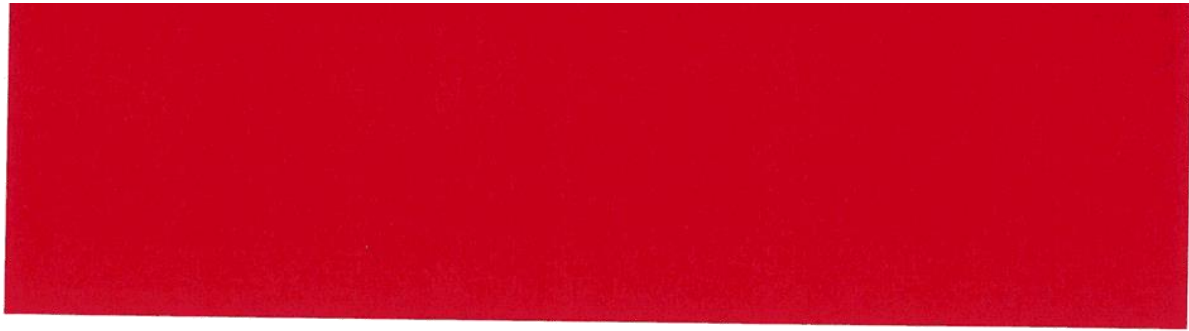
Brand "WIP"

thehub

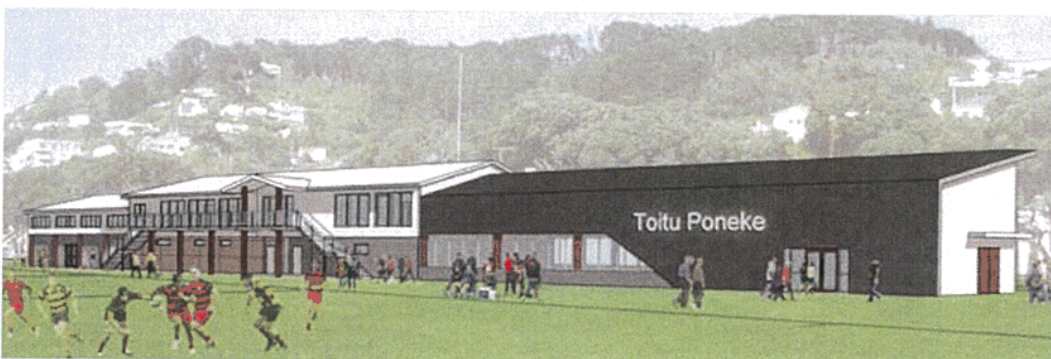
thehub

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5



Toitu Poneke Community & Sports Hub
Kilbirnie Park, Wellington
Information Update at February 2016



Architect impression of final hub complex

Overview

The Toitu Pōneke Community & Sports Hub (TPCSH) will be an exemplar of its kind in New Zealand.

Perfectly located on Kilbirnie Park and complementing the neighbouring Wellington Regional Aquatic Centre, Kilbirnie Rec Centre, Ruth Gottleib Library and nearby ASB Indoor Sports Centre, the services and facilities offered to multiple sports clubs, community groups and businesses, will be like no other in the Region.

With Stage One works completed in 2015 and delivering significant community benefits, the Hub is already walking the talk! Initial feedback and vastly improved venue usage are incredibly encouraging.

Achievable Stage Two capital works are planned for 2016 and early 2017. By early – mid 2017 the Toitu Pōneke Community & Sports Hub will be fully operational, with :

- » dedicated staff
- » a range of facilities for sport, meetings, celebrations and training
- » community & school programmes
- » pre/after school care
- » storage
- » administration services

Multiple cultures, genders, the young, the aged, from throughout our entire Region, Toitu Pōneke will provide a modern, fit for purpose and unique environment, promoting health and socialisation. The focus will be on people, programmes, partnerships and performance.

Thank you for your interest and support.



Club in 2014 (pre Stage 1 works)



Aerial view of Kilbirnie Park

The Problem

- » Original Ponēke Football Club (Rugby) building with ageing and under-utilised training and social spaces – no longer fit for purpose and financially draining
- » Identified lack of “club & community” facilities in the wider region
- » Multiple clubs and community groups struggling for affordable venues
- » Diminishing volunteer base
- » Community & Sporting Clubs spending disproportionate time on buildings, when focus should be on people and programmes

The Positives

- » Key sporting / community precinct
- » High profile location
- » Surrounded by growing communities
- » Range of cultures, genders and ages in region
- » Significant regional Park, already housing public use spaces, Rugby fields x 3, Football field x 1, Cricket pitches x 5, softball, athletics, bowls, play ground, Regional Aquatic Centre, Community Library, Recreation Centre and Plunket
- » Multiple schools, ASB Indoor Sports Centre and Kilbirnie Shopping / Business District within easy walk
- » Key transport links in place (and likely to be improved)
- » Existing building has great bones / spaces
- » Proactive and supportive City Council / landowner



Stage 1 interior images and new partial decking

The Progress

- » Independent "Review of Development Concept" (pre-feasibility study) = positive
- » Consultation with multiple sports clubs, community groups and neighbours
- » Commissioned "Needs Analysis" = positive
- » Regular engagement with Wellington City Council, Officers and Councillors = positive
- » Formed the "Toitu Pōneke Establishment Group", representing current and potential member clubs and groups, independently chaired by Dame Margaret Bazley (held regular and minuted meetings since early 2014)
- » Consulted with multiple funding authorities
- » Developed working drawings and received multiple builders estimates
- » Visited and researched multiple "Hubs" throughout New Zealand and the World
- » Received legal advice on structure of Incorporated Society, including draft Memo of Understanding and Constitution
- » **COMPLETED** Stage One construction works in 2015, including upgraded social and meeting rooms, upgraded stairs, disabled toilets, fire safety, new sliding windows, upgraded kitchen, new park facing deck and viewing platform, new audio visual, air conditioning (heat and cool), flooring and lighting (see "The Numbers" below), completed on time and on budget
- » Employed a Community Engagement Officer, who has already nearly doubled Centre usage, by a range of sports clubs, community groups and meetings, conferences and family celebrations

Toitu Poneke Community & Sports Hub Information Update at February 2016

Item 2.2 Attachment 2

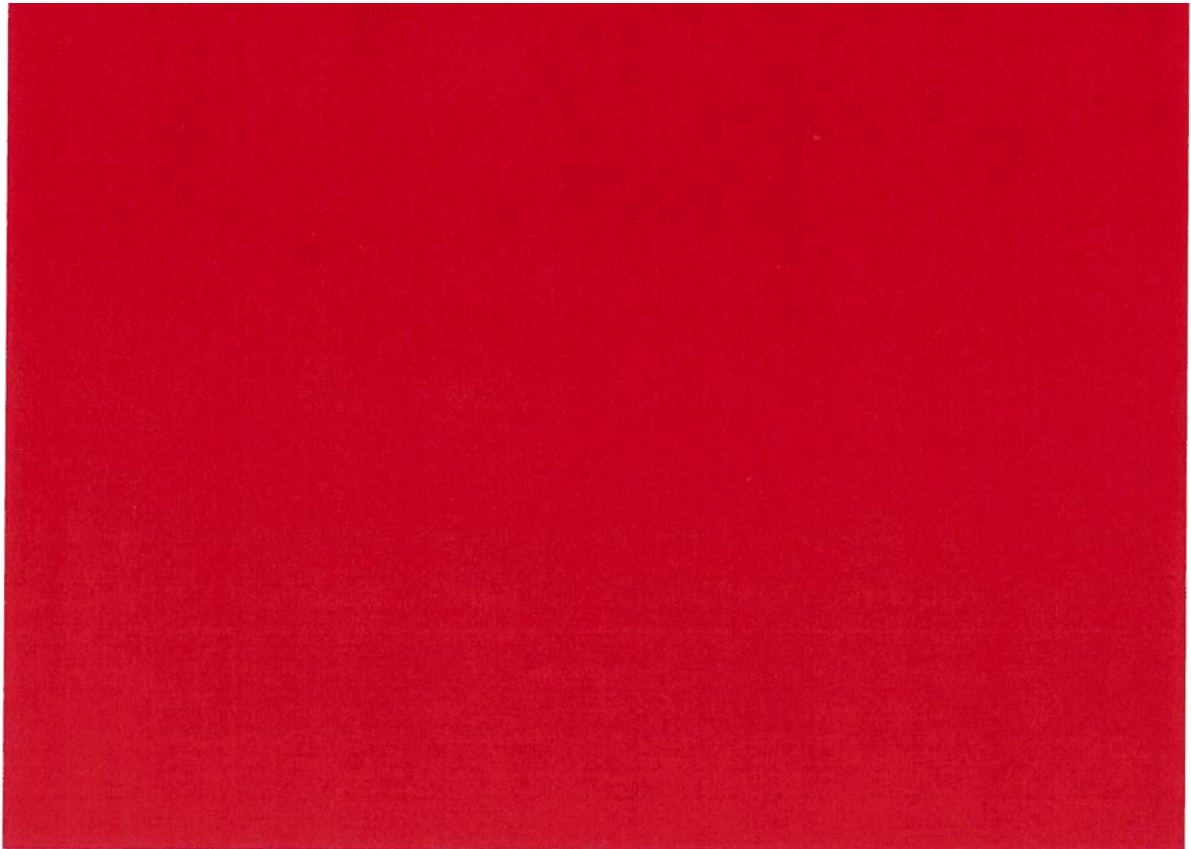


Participants Plus

Toitu Poneke is fully engaged with and/or have letters of support from the following community organisations, seeking to join, or use the facility in a range of capacities :

- » Poneke Football Club (Rugby)
- » PK Softball
- » Wellington East Netball
- » Eagles Victoria Volleyball
- » Wellington Diving Club
- » Wellington Darts Association
- » Wellington Genealogy Association
- » Kairangi Bridge Club
- » Capital Swim Club
- » Wellington Saints Basketball
- » Miramar Rangers Football Club
- » Capital Sports Performance (multisport)
- » Multi-Cultural Society
- » Kilbirnie Business Network
- » Brooklyn Cricket Club
- » Eastern Barbarians AFL Club
- » NZ Handball Federation
- » Sport Wellington
- » Wellington Rugby Union
- » NZ Rugby
- » Sport NZ
- » New Zealand Community Trust
- » Wellington City Mission
- » Wellington Police
- » Scots College
- » St Pats College
- » Rongotai College

New community groups are engaging with Toitu Poneke weekly.



For more information

Ross Jamieson
Project Manager

rossdjamieson@gmail.com
021 875031

Toitu Poneke Community & Sports Hub
Kilbirnie Park
Wellington

Thank you for your interest and support

9TH MAY 2016 - REFERENCE TO SWANN'S ORAL/WRITTEN SUBMISSIONS

13TH April 2016 – Written submission (Urban Development agency, Basin Reserve, Living Wage, Town Hall, Frank Kitts Park, etc

1ST March 2016 – Oral submission – Convention Centre/Movie museum, Civic Square, Jack Ilott Green, Frank Kitts Park

19TH May 2015 – Oral submission – Frank Kitts Park

19TH April 2015 – Written submission – Airport Runway, Revitalise Civic Square, Kent and Cambridge Road – Adelaide Road, Strengthening Heritage buildings, Jack Ilott Green, Frank Kitts Park, Convention Centre, Basin Reserve, Michael Fowler Car Park.

1ST May 2015 – Runway, Town Hall strengthening, Civic Square, Jack Ilott Green, Frank Kitts Park

19TH February 2015 – Oral submission – Frank Kitts Park

1ST March 2014 – Oral submission – Town Hall Strengthening

19TH December 2013 – Frank Kitts Park

H W O -
Tabled item

9th May 2016 – Oral Submission Pauline and Athol Swann

Thank you once again and there are a number of points we want to speak about following our written submission on the 18th April which I trust you have all read.

As members of many organisations, Probus, U3A, 2 walking groups, Golf, Bridge and Mah Jong clubs we speak for many Wellingtonians re their concerns about the following items in particular.

Earthquake strengthening the Town Hall - (omitted to attach John Buttons comments 15.04.16 where he said HOW WE MISS THE TOWN HALL, THE FUTURE OF WHICH HAS BECOME INCREASINGLY SHROUDED IN POLITICAL MURK.

Of concern is the item on Page 26 of Annual Plan 2016/17 last sentence THERE ARE VARIOUS WAYS OF APPROACHING THE ISSUE: WE ARE TAKING THE TIME TO PROPERLY CONSIDER THEM ALL!!!! We can only repeat GET ON WITH IT!!!

Frank Kitts Park – A few of you councillors will remember back in December 1999 (sadly the late) Frances Williamson and I took up a petition to save Frank Kitts Park and in 2000, the 12,000 petition was presented to Mayor Blumsky and now 16 years later we are asking for FKP and in particular the playground and amphitheatre to be saved. This well used area is the heart of the waterfront and its close proximity to the CBD makes it a favourite destination for many office workers, keep fit classes and school parties who after visiting the Museum of City and Sea gather in the amphitheatre for lunch and games. The upper levels of the Amphitheatre and Battlements provide elevated vantage points for events like the Dragon Boat races (and of course the teams to be seen warming up on both green areas) Please find attached recent photos of some of the many events held there.

Again can only repeat that my husband and I have always supported a Chinese garden but not on Frank Kitts Park and would refer you to page 37 of the Wellington Waterfront framework where it is noted that “the Chinese community has indicated that the area to the east of Te Papa is its preferred location” and other supporters have told us a Chinese garden should be a place of rest and contemplation and sadly a missed opportunity next to the Chinese Church in Glenmore Street when the Sharella car park was sold which now has a number of ugly apartments opposite the Botanical gardens.

Finally of interest is the comment on Page 39 of the 2014-2043 Wellington Urban Growth Plan Draft COMPLETE THE DEVELOPMENT OF THE WATERFRONT – WE CONSIDER FRANK KITTS PARK SHOULD BE THE PREMIER RECREATION AREA FOR THE CITY, PARTICULARLY FOR CHILDREN

North Kumutoto Public Space – Cannot add any more but would recommend a visit to your Council Website to see how well used and popular the Campervan Park is.

Finally in our written and oral submissions made 3rd and 21st March we stated we are totally opposed to the sale/leasing of Jack Illott Green to allow construction of a high rise building which would block out views from the Library, Art Gallery to the harbours and would cast shadows across Civic Square (so popular see photos) It is also a delight after evening concerts in the MFC or Town Hall to walk through the Square and over the bridges to see the Boat sheds, Lagoon, Frank Kitts Park and the “Lighthouse” slide all lit up.

As I will not have time to comment further on the plan to our many still unanswered concerns for the Convention Centre would refer you to our written submission on the 3rd March 2016, copy attached.

Item 2.2 Attachment 3



Wellington City Council

101 Wakefield Street

3rd March 2016

Wellington

ATTENTION BAZ KAUFMAN

WELLINGTON CONVENTION CENTRE AND MOVIE MUSEUM STATEMENT OF PROPOSAL

We would like to refer you to our submissions made in March 2014, August 2014 and April 2015 when we questioned the number of conferences of up to 1200 would be held a year (page 36 of the "Our 10 year Plan")

Of concern is the meeting held by the Council on 8th December (public excluded). The subject was a proposal to bring forward by five years for the city to spend \$134 million on a new building to house Peter Jackson's Movie museum and a council owned and operated Convention centre on the top floor. This plan was reported in the Dominion Post on the 11th February 2016 after the Council meeting and once again we question 67 new conference events will be held in Wellington- that is more than one a week and - where have these figures come from? We also question how much research has been done and refer you to an article in the Listener February 26th 2015 by Patrick Smellie where he quoted an article by Texan academic Heyward T Sanders, where he says "how limited and elusive the returns from convention centre investments have proven to be in the USA, despite a kind of arms race among cities to build more of them." We also question that 1008 jobs will be either generated or protected, again - where are the figures?

We would also question what would be the loss to our current Convention centres ie Te Papa St James, Opera House, Intercontinental Hotel, Amora, Bolton (and a new hotel opposite the Bolton, and many other hotels in the region) and just recently Victoria University hosted a conference for local and overseas visitors. Would also like to refer you to the Wellington Waterfront Ltd 2013 Annual Report where in October 2012 Wellington City Council gave approval for the conversion of Shed 6 into a temporary convention facility (pending return to the seismically strengthened Wellington Town Hall) and \$6m plus was spent upgrading Shed 6. A top priority should be the restoration of the Town Hall which along with the Michael Fowler would make a wonderful venue (and would certainly be appreciated by music lovers not just from the region but overseas visitors and has certainly been missed by Festival organisers).

With regard to the Movie Museum, it should be charged a lease that goes a long way to returning the council's large investment. However do we need another movie museum. On the 29th February 2016 there was an article in the DominionPost under the heading "KUDOS FOR WETA TOURS" and the British newspaper The Guardian has ranked Weta alongside Warner Bros studios in Los Angeles and the Leavesden studios near London (where the Harry Potter movies were filmed) as being one of the 10 best places for movie buffs to visit. The Newspaper credited the Wellington company for its free Weta Cave experience and its guided tours of the Academy award winning studio. We would recommend a visit to the Weta Workshop on their website which shows all that is currently available.

Finally we doubt whether 310,000 people will visit this movie museum a year with an entry fee of \$35 (just across from Te Papa where entry is free).

Yours sincerely

PAULINE AND ATHOL SWANN

Item 2.2 Attachment 3



*Tabled Item -
#73*

WCC 2016-17 Annual Plan Submission - Low Carbon Capital - Key Points

Neil Walbran - Ratepayer - 10 Hataitai Rd.

- For 2015-16 Annual Plan
 - Only seeking changing in wording of plan wrt integration with resiliency work.
 - Refer page 18 of Low Carbon Capital - What this plan does not cover - excludes 100 resilient cities resiliency work.
 - No impact on current annual plan outcomes.
 - But embeds principles that may assist future plans.
- Longer Term
 - Longer term could get benefits of integrating low carbon and resiliency.
 - Get best mix
 - May, eventually, need to trade off between saving Tuvalu (low lying pacific atoll vulnerable to climate change) and saving Lyall Bay (sea wall vulnerable?)
 - Determining optimal mix of low carbon (mitigation) and resiliency (adaptation) likely to be difficult.
 - One possible approach to benchmark impacts of different levels of CO2 concentration, and carbon prices (mitigation) and resiliency to resulting climate change.

Submitter # 110

9/5/2016 - 2

Annual Plan 2016/17 Consultation

Ratepayer's submission: Trevor Hughes

Thank you for the opportunity to be heard. I have been a resident of Wellington for forty-six years but this is the first time I have felt compelled to make a submission on the Council's Annual Plan. I am pleased also to speak on behalf of Mr Don MacKay of Oriental Bay who has made a submission but could not be here today.

In the proposed Annual Plan for 2016/17 total rates are forecast to increase by 3.8%, while rates on the average residential property are forecast to increase by 5.3%. The current annual increase in the Consumer Price Index is around 0.4%. The proposed rates increases are clearly out of line. They are unreasonable and unacceptable.

The Council's submission framework asks how the proposed total rates increase might be trimmed by 0.1%. I suggest the Council should be more ambitious than this with a view to keeping any increase to a figure much closer to the rate of increase in the CPI.

The proposed increase of 5.3% on residential rates in the coming year will create hardship for those on fixed incomes, who make up an increasing proportion of ratepayers. Unlike the Council, they do not have the prospect of a pay increase to look forward to. This is especially the case where elderly people rely on their savings to get by. The increase will also hurt younger people looking to buy their first home who are facing rapidly escalating house prices.

The Council's net debt is currently \$551 million, with servicing costs of over \$20 million per year. This debt is projected to expand to over \$800 million when the Council's liability for leaky homes and its wish-list of new projects such as the airport runway extension are factored in. To impose this level of debt on current and future Wellington residents would be grossly irresponsible.

The Council must be aware of and take account of the difficult financial situation being experienced by much of its residential rating base. They are not an inexhaustible source of funding for the miscellany of feel-good projects that some Councillors promote.

My second major concern is the increasing lack of transparency and accountability around the Council's spending decisions. How often do we hear these days the phrase "commercial sensitivity" trotted out by the Council leadership when details are sought of financial grants or subsidies? According to the media there was even an attempt to swear Councillors to secrecy over the ratepayers' subsidy to Singapore Airlines for it to begin a service from Wellington later this year. I do not know if these reports are accurate but they do fit a pattern. This lack of accountability and transparency must stop.

I have two further points.

As a ratepayer I was greatly disappointed to read in the Zealandia proposal tabled with the Annual Plan that the Council has never received any repayment by the Karori Sanctuary Trust towards the \$10.34 million loan it was advanced by the Council in 2007. Even with the reported turnaround in

Zealandia's performance the Trust has still not repaid any of the loan. The Trust's objectives may be very worthy but this failure to begin to repay a sizeable loan from the public purse is unacceptable.

The Council is proposing to take overall control of the Trust by making it a Council-controlled organisation. This, apparently, may create a "higher moral obligation". One wonders, on whose part? The question must be asked whether this open-ended commitment is appropriate. A better solution would be for the sanctuary to be controlled by the Department of Conservation who have the necessary skills and experience.

Finally, I have failed to find any reference in the Annual Plan to the Basin Reserve and Mt Victoria traffic congestion problem, which is becoming increasingly serious and debilitating for the region's economy. This is one of the key infrastructural issues facing Wellington City and it is building to a crisis. It makes no sense to promote increased economic activity and intensification of housing in the Eastern and Southern suburbs while the Basin choke-point, which also straddles road access to Wellington hospital and the airport, continues to worsen.

Should the economically and environmentally indefensible runway extension proceed, I shudder to think of the chaos that will follow as hundreds of heavy trucks laden with rubble and spoil for Moa Point back up traffic around round the Basin and the tunnel. Now, rather unconvincingly, the call has been made for suggestions from the public. This seems yet another pretext for further procrastination when leadership is what is required.

Thank you.

Submission by David Edmonds

Undergrounding of overhead lines, WCC, 9 May 2016

Putting power and communications lines underground rather than having them strung from power poles or trolley bus catenaries is generally supported as a good idea as a way of making the city more attractive. It also provides the lines infrastructure with greater resilience against storm damage, and if poles required for lighting purposes are replaced with frangible base poles then there is also an improvement from a traffic safety point of view.

In Wellington new subdivisions are required to have underground power and communications but most NZ towns and cities have also made undergrounding of overhead lines in established areas a priority when implementing upgrades of the urban environment.

However despite my best endeavours over the past 10 years to encourage Wellington City Council along this path the Council appears to remain blind to the advantages and has made no provision in its 2016/17 budget for such improvements. While it is accepted that undergrounding of all existing overhead lines is a prohibitively expensive exercise, incremental improvement within and around the CBD, and perhaps also in some of the city's heritage areas (Tinakori Rd and Aro St come to mind) would, I submit, vastly improve the cityscape and I would urge the Council to make some budgetary provision for 2016/17.

At the very least the Council needs to keep in mind the proposed removal of the trolley bus network of overhead wires, planned for the 2017/18 year and make appropriate provision in its budget for that year for undergrounding purposes.

Photos:

The first photo, taken near Victoria University's Kelburn campus shows how overhead lines can significantly detract from Wellington's fine harbour views.

The next, also taken near the university, shows how things should look when influence is brought to bear to get lines put underground. The next photo is taken adjacent to the former, where presumably the university's influence ran out.

One of the motorway entrances to the CBD along Murphy St, is marred by a few stray overhead lines over part of its length but culminates in an absurd archway of overhead power lines at the Murphy St/ Pipitea St corner.

Molesworth St, running parallel to Murphy, has most of its lines underground but for a few stray ones, shown in this photo, which I can only put down to laziness on someone's part.

Tinakori Rd is a heritage area which is spoilt by obtrusive overhead lines, making its appearance almost third world as a result.

My personal bugbear is this lone power pole in Hill St, where lines are very largely underground. Surely the two properties being served, as shown in this photo, can be suitably encouraged to underground the feeds to their respective properties.



Item 2.2 Attachment 6





Item 2.2 Attachment 6





Item 2.2 Attachment 6





Item 2.2 Attachment 6





Eastern Suburbs Cricket Club 2016 National Club Champions

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

Welcomes the commitment that the WCC has shown in being prepared to partial fund and invest in a sports hub on Kilbirnie Park, given the strategic importance of Kilbirnie Park as a key sports and community hub

however Key Issues Need to be Considered

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

A separate funding package to support Toitu Pōneke completely undermines the commitment and effort in forming the Kilbirnie and Evans Bay Park Community Sports Hub Working Group, established in early 2015.

Any funding plan needs to have a long term perspective with an agreed masterplan of the wider area that encompasses not only Kilbirnie Park but also Evans Bay Park, WRAC and the artificial surface at St Pats College. It does not provide a long term solution, with Toitu Pōneke viewing its current proposal as a 10 year solution.



Eastern Suburbs Cricket Club 2016 National Club Champions

We have concerns about the financial robustness of the financial projections to justify Eastern Suburbs Cricket Club joining the Toitu Pōneke sports hub, nor do they appear viable enough to warrant the proposed financial commitment from Wellington City Council. We are concerned that there has been insufficient due diligence undertaken.

The Council/Toitu Pōneke appointed consultant, Global Leisure, noted the South Eastern corner of Kilbirnie Park as the preferable site for any new redevelopment in their report dated 22 October 2014. We believe the resources of WCC should be targeted to the development of this site.

Along with other options, we consider a two facility structure within the Kilbirnie and Evans Bay Park Community Sports hub warrants further consideration, the addition of a smaller boutique clubhouse in the south east corner would **complement** the existing Pōneke Rugby Club structure. This option would not diminish the existing green footprint.

There is no precedent for two major rugby clubs of the size and standing of MSP RFC and Pōneke RFC to share the same facility. We believe a feasible solution involving the sharing of some or all of the facilities requires further thought. MSP RFC is the largest rugby club in the Eastern Suburbs and needs to be a key participant in a sporting hub that incorporates Kilbirnie and Evans Bay Parks, given their significant commitment to the artificial surface and Evans Bay Park.



Eastern Suburbs Cricket Club

2016 National Club Champions

Recommendation: That the Wellington City Council

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

JARIE A 1701 11 000

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WCC Annual Plan Submission

Date: 09 May 2016

Subject: Wellington City Council 2016-2017 Annual Plan Submission
Urban Development Agency

We would like to specifically focus this submission on support of an Urban Development Agency.

Firstly, I will introduce our qualifications for supporting the proposal for an Urban Development Agency for Wellington.

We are a young architectural practice who are committed to creating change in Wellington. Our main area of focus is on the multi-unit residential sector and we want to create great places to live within the denser central confines of Wellington.

Personally I spent 3 years working in Sydney for a large prominent architectural practice where the majority of my work was on apartment development projects. This great opportunity established a strong appreciation of how integrated urban design philosophies and the ability to scale projects leads to much better overall outcomes than individual infill development.

Returning to Wellington it has been my mission to look for opportunity to positively use my learnings to improve our city. Wellington is working to increase the number of people living in the central parts of the city, and we are lucky to be contributing to that. However, we still have a somewhat juvenile market in Wellington, and as such there is a lot of poor product being created. We are working to change this, and our projects are looking to establish better benchmarks for others to follow.

We believe the challenges that compromise and restrict growth capacity within our city, and are currently affecting housing affordability can definitely be assisted through an appropriate UDA.

The city wants to bring new higher density residential communities into the city, however the quality of infill development is always compromised, and is expensive. In general terms the city is set out in a relatively fine grain of property sizes, as such, the ability to amalgamate sites and masterplan high quality precincts/communities has the opportunity for much better overall outcomes.

My experience in Sydney has demonstrated the benefits of consolidated masterplanned developments. Urban Growth NSW, their local UDA, is a good example of a successful agency, but further to them, there are also some exemplar projects of larger scale consolidation that have been undertaken by large developers such as Lend Lease, Mirvac, and Frasers (see Jacksons Landing,



Harold Park, Green Square, Central Park, Darling Square, etc, refer attachments) as successful growth and development projects. Key to the developer projects is the close interaction with the City of Sydney to participate in the masterplanning. Whilst the referenced projects are at a scale somewhat inappropriate for Wellington, the principle still applies. It shall be noted that Urban Growth NSW are also involved in a range of smaller scale projects, and projects outside of the CBD of Sydney.

The predecessor of Urban Growth NSW, Landcom, were a key implementer of new realms of possibility when I was in Sydney. A key project they successfully delivered is Victoria Park, Zetland, just south of the CBD (refer attached information sheet). The success of this 24 hectare redevelopment was widely acknowledged and awarded and set new benchmarks for future development. This has led to one of Urban Growth NSW's latest projects, Green Square, in a precinct adjacent to Victoria Park (refer attached Fact Sheet).

In Wellington we are limited by scale, and don't have the benefit of the large developers such as Lend Lease etc. The ability of a UDA to facilitate opportunity for our developers would be very beneficial. I can see a model where the UDA consolidates and masterplans precincts and can then partner with private developers to undertake various parts of the masterplan, creating opportunity for all. Partnerships could be made with single developers, or several developers could be brought into the mix to provide diversity within the parameters of the masterplan controls.

Masterplanned precincts allow for a better balance between built form and collective open space. Open space can be created for public benefit, and appropriate mixes of residential and commercial building can occur in a manner that is invigorating, desirable and vibrant. Opportunity can be created to create product diversity to accommodate a range of demographics, and thus create healthy communities.

With scale comes efficiency. In turn, this contributes to better levels of affordability and product diversity. Masterplan controls also implement more desirable places to live, places where more people will want to live.

The opportunity for being a leader in social responsibility is a clear benefit to a UDA. Masterplanned communities can bring the ability to integrate community housing opportunity without the stigma attached to traditional models. I see the opportunity for private developers to create a percentage of their product for community housing. This takes risk away from the community housing group as they can purchase product rather than undertake development risk, the developer gets certainty in effective pre-sales that de-risk their funding requirements. Great partnership opportunities exist that we would like to explore further.

Careful consideration can be given to how the displaced businesses from a consolidated area, are able to be relocated to somewhere else. A UDA needs to be able to sensitively manage such issues, and in fact should look at this as opportunity. Successful precinct plans rely on a good blend of variety, and mixing residential and business appropriately.

A UDA can be a leader in creating the city that all of us want. The objectives of the UDA, and the implementation strategies need to be carefully managed. The Docklands in Melbourne have been

solari ARCHITECTS

mentioned as a successful UDA outcome – there is no denying the commercial success of this project, and the economic contribution of the project, however the quality of the Urban Design outcomes are questionable. I see better examples in Sydney, and perhaps the combination with a very good Residential Design Guide (NSW’s Residential Apartment Design Guide) provides for much better overall amenity outcomes.

The success of a UDA will be related to the quality of the people involved and their ability to facilitate the appropriate relationships with private developers and integrate with the Council’s own wider infrastructure development mechanisms.

We would certainly like an opportunity to provide further input into the structure and principles of a UDA. Well done on the initiative, please make sure it happens.

Yours sincerely



James Solari
Managing Director

Item 2.2 Attachment 8

solari ARCHITECTS

Central Park Sydney:

Undertaken by private developer, Frasers, in close conjunction with City of Sydney. Project has significant benefit from scale and ability to masterplan the overall amenity.

<http://www.centralparksydney.com/>

<http://www.cityofsydney.nsw.gov.au/vision/major-developments/central-park>



“Frasers supports affordable housing with a \$32 million contribution to the Redfern Waterloo Authority.

Central Park’s concept plan was approved by the NSW Minister for Planning in 2007. The plan included new parks, community facilities and improvements to city infrastructure. Frasers also purchased the site from the Foster’s group in 2007.”

solari ARCHITECTS

Green Square, Sydney:

The City of Sydney have defined a 278 hectare redevelopment precinct at the nodal point of 5 different suburbs with a new town centre. The will be home to 30,500 new dwellings by 2030. Urban Growth NSW in conjunction with City of Sydney, Mirvac and Crown Group are developing the new town centre.

<http://www.cityofsydney.nsw.gov.au/vision/major-developments/green-square>

<http://www.urbangrowth.nsw.gov.au/projects/green-square-town-centre>

<http://greensquare.mirvac.com/>



Projects • Green Square Town Centre

ABOUT THE GREEN SQUARE TOWN CENTRE PROJECT

Green Square is set to revitalise the industrial edge of Sydney's inner south into a vibrant global village. In fact, it's one of the most significant urban transformation programs under construction in Australia. At the very heart of this area is the Green Square Town Centre, an important residential, retail, commercial, and cultural hub of the community.

UrbanGrowth NSW is a major landowner within this town centre and the lead agency collaborating with key stakeholders. We have entered a project agreement with the private sector (Mircac Green Square) to develop the site.

Item 2.2 Attachment 8

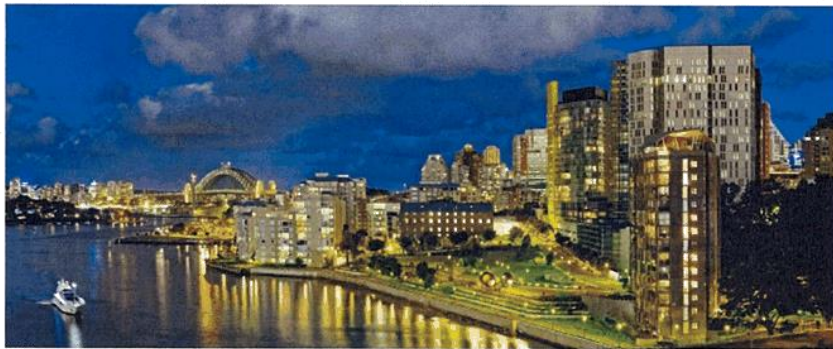
solari ARCHITECTS

Jacksons Landing, Sydney:

Undertaken by private developer, Lend Lease. Similar benefits and masterplanned scale and amenity – result of close working relationship with City of Sydney. Successful mix of new development, good outdoor open space, restoration of historic buildings and places.

<http://www.lendlease.com/Australia/Projects/jacksons-landing.aspx>

<http://jacksonslanding.net.au/>





Harold Park, Sydney:

Undertaken by private developer, Mirvac, with close workings with the City of Sydney.

<http://www.cityofsydney.nsw.gov.au/vision/major-developments/harold-park>



"The Harold Park urban renewal project is in Forest Lodge, near Glebe and Annandale. The City of Sydney and the Central Sydney Planning Committee have joint planning control and Mirvac is developing the site."

"Nearly 80 affordable rental apartments within Harold Park will be opened by late 2018 to low and moderate income earners. Up to 20 of the units will comply with design guidelines that make them suitable for elderly residents and people with disability."

Item 2.2 Attachment 8

Victoria Park, Zetland, Sydney, NSW Australia.

Completed 2001 (lead Landscape Architect, with Government Architect's office)



Victoria Park is a 24 hectare mixed-use development site-owned and managed by Landcom. Prior to European development, the site was part of a large wetland and lagoon ecological system that extended from Centennial Park to Botany Bay, known as the Botany Swamp. Watkins Tench described it in 1789 as one of the finest meadows in the world, but since then the site's ecosystems have gradually deteriorated. The site was developed firstly as a racecourse in the 1800s, and then for heavy industry. Victoria Park is now a 24 hectare mixed-use development, incorporating medium and high-density housing, commercial and retail facilities for a population of 5,000. The design outcome represents an environmental first for an Australian urban development, achieving: the development and implementation of water sensitive urban design principles; integration of floral and faunal habitats with site development; and site connectivity through a network of street and landscape elements.

Awards

2004 Australian Award for Urban Design - Category Award - Public Domain
2004 AILA National Awards - Commendation - Environment in Landscape Architecture
2004 AILA National Awards - Merit Award - Design in Landscape Architecture
2003 RAI (NSW) Awards - Lloyd Rees Award - Civic Design
2003 RAI (NSW) Awards - Architecture Award - ESD/Energy Efficiency
2003 CCAA Public Domain Awards - Commendation - Precincts
2003 NSW Premier's Public Sector Awards - Bronze Award for Water Sensitive Urban Design
2003 IFLA Eastern Region Award for Excellence - Award of Excellence
2002 Green Square Design Awards - Award Winner - Innovation
2002 The Francis Greenway Society Green Building Awards - Gold Medal
2002 AILA (NSW) Project Awards - Project Award - Master Planning
2002 PIA / UDF Australia Award for Urban Design Excellence - Award of Merit
2002 SIA National Award for Excellence in Water Sensitive Urban Design
2001 RAPI (NSW) Awards - Commendation Award for Excellence in Planning - Urban Design 2001
UDIA (NSW) Awards for Excellence - Commendation - Professional Consulting Award



March 2016



Green Square Town Centre

The facts*

Program area

5ha of total 14ha in town centre

Location

Midway between Sydney CBD
and Kingsford Smith Airport

Key geographic inclusions

Green Square Railway Station

Local government area

City of Sydney

Delivery timing

5-8 years

Mixed-use floor area

210,000m² of total 410,000m²
in the town centre

Proposed residential dwellings

1,800 of total 4,000 in town centre

Proposed office space

48,600m²

Proposed retail space

14,000m²

New residents

4,000 of total 6,800 in town centre

New jobs

6,000

End value

\$1.34bn

Key stakeholders

Mirvac, City of Sydney, Transport for NSW,
Department of Planning and Environment,
Sydney Water Corporation, local residents
and businesses

*Pertains to land owned by UrbanGrowth NSW.

urbangrowth.nsw.gov.au

Overview

The program and our role

Green Square is one of the most significant urban transformation programs under construction in Australia, revitalising the industrial edge of Sydney's inner south into a vibrant global village. At the heart of this area is the Green Square Town Centre, forming the residential, retail, commercial, and cultural hub of the community.

UrbanGrowth NSW is a major landowner within the town centre and the lead agency collaborating with key stakeholders. We have enabled the delivery of the town centre by resolving complex land ownership, planning and infrastructure constraints. We have entered a project agreement with the private sector (Mirvac Green Square) to develop the site.

What is proposed

Green Square Town Centre will rejuvenate former industrial precincts, with a vision for a vibrant place where people can live, work and enjoy both during the day and at night. It will include entertainment, cultural and community features and activities.

The City of Sydney is responsible for the design and delivery of community facilities including the library, plaza, open spaces and aquatic centre. UrbanGrowth NSW and Mirvac will develop the core sites within the town centre, including the gateway location on Bourke Street.

Outcomes and deliverables

Themes for the transformation of Green Square Town Centre include:

- ▶ housing options
- ▶ retail opportunities
- ▶ employment opportunities
- ▶ transport accessibility
- ▶ affordable housing contributions
- ▶ sustainability
- ▶ town centre public domain
- ▶ community infrastructure.

Current status

In April 2015, we released 224 apartments in the tallest building in Green Square, Ovo. This latest release saw an outstanding 98% of apartments exchange contracts following the weekend sales launch. This was the third residential release since November 2014 from UrbanGrowth NSW and Mirvac, with a total of 462 apartments released for sale. As of January 2016 all 462 apartments have sold.

Construction milestones reached at the town centre include:

- ▶ the first high street, 'Ebsworth'
- ▶ completed basement excavation for Ebsworth
- ▶ commencement of excavation for Ovo.

Program initiatives

Shared vision

Partnering with Mirvac and City of Sydney, UrbanGrowth NSW will ensure Green Square is a model urban transformation development, embracing place-making and transit-oriented development principles.

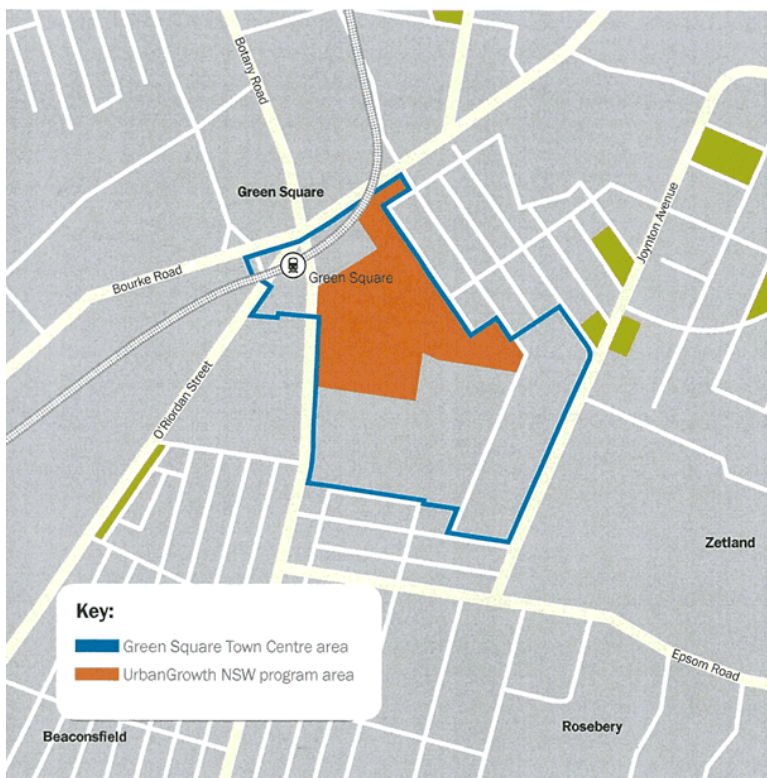
Environmental sustainability

The 462 apartment released at Green Square across two sites have an average BASIX Water score of 41. The dwellings attained a BASIX score through moderately efficient showerheads, toilets, taps and dishwashers (3- and 4-star WELS rated). For BASIX Energy, residential units adopted energy conservation strategies including:

- ▶ energy-efficient lighting, including motion sensors in lobbies, corridors and the car park
- ▶ energy-efficient centrally ducted cooling and heating with day/night zoning between living areas and bedrooms
- ▶ energy-efficient lifts and separate, energy-efficient ventilation for building services
- ▶ energy-efficient car park carbon monoxide monitoring system.

UrbanGrowth NSW has utilized the PRECINX tool to measure sustainability performance. We are also collaborating with City of Sydney, who are investigating the Green Star Communities initiative for the town centre.

Location map



*Facts refer to UrbanGrowth NSW land holdings in Green Square Town Centre
UrbanGrowth NSW reasonably believes this document is correct at the date of publication (or date of printing), but gives no warranty or representation as to its accuracy or completeness.
To the extent permitted by law, UrbanGrowth NSW (including its agents and employees) disclaims any liability whatsoever in connection with, reliance upon, or use of this document by any person.

Program timeline



Pre 2013

- ▶ Program announced after first being conceived in 1993
- ▶ Investigations to understand opportunities and constraints
- ▶ Land acquisition and consolidation
- ▶ Environmental Planning Instrument approved



2014

- ▶ Stage 1 essential infrastructure civil works commenced
- ▶ Tallest residential building, Ovo, released for apartment sales in two stages across 2014-15
- ▶ First residential development 'Ebsworth' released for apartment sales



2015

- ▶ Land transfers to the City of Sydney effected in accordance with the voluntary planning agreement
- ▶ Ebsworth the first high street completed as part of Stage 1 civil works
- ▶ First residential building Ebsworth and tallest residential building, Ovo, construction commenced



Images courtesy of City of Sydney. Indicative artist impression only. Subject to change.

Hue tē Taka Incorporated Society

Submission to the WCC 2016/17
annual plan

Introduction

Hue te Taka: concerned residents of Moa Point

- Concerned about the South Coast
- Climate change impacts
- Resilience of the city and south coast



What I will cover

1. Lyall Bay Foreshore Resilience Plan: \$1M
2. Draft Low Carbon Capital Plan
 1. Resilience – 10% of funding (\$46M or \$70M?)
 2. Climate Change (\$xxM?)

These are obviously overlapping issues

Lyall Bay Foreshore Resilience

- Surfers corner car park repairs



Lyall Bay Foreshore Resilience

- New block wall for middle beach
- Sand ladder fencing
- ..



And there's the proposed extension



Increase in wave height just where we don't want it!

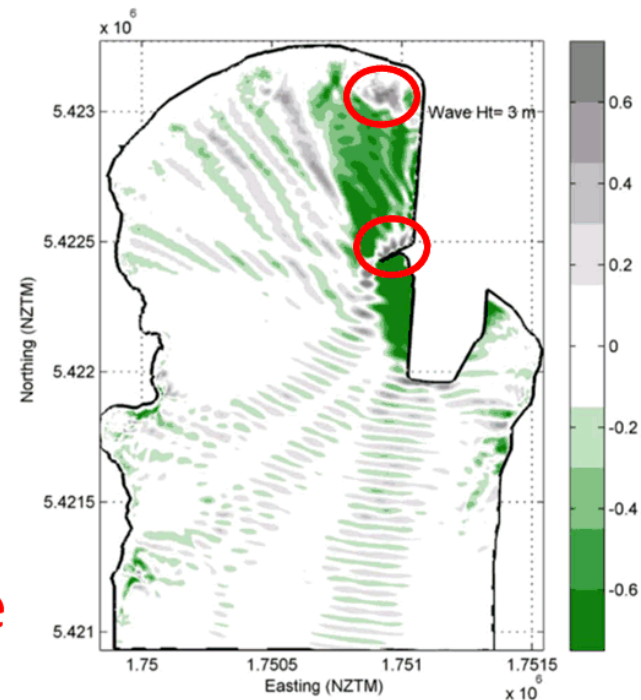
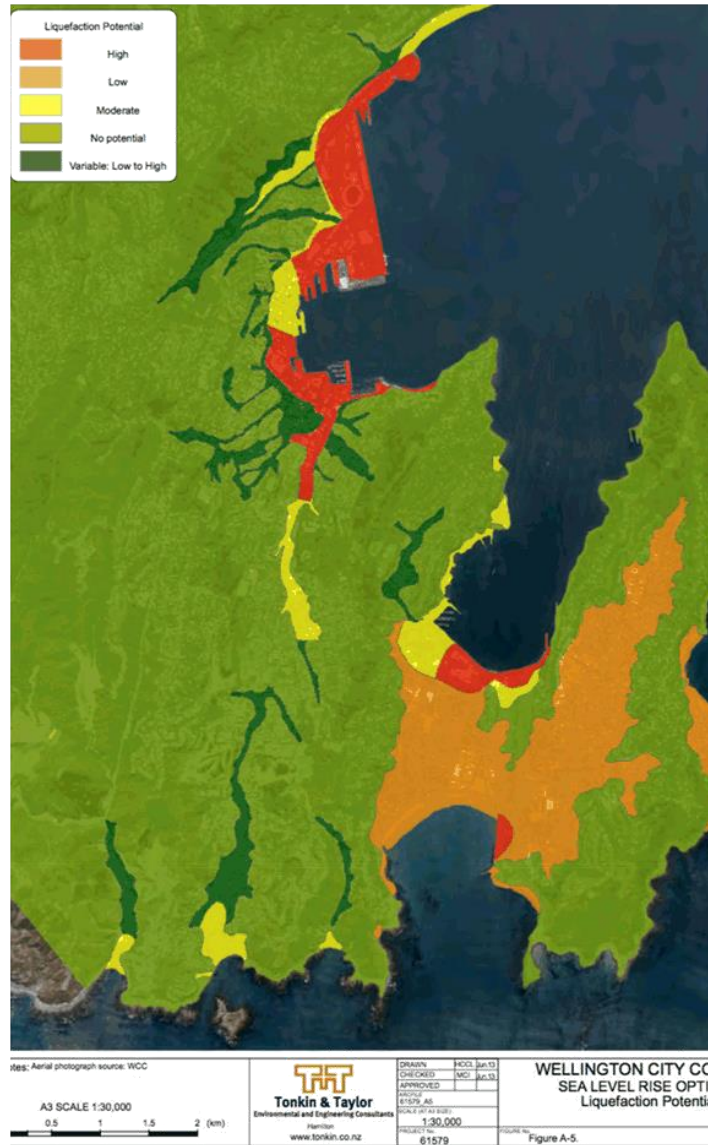


Figure 5-41: Spatial plots of Lyall Bay for the predicted change in wave height as consequence of the airport development, given a boundary incident wave height of 3 m with a wave period of 12 seconds. Positive values (grey) represent an increase in wave height, negative values (green) are a decrease in wave height.

Business as usual is NOT an option!

Item 2.2 Attachment 9





Item 2.2 Attachment 9

And there's the proposed extension

- Proposed 1.5m linear extension and 1m wide comprehensive earthquake



The image is a composite of several elements. On the left, a white airplane is shown in flight against a dark blue sky, leaving several white contrails. Below this, a white rectangular area contains the text: **CLIMATE CHANGE: VIEWS FROM THE HUMANITIES** and **A NEARLY CARBON-FREE CONFERENCE**. To the right of the airplane, a large blue question mark is partially visible. Further right, a diagram titled **CONNECTIVITY** is shown. It features a light blue sky with green clouds and a dark blue sea. A ship is depicted on the sea. Three circular callouts are present: 'Increased displacement and migration' in a light blue circle, 'Consumer perceptions' in a white circle, and 'Market access' in a white circle. A horizontal line with a bracket and the number '18' is positioned above the diagram. The text 'Traffic - Runway Extension Scenario' is partially visible at the top right of the diagram area.

Survey results

I'm afraid that despite the city council having cycling and walking as the base of its transport pyramid (as depicted in the Wellington Urban Growth Plan 2014-2043, p46), they are not the answer – because not enough people will ever do them, despite what they say in letters to the editor or in online forums.

Public transport must continue to play a big part, but if everyone in this debate were being honest they need to be talking about a mix of solutions.

There will be trade-offs, but whatever they are we must realise that if the city is to remain vibrant and progress economically, they need to give us an efficient and resilient transport system into the future.

Now is the time to speak.

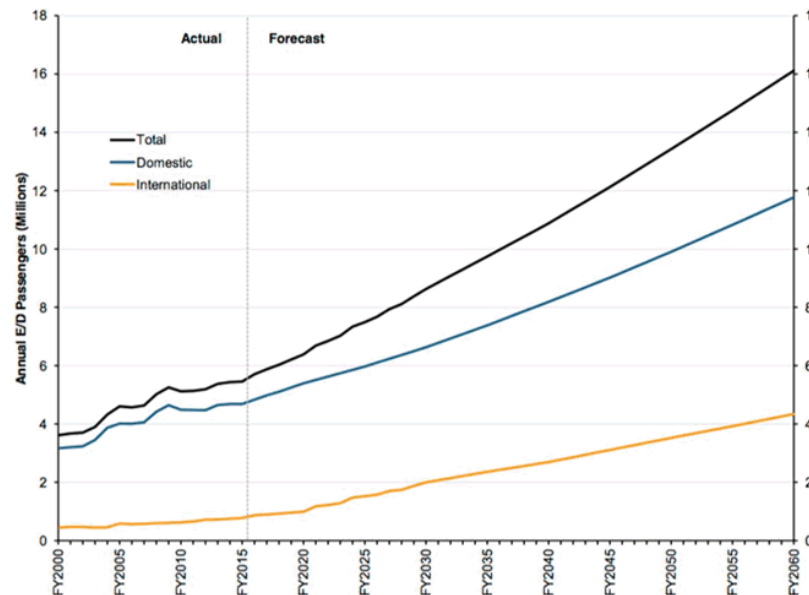
John Milford is the chief executive of the Wellington Chamber of Commerce



And there's the proposed extension

- Jet fuel 5% (with or without international?)
- If WIAL figures are correct doubles by 2040

Figure ES-3: Most Likely Forecast of E/D Passenger Traffic – Runway Extension Scenario



And there's the proposed extension

- Jet fuel 5% (with or without international?)
- If WIAL figures are correct doubles by 2040
- If Royal Society and the world of climate change are right: it will drop within 20 years
- WCC **“Pillar 3: lead by example”**
 - Actively try to reduce air travel within council and in the community
 - Stop your support of the airport extension: it's against your **“aspiration to be the low carbon capital” & Rockfeller 100 Resilient Cities**

Business as Usual

- Plan for climate
- Be more ambitious
- Be accountable
- Check your plan
- Stop supporting
- **Start NOW**

Climate Change Implications for New Zealand Summary

Risk as the interaction of climate-related hazards with the vulnerability and exposure of human and natural systems

NEW ZEALAND'S SENSITIVITIES TO CLIMATE CHANGE

LIVING ON COASTS
 Hazard: Rising sea levels, stronger storms, inundation, coastal erosion.
 Vulnerability/exposure: Main population centres on coasts, increasing numbers of people retiring to these areas, coastal heritage sites in these areas.

LIVING ON FLOODPLAINS
 Hazard: Increased extreme rainfall events, floods, inundation, erosion of land.
 Vulnerability/exposure: Main population centres on the floodplains of major rivers, urban water supply and storm-water systems not designed for changing climate extreme.

RELYING ON THE AVAILABILITY OF FRESHWATER
 Hazard: Increasing frequency and intensity of droughts and risk of wild fire.
 Vulnerability/exposure: Urban expansion and increasing demand for water from agriculture, New Zealand's economy is tied to primary industries strongly linked to freshwater availability.

SURROUNDED BY OCEAN
 Hazard: Changing ocean temperature, water chemistry and currents.
 Vulnerability/exposure: New Zealand has important fishing, aquaculture, marine recreational use and iconic wildlife.

WITH UNIQUE ECOSYSTEMS
 Hazard: Changing temperatures and moisture availability will change where New Zealand's species can be located.
 Vulnerability/exposure: New Zealand has many unique indigenous ecosystems, and aquatic managed ecosystems that are critical to the country's economic, social and cultural well-being, particularly for Māori.

RELYING ON STRONG INTERNATIONAL CONNECTIVITY
 Hazard: Climate impacts on international cross, food production and population migration.
 Vulnerability/exposure: New Zealand is an open economy with important trading links with Europe, Australia, the US and China. Climate change-related impacts on trading partners have the potential to affect our ability to sell our goods overseas, migration, and social and cultural ties.



WELCOME TO WELLINGTON



A CENTRE FOR CITIZENSHIP & COMMEMORATION



www.WellingtonNZ.com/schools



REACHING TEACHERS

Item 2.2 Attachment 10





COMMUNICATION & COLLABORATION



‘STUDENTS ACTIVELY USED THE INFORMATION AND THE EXPERIENCE IN THEIR WRITING AND INQUIRY WORK. SOME PRODUCE WORK, LIKE THE POEM I SENT ARAH, THAT WAS VERY MOVING WITH FAMILY CONNECTIONS. I HAD A BOY IN MY GROUP WHO HAD NEVER BEEN TO TE PAPA OR A MUSEUM - HE WAS BUZZING AND PERSONALLY THANKED ME FOR THE EXPERIENCE. WITHOUT THE GRANT WE COULDN'T HAVE DONE IT OR MADE SUCH AN IMPACT ON HIS LIFE’

**150 Years + 150
Buses + 56 Schools
+ 13 Institutions + 6
Councils + 1 University
= 4957 ChangeAgents**



Item 2.2 Attachment 11





**See the person
Share the road**

Safer Journeys

hutt cycle network

Item 2.2 Attachment 11



Cycling....

Simple	✓
Inexpensive	✓
Effective	✓

hutt cycle network

Item 2.2 Attachment 11



hutt cycle network







Pippa Sanderson – Submission to WCC’s Annual Plan 09 May 2016

My presentation is going to focus on the Arts sector activation programme, The new Outdoor Events Series, and the Council art collections.

Both the Arts sector activation programme and the New outdoor event series sound exciting. In terms of the ASA programme, I think putting the word out to the sector rather than employing someone to run programmes is a good way to provide presentation and professional development opportunities for artists / art organisations, and promote collaborations and connectivity. It will also extend the reach of the programme, in terms of capacity and networks.

Felicity talked about the grant to Toi Pōneke. A consumables budget and some funding to raise the visual profile of the building makes sense. As a former Toi Pōneke resident (at Arts Access and also renting a studio) I’ve always found Toi Pōneke to be a huge asset, and worth the Council investment.

The request for funding to manage and conserve the art collection also makes sense. Extending the current role of the art collection coordinator to that of a museum curator (in effect) is justified when you consider that the Wellington City Council’s collection is the default Wellington art collection, given the City Gallery doesn’t fill that role.



Draft Annual Plan
2016

Low Carbon Plan

- Good, but transport-related proposals are weak
- Review of Minimum Parking Requirements is good
- Doesn't reflect:
 - the position of pedestrians (particularly) and public transport users in the Urban Growth Plan's hierarchy of users
 - WCC's role as provider of infrastructure for active modes and public transport



New Initiatives

- Unclear why money is being repurposed from bus priority to walking – we need both
- Middleton Rd – insufficient information. Not in favour if this converts a footpath to a shared path
- Place-making – we support this
- Harbour Escarpment Walkway – we support this walkway



New Initiatives (cont.)

- Safer speeds – we support this
- Urban Activation Fund – support, if good design principles are used
- Trails upgrade – if the “upgrade” is to allow bikes on walkways, no thank you!



Draft Low Carbon Capital Plan

Submission from Michael Mellor

Good stuff

- “there are many options where we can make a difference today – mostly in building energy use and private transport” (p10)
- “By far the most impactful areas of potential are: 1. electrification of the vehicle fleet” (p17)
- “we will...invest in our public transport network, footpaths and cycleways to reduce car use and car ownership and improve travel efficiency” (p21)

More good stuff

- “investigate phasing out Minimum Parking Requirements” (p23)
 - *But* “MPRs may be necessary on arterial routes where parking competes for space with cycle lanes or bus lanes” – *why?*

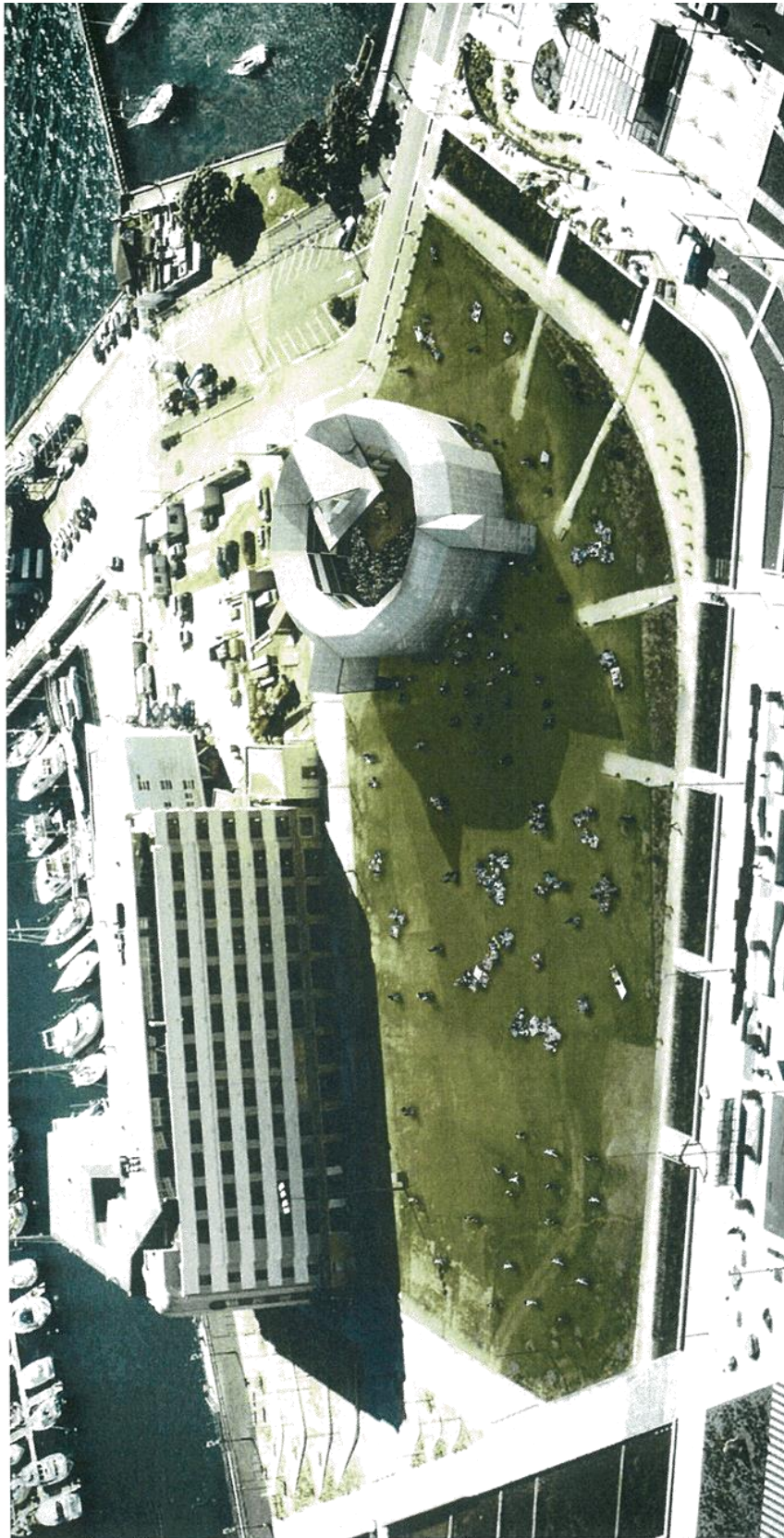
But...

- “Invest in active and public transport modes” (p33)
 - *but just 5 lines, and with no mention of walking*
- “advocate for lower fares across our Public Transport network” (p34)
 - “We don’t control the public transport network”
 - *No, but...*
 - “Discounted fares piloted over the past Christmas period”
 - *and heavily discounted parking every weekend, all year*

Unpulled Levers

- “Making maximum use of the levers we do have” (p41)
 - *PT infrastructure, eg bus priority, bus stops, trolleybus infrastructure, Cable Car*
 - *Walking infrastructure (often hidden behind “No exit” signs and not well maintained), inc. pedestrian crossings and footpath use*
 - *Parking policy*

Item 2.2 Attachment 14



Container Globe: Designer Angus Vail ©

398

⑥ Angus's Vail



Item 2.2 Attachment 14

WCC 11/11/11
Submitter 487

Wellington City Council Annual Plan 2016-17

Oral submission on Proposal 2: Urban Development Agency

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

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

The definition of a business case is:

A justification for a proposed project or undertaking on the basis of its expected commercial benefit.

Among other things, a business case should be comprehensive, measurable, and accountable.

What has been presented is not a business case. It is an advocacy document for the establishment of a new organisation which might be a CCO or a CCTO – that is unresolved (see section 5.3.3, page 33). It does not offer all the factors relevant to a complete evaluation (“comprehensive”), nor does it give quantified information (“measurable”), nor make clear how costs are managed (“accountable”). The chapter headed Cost benefit analysis (CBA) (chapter 5, page 27) gives no figures at all, which is ridiculous.

Section 6.5 Financial framework (page 38) is only five sentences long. The last three are:

“Ultimately self-funding would be achieved by the UDA generating profits in development projects which could then be recycled into future projects and offsetting operating costs. However, in the first instance the UDA would need to be funded in some form to begin operations. Further work is required to ascertain the best option and the level of funding required.”

This is all that is stated for a proposed agency dealing in millions or tens of millions of dollars which is proposed to begin operations on 1 July 2017 with a constitution, a WCC governance manual, a statement of intent, a risk management framework, a board of six members, a core staff of seven people, and a part-time technical advisory group of five – all these appointees highly qualified and, no doubt, highly paid.

It would be polite to say this is aspirational. It would be honest to say that the CBA and financial framework set out in the business case are constructed in cloud cuckoo land.

The last paragraph of section 1.2 in the Introduction (foot of page 9) tells an important story:

“Council previously had a UDA (Wellington Waterfront Limited / WWL) responsible for overseeing the development of Council-owned land in Lambton Harbour consistent with Council’s vision for that area (the Wellington Waterfront Framework).”

From my point of view as a lover of the Wellington waterfront, and a longtime supporter of its development, the establishment of that UDA was a disaster. I should not have to remind the Council that the present glories of the waterfront have been achieved **in spite of** WWL, not because of it. And along the way the Council had to withdraw proposed District Plan Variations, and lost cases in the Environment Court.

So the Council’s track record in setting up a UDA similar to the present proposal, and for a very similar purpose, was poor, if not abysmal. The reason was, basically, the lack of accountability and transparency.

My emphasis on this aspect of Proposal 2 is not just a personal view. Section 14 of the Local Government Act 2002, which deals with “Principles relating to local authorities” says in 14(1)(a): “a local authority should conduct its business in an open, transparent, and democratically accountable manner.” Proposal 2 does not meet that test.

The many references to the “arm’s length” nature of the proposed Urban Development Agency (UDA) ring alarm bells. WWL was an arm’s length entity. It saw the Council fighting its own citizens and ratepayers. There is no need, and should be no desire, to go down the same road again.

The Conclusion of the business case says (page 43): “An in-principle decision can be made at this stage.” Making such a decision on the basis of the business case in front of you is like buying a pig in a poke.

David Zwartz
54 Central Terrace
Kelburn, Wellington 6012
Phones (04) 475-7622 and 027-475-7722
Email zwartz@actrix.co.nz



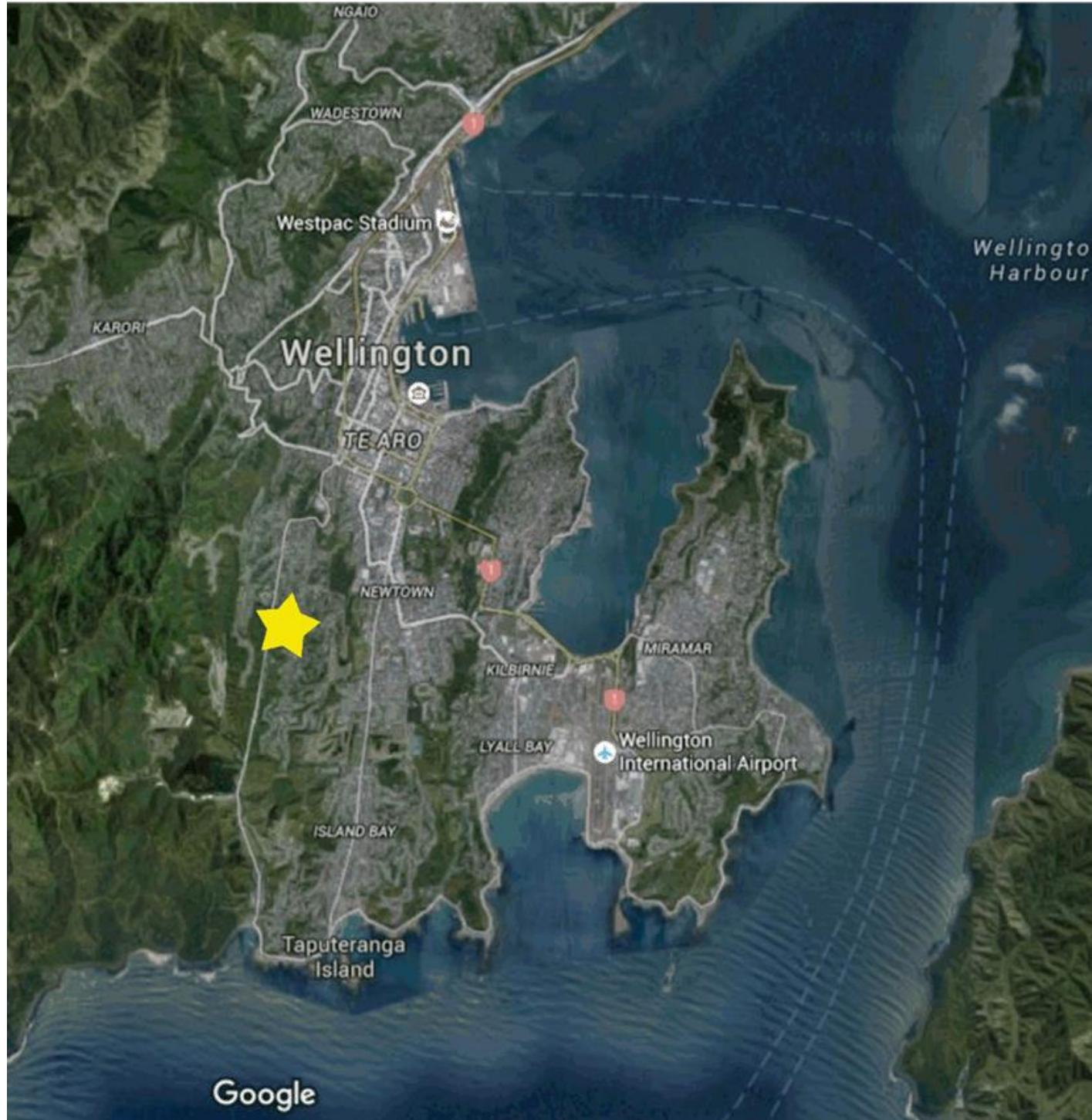
VOGELMORN PRECINCT

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Co-op Cooperative Ltd.
collaboration architecture and design







**Existing Vogelmorn Precinct
Community Facilities**



Participation





Concept Design for an improved Vogelmorn Precinct



Aligning existing facilities with community values and needs





REQUEST TO COUNCIL:

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



VOGELMORN PRECINCT

Co-op Cooperative Ltd.
collaboration architecture and design



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellington City Council Annual Plan 2016–17

Vogelmorn Precinct submission

April 2016

Contact details:

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

Organisation: Vogelmorn Precinct Steering Group

Email: bagndg@gmail.com

Phone: 021 170 3022

We would like to speak at a submission hearing.

VOGELMORN

Requests

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

Introduction

This submission is made by:

Vogelmorn Precinct Steering Group

Phil Clatworthy, Vogelmorn Tennis Club

David Bagnall, Ridgway School

Jeremy Macey, Vogelmorn Community Group Charitable Trust

Jaime Dyhrberg, Wellington City Council

Co-op Co-operative Limited

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

Collaborating with: Sam Donald, Architect

Nick Mouat, Architect

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

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

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

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

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

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Community consultation process

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

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



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



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

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

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

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

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



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

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

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

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High-level themes of community feedback

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

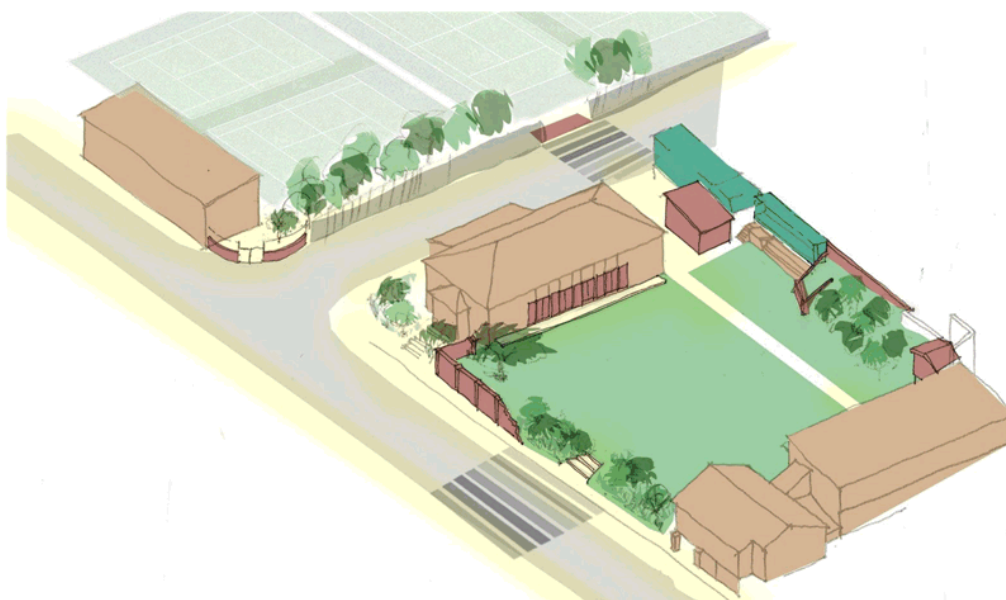
An energetic and positive crowd of support for the Vogelmorn Precinct Project has developed through the consultation process and feasibility study. Participants indicated strong support for the concept plans produced by Co-op Cooperative and for the collaborative process itself. It was continually remarked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

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

Overview of concept design

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

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

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

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

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Developed design and community engagement

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

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

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



Appendix A: (20pages)

Vogelmorn Precinct Draft Concept Plans

As presented to the community for feedback April 3rd 2016



existing Vogelmorn Precinct

A



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

B



- 1** storage garage reduced in size to extend access from Vennell St, pedestrians and service vehicles
- 2** preserve corner of stairs, small store and portion of brick bench seats
- 3** community seed raising shelter
- 4** space for play structures
- 5** community size herb planter
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- 20** FOOS (Friends of Owhiro Stream) nursery

C





preservation and demolition

E





orchard, water tower and landform

G



Hall doors, VBC apron, VTC entry

H







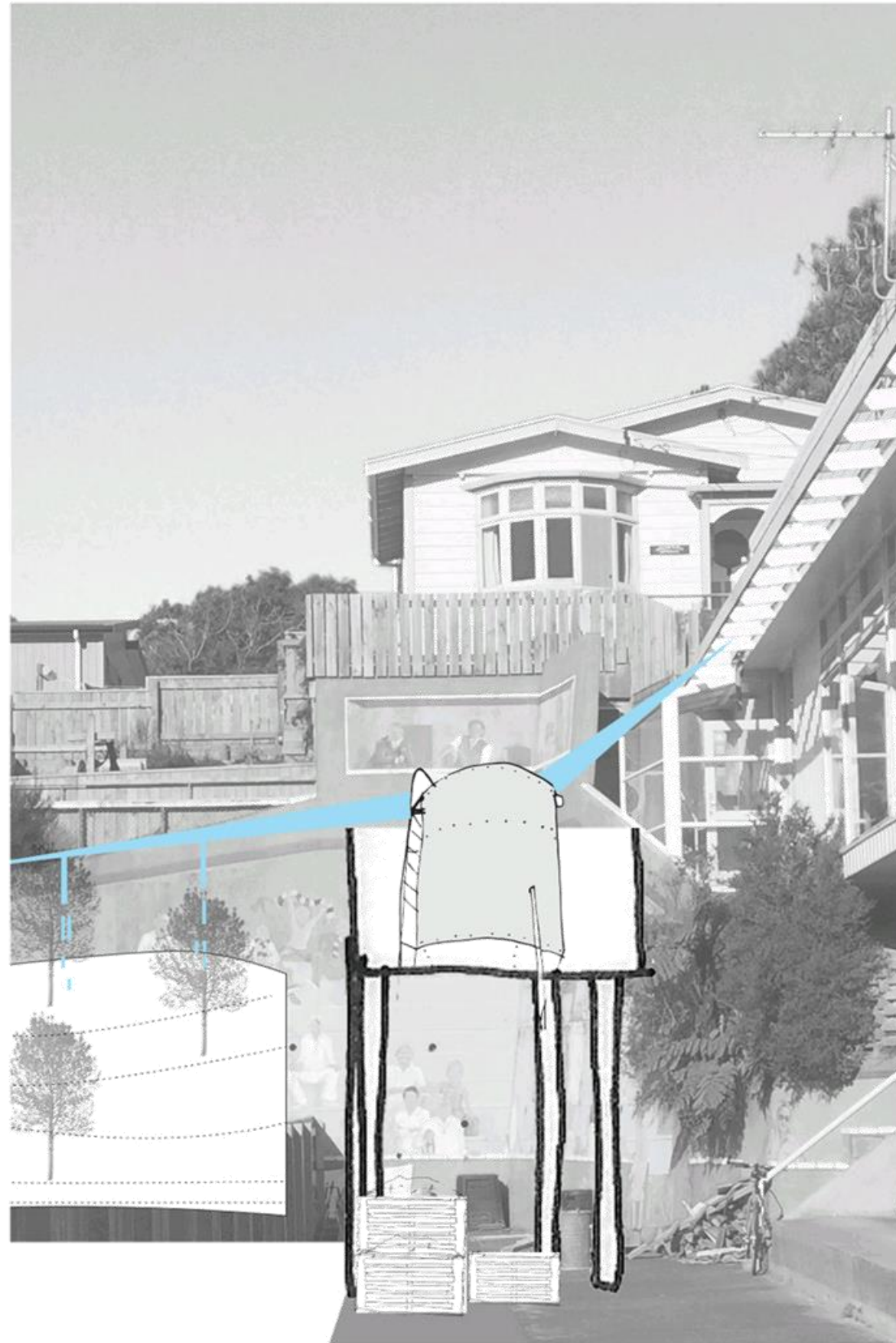








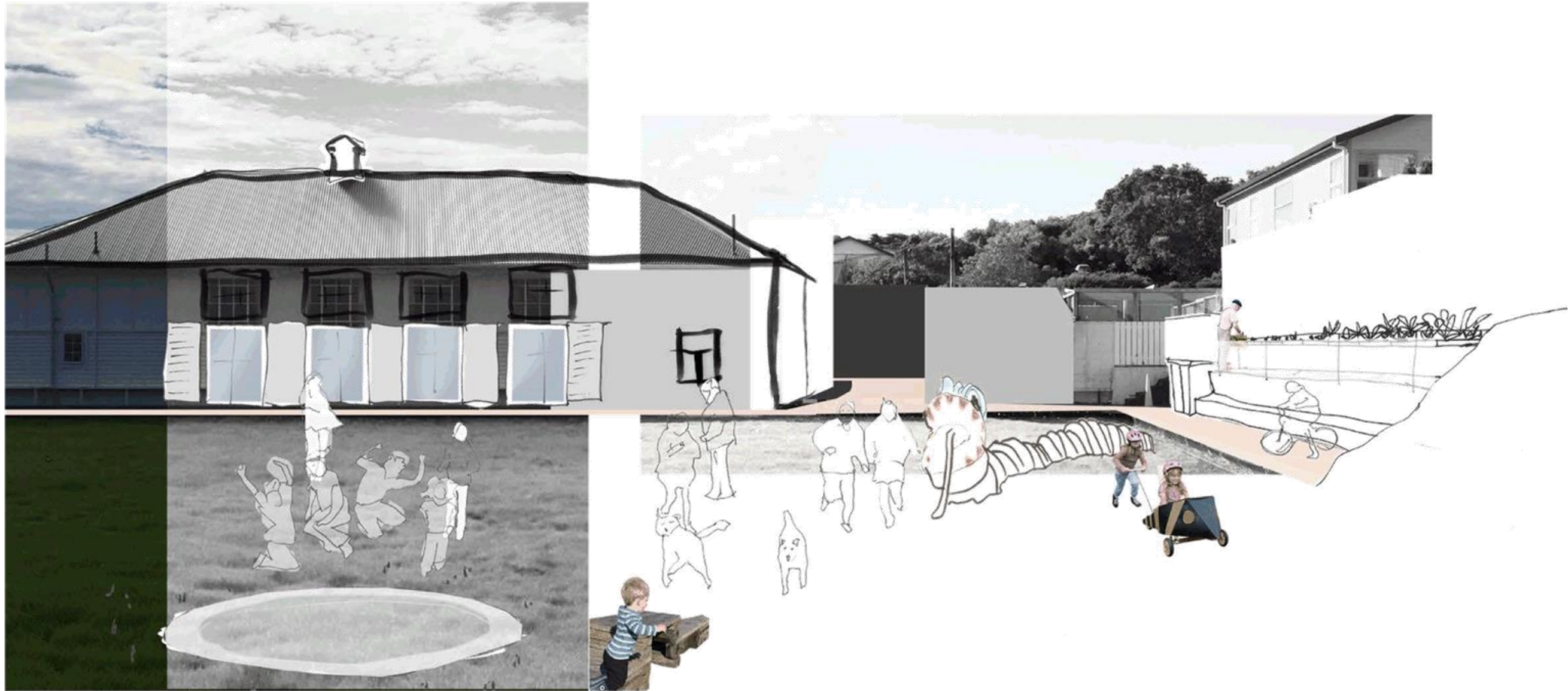




Q



R







Wellington City Council

2016-2017 Annual Plan

10 May 2016

Item 2.2 Attachment 18



Lyall Bay SLSC

- Largest surf life saving club in Wellington
- Essential facility providing lifeguarding services
- Part of the community



In it for life

Membership

- 300 members
- Focus on culture
- 'Best club to belong to'



In it for life



Lifeguarding

- Patrolling:
1,350 hours
- 75 volunteer lifeguards
- Community engagement



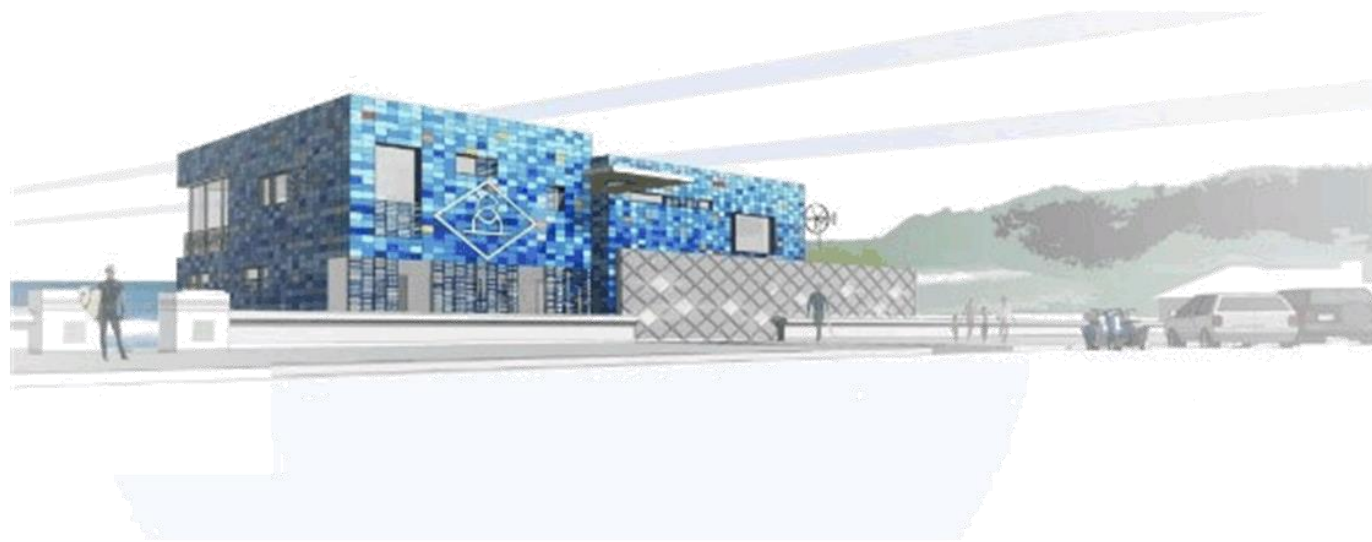
In it for life



New building

- Competitive fundraising environment
- Continual cost escalation
- Staged approach to construction:
 1. Use the structure
 2. Full fit-out
 3. Finishing

In it for life



In it for life



Current status

- Value engineering and supply side donations
 - Project cost now \$3.2 million
- Stage 1 completion: \$2.8 million
- Stage 1 funds: \$2.3 million

- \$500,000 gap

In it for life



Additional funding

- | | |
|---------------------|------------------|
| ● Community trusts: | \$300,000 |
| ● Club members: | \$150,000 |
| ● Corporate: | \$50,000 |
| ● Total: | \$500,000 |

In it for life



Timeline

- Construction commences: August 2016
- Construction complete: March 2017

In it for life



Questions?

Contact:

Arie Moore, Chairman, 027 457 9203
chair@lyallbayslsc.org.nz

In it for life

Sub # 460 .

Wellington City Council **Proposal to Establish Urban Development Agency**
Oral Submission from VUW School of Architecture

Presented by Chris McDonald & Morten Gjerde, 10 May 2016

Wellington City Council is able to bring a long-term, big-picture perspective to urban development. The Council operates a 20-30 year planning horizon, and it has an interest in almost every aspect of Wellington's social and economic performance – including public good outcomes. This places a public Urban Development Agency a unique position – potentially able to take a much broader view of cost/benefit relationships, and able to address risk differently. It means that UDA is able to undertake projects that would not be attractive or viable for private sector developers.

Because its actions are not circumscribed by narrow self-interest, the UDA is in a good position to broker agreements among property owners and developers. Likewise, Council's strategically placed land holdings and its unique role as the custodian of public space enable a Development Agency to partner the private sector – leveraging better outcomes for the city, but also providing the catalyst for successful private developments.

The old Europa service station on Jervois Quay is a good example. (Subsequently, Tony's Tire Service, currently vacant.) This is a small, awkwardly shaped parcel of land. But, because it occupies the interface between CBD and waterfront, it provides the key to unlocking the development potential of a whole city block. The Council recognised the strategic value of this site many years ago, It purchased the land, and this relatively modest investment means that Council's influence over development outcomes now goes far beyond *District Plan* controls.

Another example is the Chews Lane development. This provides an instructive lesson in the kind of development *process* that is possible when a public agency is one of the leading protagonists. In this case, WCC gradually acquired a number of adjacent parcels between Willis Street and Victoria Street. Site aggregation is

usually a painfully slow process, and many private sector developments proceed on sites that are less than optimal in terms of size and configuration. Council's sustained interest in the Chews Lane area, meant that it could assemble a highly attractive redevelopment site with two major street frontages, through-block links and several high-quality heritage or character buildings.

Just as importantly, the Council used its influence as the land owner to impose a site-specific design brief that ensured all these attributes were preserved or enhanced during the redevelopment. The result is successful commercially, but it also contributes to the regeneration of a whole urban precinct.

In recent times, Wellington's principal experience of a public redevelopment agency has been City Shaper and, before that, Wellington Waterfront Limited and Lambton Harbour Development. After Central Government ceased large-scale development of the Government Centre, Wellington's waterfront redevelopment was for many years the only example of comprehensively planned urban redevelopment lead by a public-sector agency.

Over the last 30 years, the waterfront project has pioneered – or at least perfected – a whole range of design-based tools and procedures that have delivered high-quality buildings and open spaces. These tools range from the more abstract visions, concept plans and frameworks to the more particular guidelines, master plans and site-specific design briefs. Together, these tools have introduced design-based performance criteria and design review to every stage of the development process from the first EOI's through to construction, commissioning and on-going management. These tools and practices provide an excellent foundation for agency-led redevelopment initiatives within the city at large.

All waterfront developments are subject to intense scrutiny by interest groups and the wider community – to the extent that obtaining resource consent is one of the major "risks" to new investment here. Accordingly, one of City Shaper's key responsibilities is to manage this risk by communicating with the community and involving a broad constituency in the decision-making process. This is a further example of how the waterfront project might serve as a model for a new UDA.

Over the years, some waterfront projects have failed to receive resource consent. In rare cases, a completed project has proved to be controversial. But the great majority of the redevelopment has been a resounding success. This is indicated by industry awards, annual satisfaction surveys and, most importantly, by high levels of public usage. There is no question that the waterfront environment has helped Wellington to attract and retain the footloose knowledge-workers who are so critical to the city's economy. So, it's fair to say that Wellington's experiment with agency-led urban redevelopment has produced very positive results. With the waterfront *almost* complete, now is a good time to apply the model more widely, learning from the waterfront's example and transferring its lessons to the city as a whole.

Of course, the UDA's operations would not exactly match any of the examples I've quoted. It would not have the comprehensive public ownership and control found on the waterfront. Hopefully, its actions would be less ad hoc than the effective but isolated Council interventions at the Europa site and Chews Lane. Ideally, the Agency would work somewhere between these two extremes. It would be acutely aware of how pieces fit together to deliver the City's strategic goals. At the same time, it would be agile enough to react quickly to opportunities as they arise.

The Agency should be a leader, not a follower. It should use its unique (perhaps even privileged) position to innovate and introduce design-led development models, practices and standards. Understandably, most private sector property development is conservative. It attempts to minimise risk by applying well-known formulae. Having a wider remit and longer timelines, the UDA is has greater capacity to develop new models or adapt known prototypes for local conditions. Potentially, the Agency also benefits from the wealth of information that the Council gathers about Wellington. No other development entity would have quite the same access to data – much of it place based – on the city's changing physical, social and economic conditions.

For these reasons, the Urban Development Agency appears to us as a potential research partner. Each of its projects could set a precedent or become a benchmark for "best practice". In this way, the Agency and its collaborators would have an impact on the city that goes far beyond individual development sites. Indeed, there is

an opportunity to make a contribution to national urban development issues such as housing affordability and the resilience of urban fabric to natural hazards.

In line with Victoria University policy, the School of Architecture seeks to focus its research activities around certain themes or “clusters”. These clusters are currently under review. However, the School has established research interests in urban resilience, seismic resistance, energy consumption, architectural aerodynamics, large scale timber construction and medium density housing. These research themes are used to direct research funding and frame staff research outputs. They also shape design-based theses within the various Professional Masters programmes, which each year involve some 90 students.

It may be beneficial to target the UDA’s more innovative work on a handful of pre-determined topics that have special importance to Wellington. It might even be possible for the School of Architecture and the City Council to align some of these research interests. This would make it easier for academics and students to collaborate with the Urban Development Agency on selected initiatives.

Accordingly, the School of Architecture supports the establishment of an Urban Development Agency within Wellington, and we look forward to working with the Agency on subjects of common interest.

SUBMISSION ON ANNUAL PLAN 2016/17

WELLINGTON CITY COUNCIL
SUB # 458

Submitter

Alexia Pickering JP QSO CNZM
7D Herbert Gardens
186 The Terrace
Wellington 6011

Demolition of Frank Kitts Memorial Park (8) page 27

The Plan to demolish Frank Kitts Park has been on the "drawing board" for some years. This is not the first time I have spoken to Council on this matter.

Initially Frank Kitts Park was under the management of Waterfront Ltd with Ian Pike as the Manager. Council disestablished this organisation and set up within Council City Shaper with Ian Pike as the Manager. It has been his responsibility over the years to manage this plan/proposal

People ignorant My major concern is how little has registered with ratepayers what is **actually** being proposed. Only those citizens committed to the retention of Frank Kitts Park have kept abreast of developments and that this current Annual Plan actually states that the 5.5million will be spent during 2016/2017.

Nowhere in the document does it say that:

- The overall area of Frank Kitts Park will be **reduced by a 1/3** (2,843m²) to make a large enough space for a Chinese Garden.
- The granite wall will be **totally removed** along with all the **historic plaques**. *Tourists from cruise ships find these most informative about our City*
- The amphitheatre will be totally removed. *No need to emphasise how well this is used during events*
- There will be no protection from the prevailing wind off the harbour

Therefore, it is not surprising that people **are not aware** of the demolition of these features of Frank Kitts Park. *Not one person I have spoken to, is aware about what is actually being planned, even though Council has advertised their intention, the spin around publicity has been so careful not to mention these negative parts of the proposal.*

I believe there will a huge outcry when the bulldozers move in and start their work. Even members of the Chinese community are not aware of the implications that the Chinese Garden will have on the style and design of Frank Kitts Park.

Backyard. For those of us city dwellers the Waterfront is our outdoor living space and it is totally wheelchair accessible.

I spent Mother's Day there. We had a picnic, not on the flat grassed area, but in a nook created by the Granite wall – we still saw the harbour and yet we were not exposed to people or the prevailing wind.

There were people carrying out all sorts of activities around us.

The waterfront is in two parts - left and right of Queens Wharf

- Right is the recreational area beginning at Frank Kitts Park ending at Waitangi Park
- Left is an area specific to restaurants beginning with Shed 5 and ending in a Spark building.

Note Unless I am looking for a restaurant I rarely go to the left of Queens Wharf to just wander around whereas the recreation end attracts me to visit and enjoy whatever activity is taking place.

bland, bare landscapes. It has character with different textures being used. It is complimented by the Para Matchet bridge. I enjoy being able to find a nook and area that provides **privacy** and **protection** from either a northerly or southerly wind. As a wheelchair user I appreciate the height that the granite wall provides when viewing events held on the harbour or promenade or especially when watching activities held for the benefit of those seated in the amphitheatre. The wall gives the best position for those who cannot see over people in a flat environment.

Modernisation. It is accepted that some modernisation could take place but not at the expense of the Granite Wall and Amphitheatre. Once you start playing around with what is in place it will spoil what citizens have come to know and respect and enjoy. Where do you start? North or South ends?. In my view the current lawn and pathways could be better maintained. In the few promotional pictures I have seen, the flat lawn looks **lush and green**. This past summer would have tested the skills of the landscape gardeners to keep this image – usage doesn't help so what alternative is there for office workers stopping by to have a break. Sitting on a flat brown lawn is not very attractive. Actually, sitting on a flat lawn is not possible for many people – there has been no consideration given to this sector of our city dwellers. One in five individuals have a mobility problem and are unable to get down to or up from a flat surface and need stable and firm seating. Also those in wheelchairs feel very uncomfortable sitting in front of those sitting on a lawn. When crowds stand on a flat surface to watch a parade or event it is impossible to see anything from a wheelchair other than the person in front. Also sitting in a roped off area is not the solution as these individuals like to be with their friends and families, like everyone else.

Chinese Gardens feature now in several NZ Cities. It is not intended for picnics but contemplation. However many believe that the waterfront is not the ideal location for it but it appears Council is politically committed to it becoming part of Frank Kitts Park. Unless it can be designed to fit around the current amphitheatre, where 600 seats will be demolished, an alternative site should be explored. The current design is on a sloping site and is not conducive to wheeled pedestrians (parents with prams) or wheelchairs. The elements used of cobblestones and pebbles are difficult to go over for wheelies and yet these are common features of Chinese Gardens limiting usability by all citizens. A lot of people believe that by its very nature it would be better located elsewhere.

Changing Name? Earlier documents suggested changing the name to a Maori name. It was pointed out that this Park was first known as Marine Park, and renamed Frank Kitts Memorial Park in 1979 by Mayor Jim Bellich. Sir Frank Kitts is Wellington's longest serving Mayor completing 18 years to 1974. In 1989 the current construction was completed so for 27 years this Park has been known as Frank Kitts Memorial Park. Don't let us change the name.

Conclusion. Council needs to be open with ratepayers explaining **exactly what is proposed** to be **demolished of Frank Kitts Park** in order to accommodate a **Chinese Garden**

In doing so Councillors should take into account

- The accessibility of proposal (especially the Chinese Garden that has sneaky isolated steps)
- where the historical plaques have found another home.
- how many events will be affected by the removal of the Amphitheatre
- how they propose to have an avenue of mature trees suddenly appear along Jervois Quay
- why they wish to change the name.

Signed

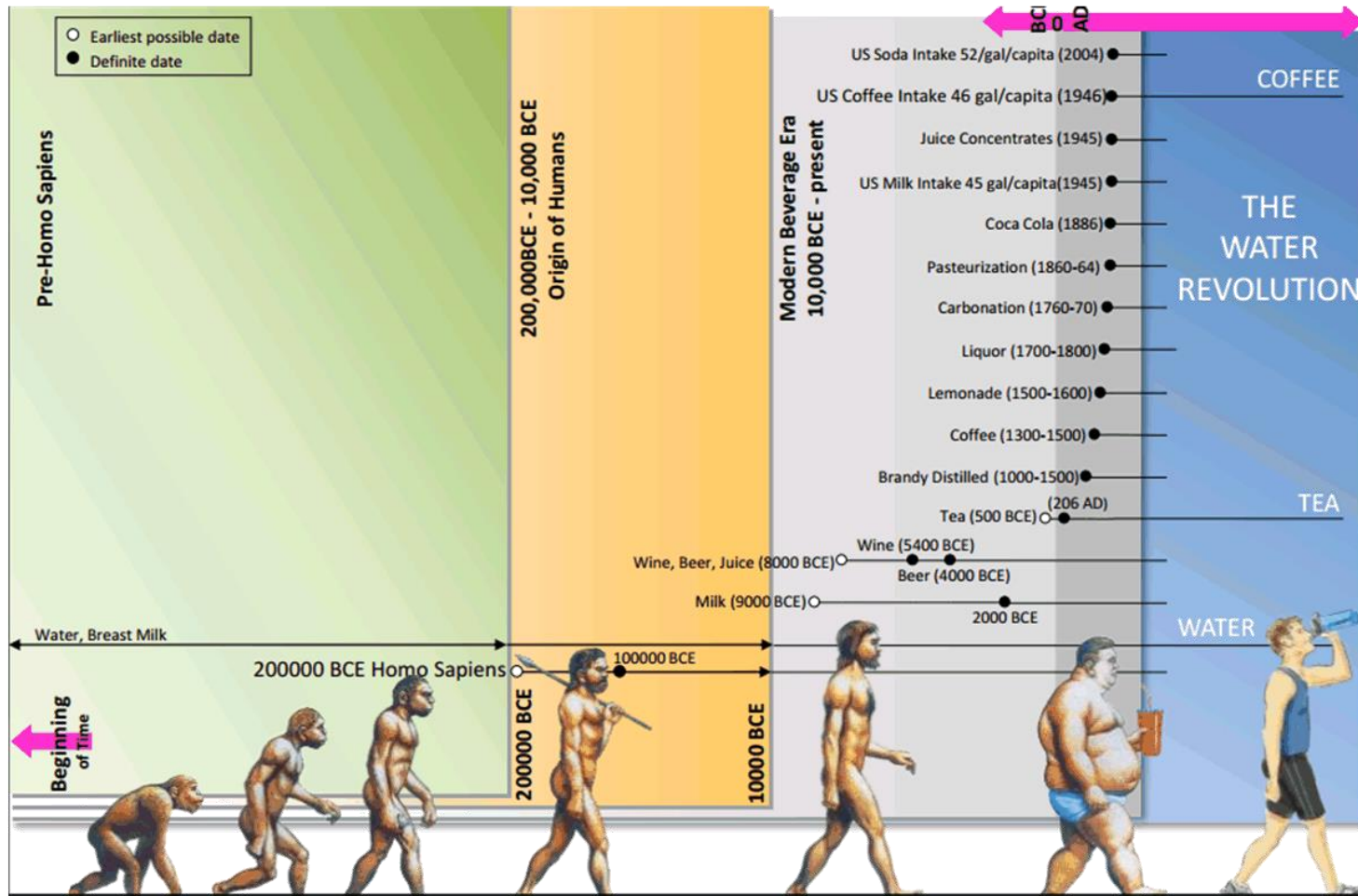


Provision of public drinking water fountains with bottle refilling stations.

Dr Anna Ferguson and Tess Clarke



Item 2.2 Attachment 21



Thirsty? Where do I go?



Great Harbour Way



Cuba Street?



Courtney Place ?

Item 2.2 Attachment 21



“ It’s pretty sad that the cheapest way to get a drink in Wellington city is to go into a fast food chain and order a frozen coke, costing just a dollar”

Arthur McTavish, 17, Wellington Student



Sugary drinks drive dental disease



Photo; Louise Goosens, CCDHB

....and Type 2 diabetes



Water stations as a tool to replace sugary drinks

Nelson mayor challenges others to get rid of sugary drinks

ANNA BRADLEY-SMITH
Last updated 07:49, October 21 2015



City of Melbourne Hydration stations

- 60 water stations installed in 2016
- Promoted with 11,000 reusable water bottles distributed at launch.
- Locations available via smart phone app



Recommendation 1: Location

Ensure that children, families and teenagers, whether exercising, shopping, hanging out or simply walking through the city, always have easy access to water



Midland Park



Lower Cuba Street



Civic Square

Recommendation 2: Universal Signage

Current Water Stations not obvious



But toilets are always easy to find!

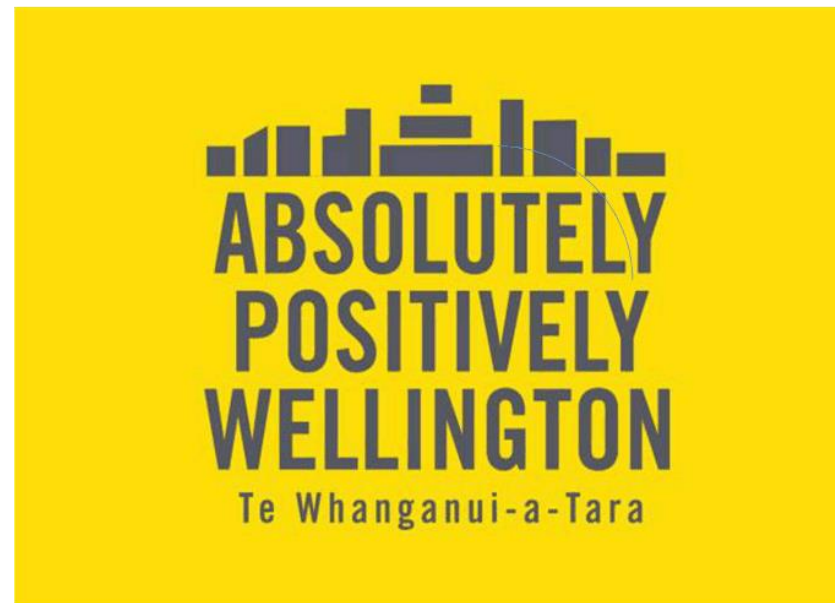


Recommendation 3: Collaborative Partnerships

- Explore collaborative partnerships with community partners
 - privately funded/ council installed and maintained.
 - Or private funding for fountain and installation, council maintained.
- Healthy Future Families Trust willing to facilitate private sponsorship of fountains
- Wellington Branch of the New Zealand Dental Association



Water stations



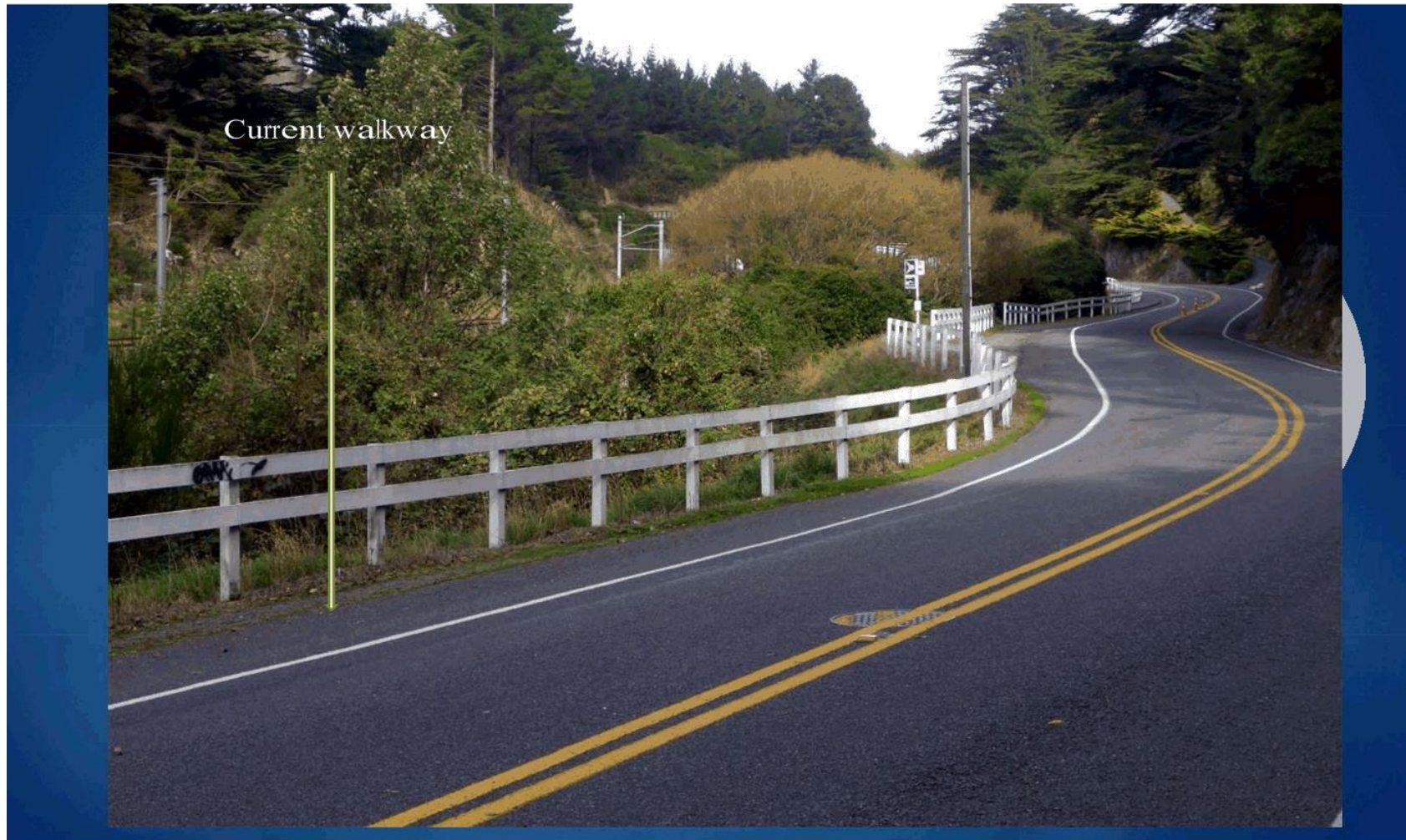
Good for health, good for the environment, good for the pocke

WCC Annual Plan 2016/17

GLENSIDE PROGRESSIVE ASSOCIATION

MIDDLETON ROAD WALKWAY

Item 2.2 Attachment 22

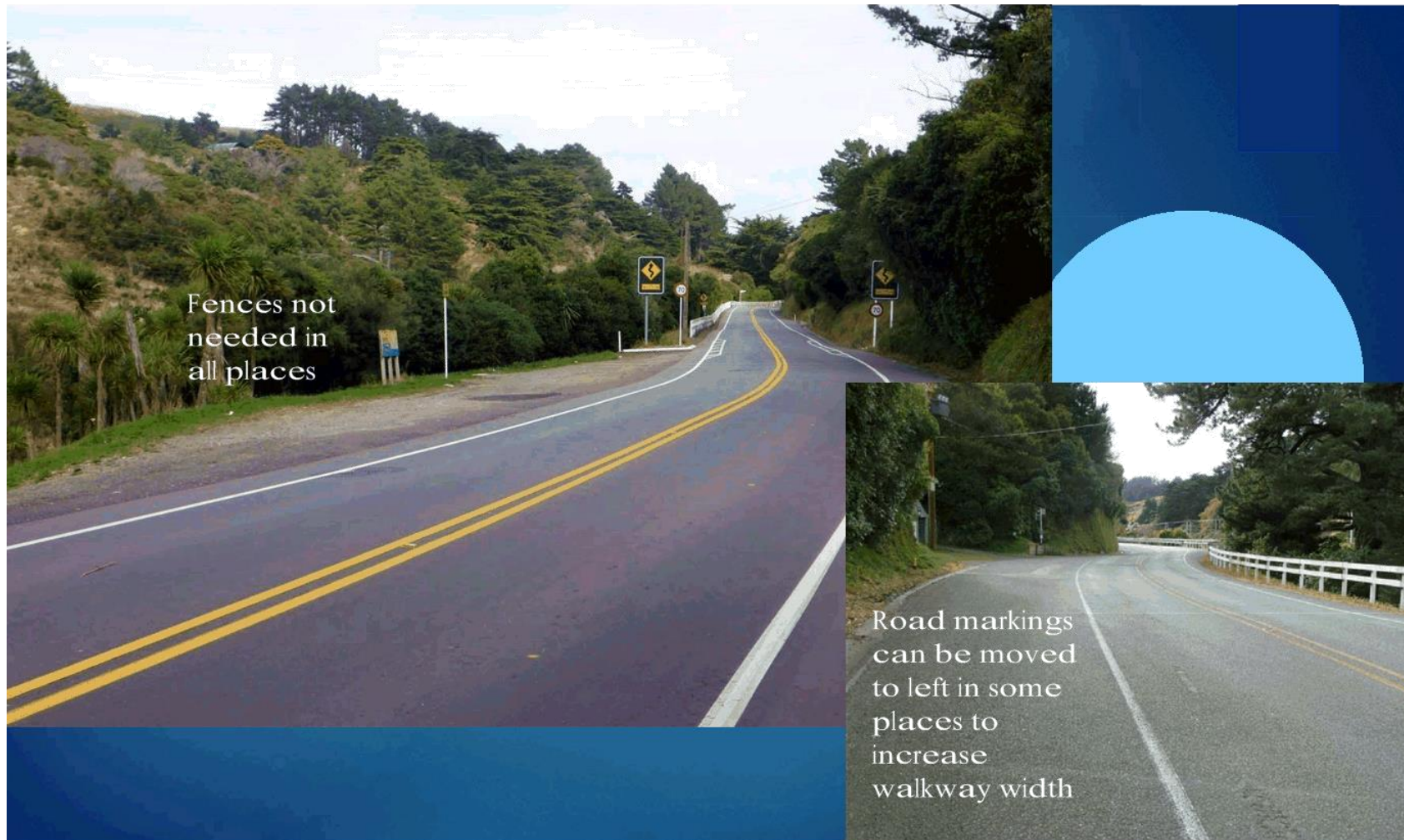


Item 2.2 Attachment 22



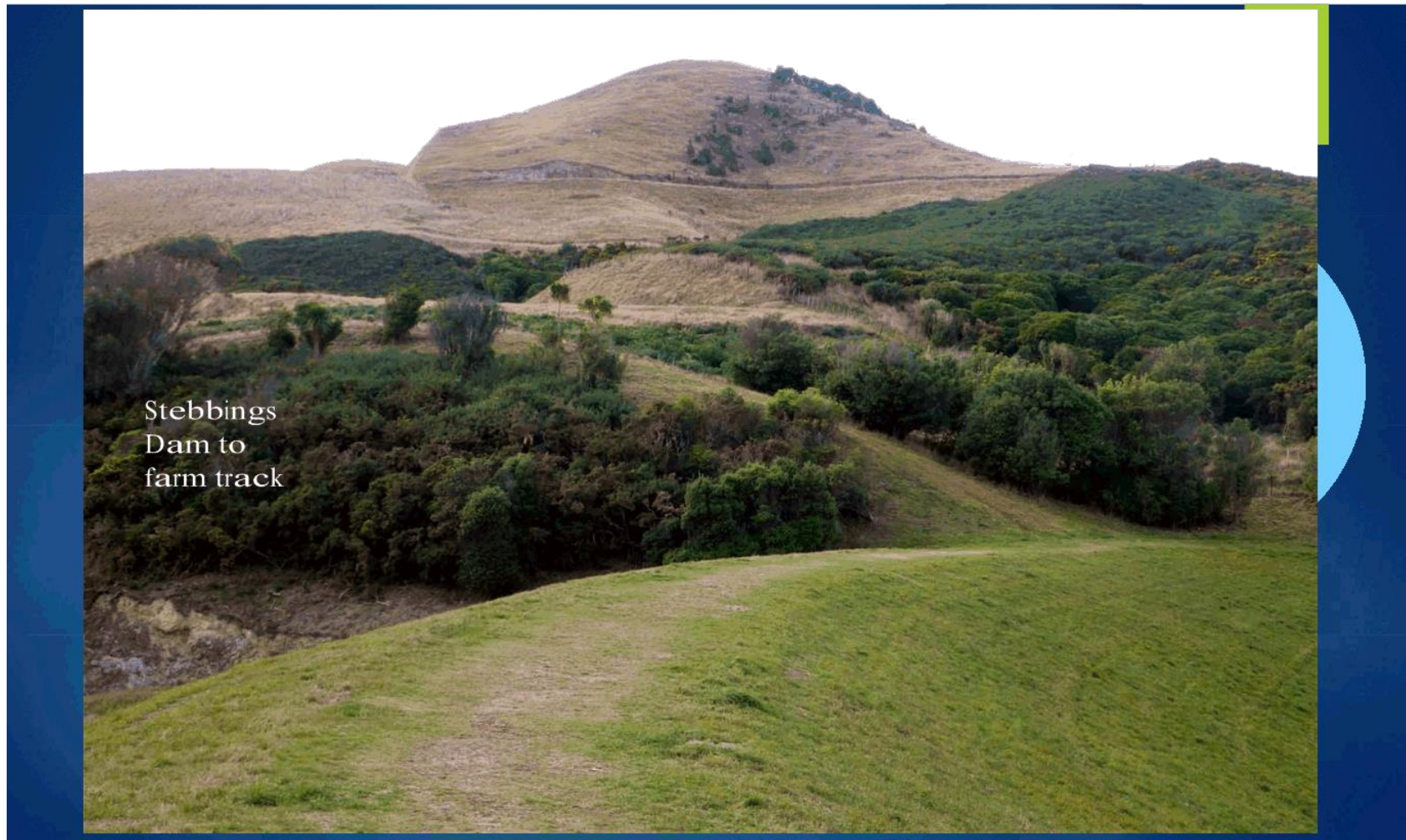


Item 2.2 Attachment 22





Item 2.2 Attachment 22

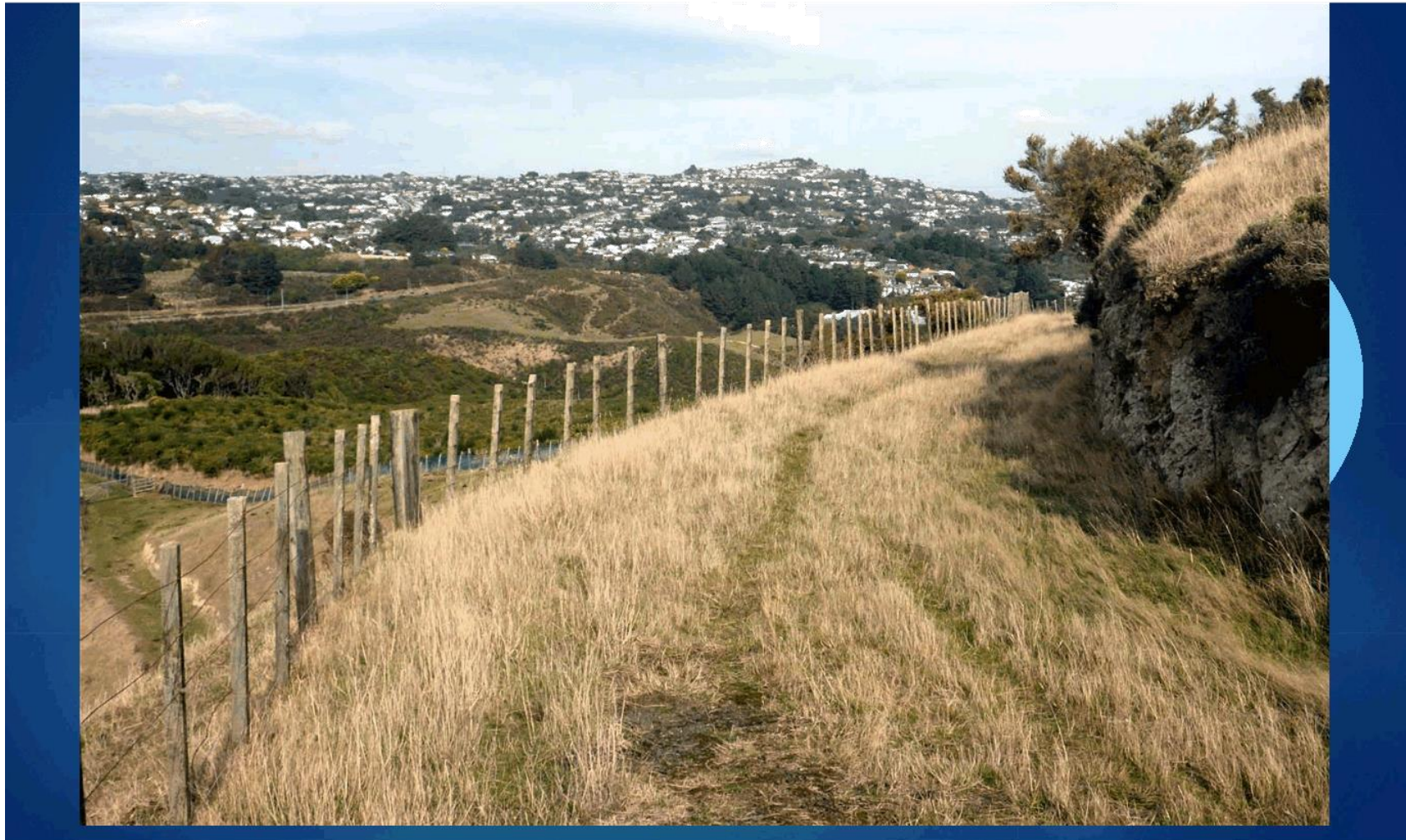




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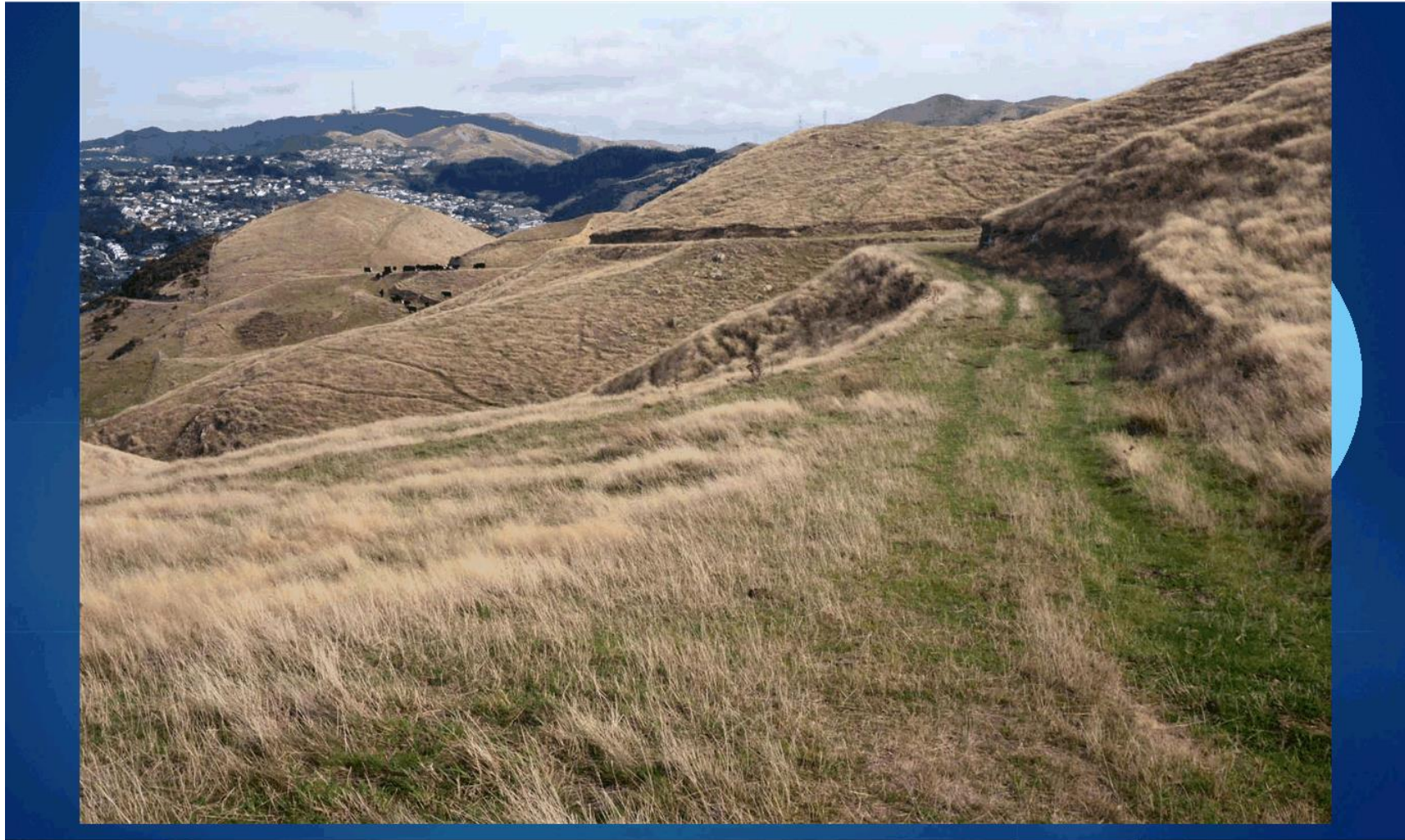
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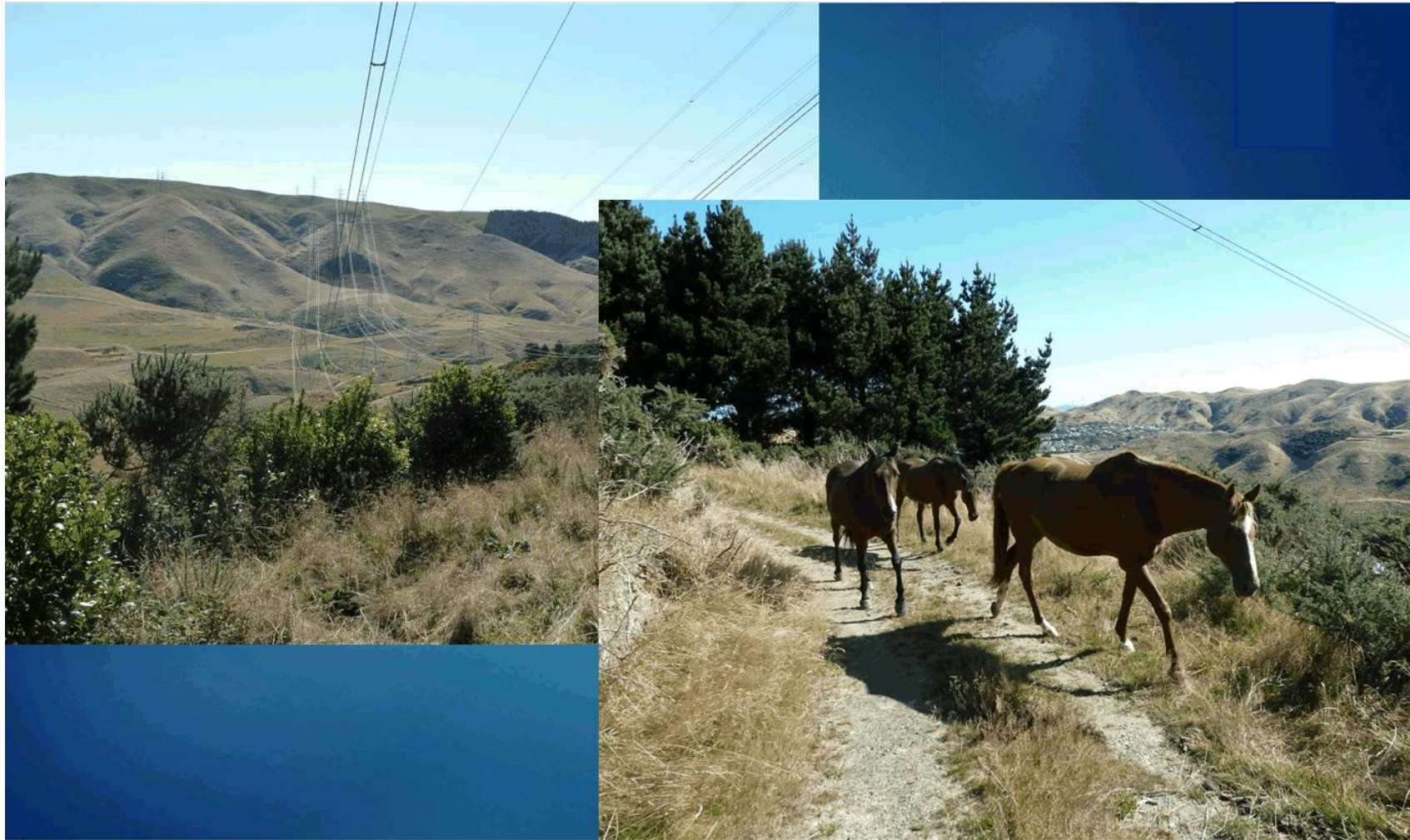
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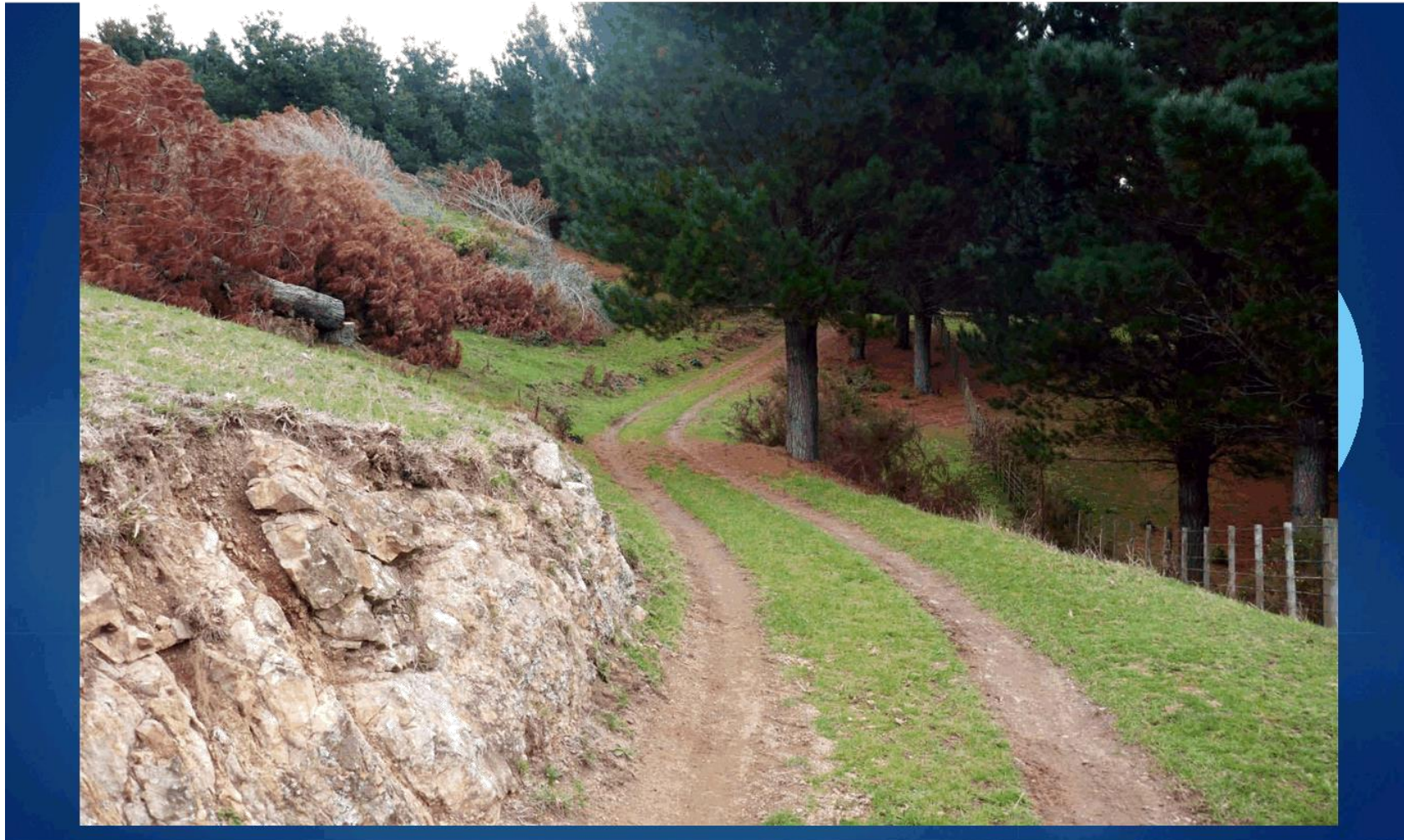
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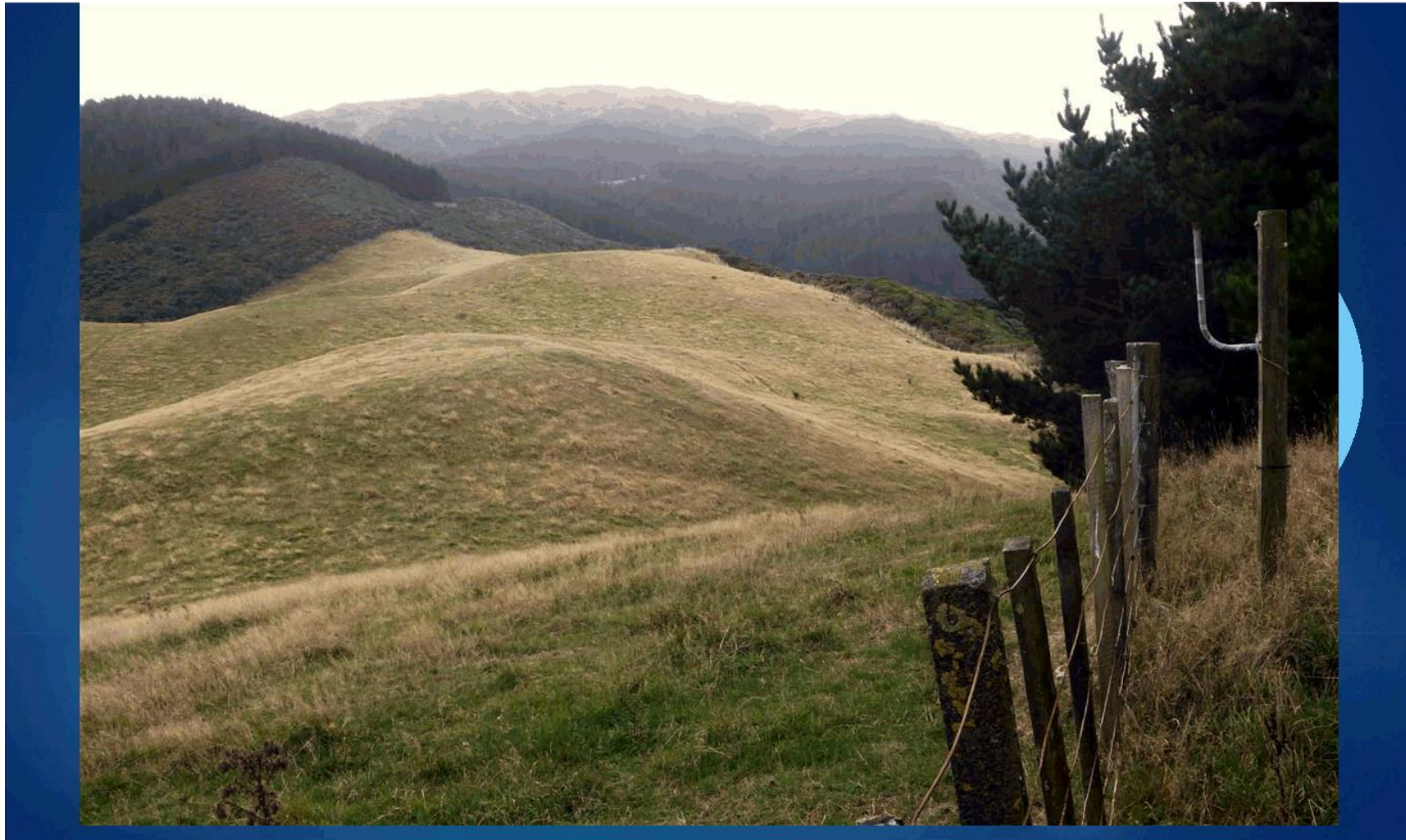


Item 2.2 Attachment 22





Item 2.2 Attachment 22





Item 2.2 Attachment 22







Stebbings Stream – Restoration Projects

Stebbings Stream is one of the tributaries of Porirua Stream that runs into Porirua Harbour. The stream has been degraded over the years by land clearing and housing development in the area. Projects shown on the map aim to restore the stream and its environs. It is planned to do this by removing weed species, preparing the ground and planting native plants along both sides of the stream.

Goals of the projects are to:

- Establish natives in place of exotic trees such as radiata pine, macrocarpa and sycamore which dominate the area.
- Reduce sediment runoff into the stream.
- Remove weed species from the stream banks.
- Beautify the stream, walkway, roadside and environs for the benefit of local residents and walkers.

Other outcomes sought are:

- An increase in the population of native birds along the stream and environs.
- Increased shade across the stream to provide a cooler environment for fish.
- An environment that will encourage an abundance of insect life to support the return of native fish.

The projects have been supported by Wellington City Council (Roading & Traffic, and Parks & Reserves Teams) and the Glenside Restoration Group with the agreement of adjacent landowners.

Planting in the vicinity of Glenside and Stebbings roads and the Gravesite Memorial arose from an agreement with the Council and the private landowner to re-vegetate the land disturbed by the construction of the Westchester Link Road which was opened in 2011. This included felling aged exotic trees close to the stream.

The Council also constructed three swales alongside the road to reduce the rate of runoff and to control sediment and other waste entering the stream. Other restorative planting and riparian planting has been carried out along the length of the road.

The Glenside Restoration Group is engaged in restorative planting on land close to the stream and along Stebbings Road which is now a Walkway.

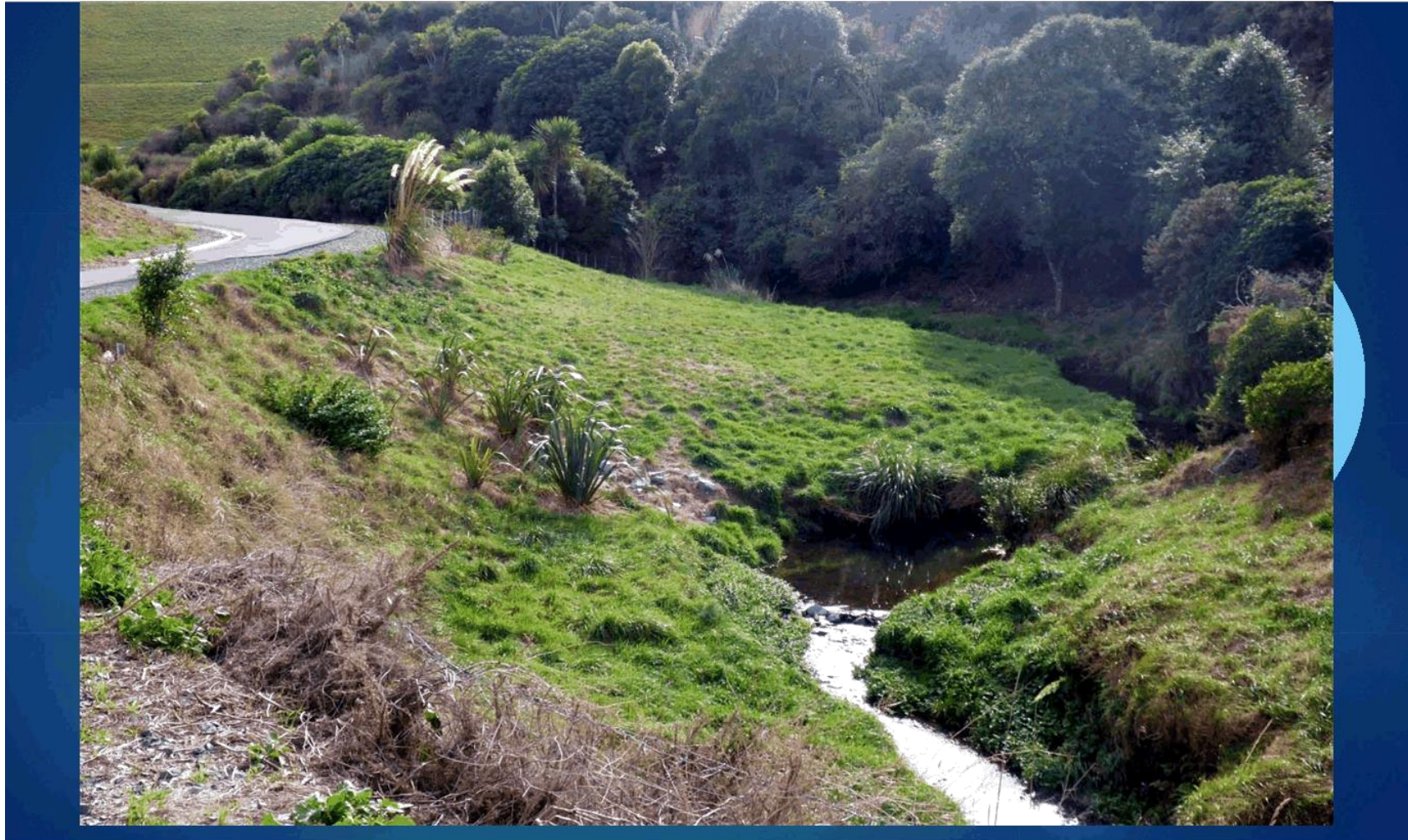
Restoring the streams and bush to their former glory
 The Glenside Restoration Group wishes to acknowledge the earlier work of the Glenside Streamcare Group under Greater Wellington Regional Council's Take Care Programme, one project of which is located adjacent to the Retention Dam as shown on the map.

Green network broken by isolated piece of private and

Fulton Hogan
 Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Following their construction of Westchester Drive, Fulton Hogan are proud to have nurtured restorative planting in the area in partnership with the local community.

Item 2.2 Attachment 22





Genetic pollution

When Māori warriors fought beyond their own territory, they sometimes took home plants of value, including selected forms of cabbage tree. When Māori travelled they sometimes planted cabbage trees in new areas, to serve as markers, shelter and a supply of materials and food. European settlers have done the same to an even greater degree. Cabbage trees grown in thousands from the seed of a single tree might be sent all over New Zealand and sold by garden centres. The former Department of Lands and Survey Native Plant Nursery in Taupo grew the robust Central North Island type of cabbage tree and planted it throughout the country in campgrounds and other government reserves. Now these plants are flowering and crossing with the local cabbage trees. The resulting offspring have different genetic characteristics

Tabled Item
Sub # 708
"Dancing leaves
The story of
New Zealand's
cabbage tree,
ti Rōuka"
Philip Simpson
Canterbury University
Press, 2000.

271

to the local stock. The genes would not have mixed without humans moving the parent trees about.

This is genetic pollution, and it may be good or it may be bad. It may be good if the offspring are adapted to new circumstances, like climate or atmospheric change. It is bad if it leads to less resistance to disease or insect attack. If Northland cabbage trees are planted in Southland, they will eventually die from frost; human effort will be wasted and a costly ecological restoration project may fail. The natural genetic landscape is the result of a very long period of adaptation to local conditions, especially climate. People can blur these distinctions and even lose them through genetic pollution and encourage a population that is poorly equipped to survive adversity. At the very least, a scientific understanding of natural patterns will be compromised. People will not be able to say with confidence, 'This is our own locally distinctive cabbage tree.'

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Donna Sherlock
Parent
Bee keeper
Rural block land owner
Trustee, Porirua Harbour Community Catchment

Urban development agency

“Market Failure” The property Group

“Land scarcity”

“Assisting major developers through the regulatory process” – with the aim of affordable and quality buildings and accessible housing

What about the small developer, doing things differently? Not everyone fits into the same tiny section.



UDA

- Procurement for development – standardised and simplified, lifecycle analysis
- Residents always fear “urban ghetto” in their backyard. WCC control this, WCC should lead procurement of quality housing materials.
- Please not big tender stuff. Eg Nott House, built by locals, still standing 160 years later. Choice in building materials and suitability for conditions.

Review of district plan

Urban development areas (Chapter 28 appendix)

6.2.3 Rural Principal 1

Allow for well designed, low intensity, generally rural-residential type development provided that this does not compromise the landscape, landform or ecological values of this area.

6.2.4 Principal Residential

Ensure well designed, well connected residential areas which offer a range of living choices.

Yet I cannot as of right subdivide, as I have less than 30ha. Such 'discretion' is causing tension, disparity and inconsistency.. The land can support greater intensification with a positive effect on the environment and a low carbon capital.

District plan

- Not being regularly reviewed, as in the past legislative requirement
- Response to development pressures is to add an appendices'
- Fighting fires with Special housing areas, housing accord etc . Reactionary plan changes. Failing to adequately plan, as per community needs.

Ivy Bank farm example – not an isolated farm. Historically farmed, now flanked on the city fringe with access –SH1, Principal roads, high density housing and new development sites are tiny, not suited for everyone.

“Not making new land”

- Council should be making positive and contemporary changes to the district plan for the sake of people and the environment.
- WCC has land that is suitable for development, eg Glenside Reserve.
- Urban development agency needs greater environmental stewardship and representation

Land needs people, people seek land



Item 2.2 Attachment 24

Porirua Harbour and Communities

- Life beyond Ngauranga – this annual plan will support activities and development.
- The Porirua Harbour and streams was omitted in published the work plan. Residents – Churton Park, Newlands, Johnsonville and Tawa need audible leadership from WCC to create a sense of place and link impact on the water.
- Don't omit mention and responsibility. Lead for the sake of our environment and people.

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, Vogelmorn & 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

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

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 Vogelhorn Park and McAlister Park

Connect off road cycle tracks to main street with better signage

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

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.

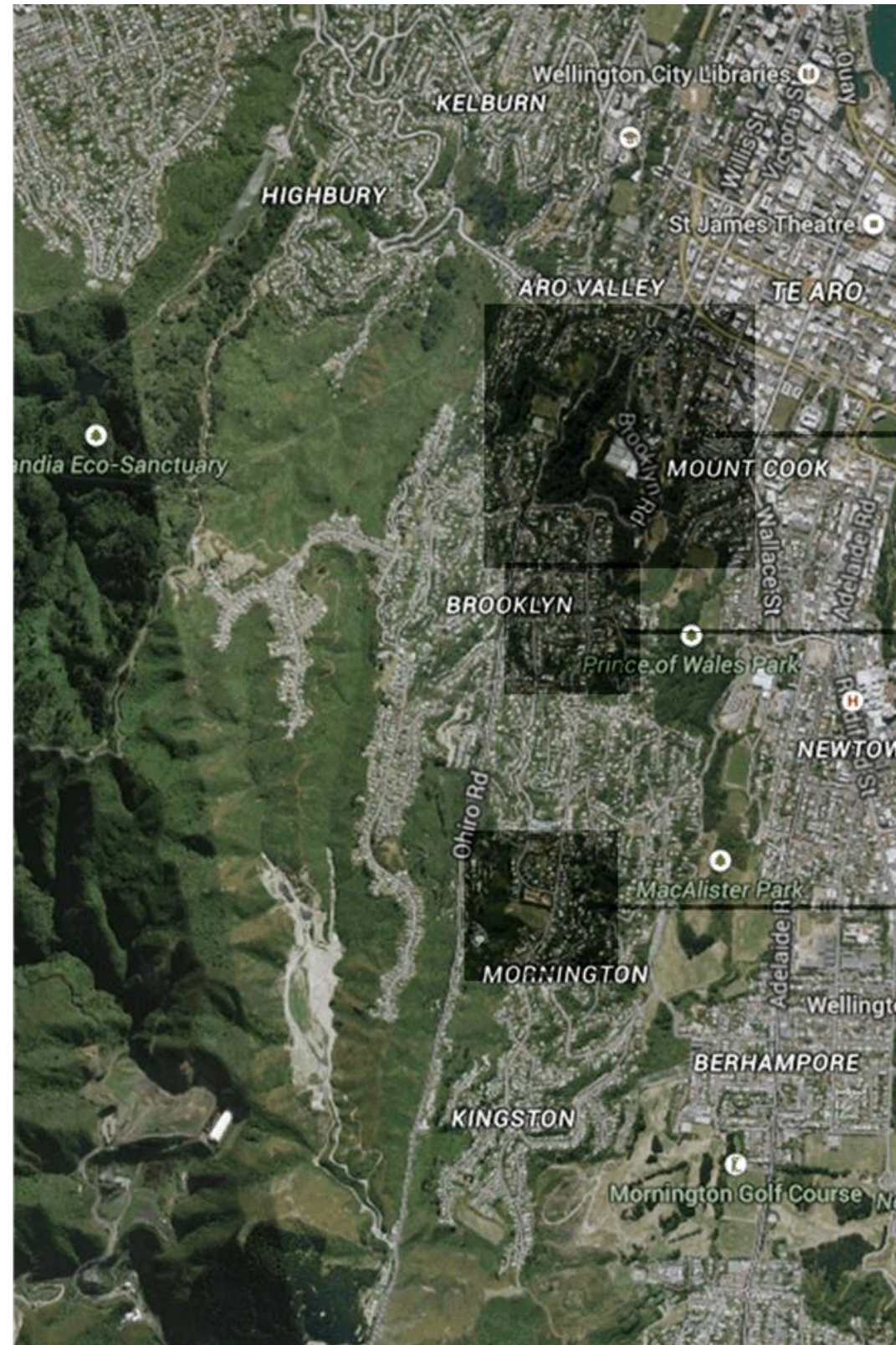
Should open up public lane between Cleveland St – BCC – McKinley Street

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



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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



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context map



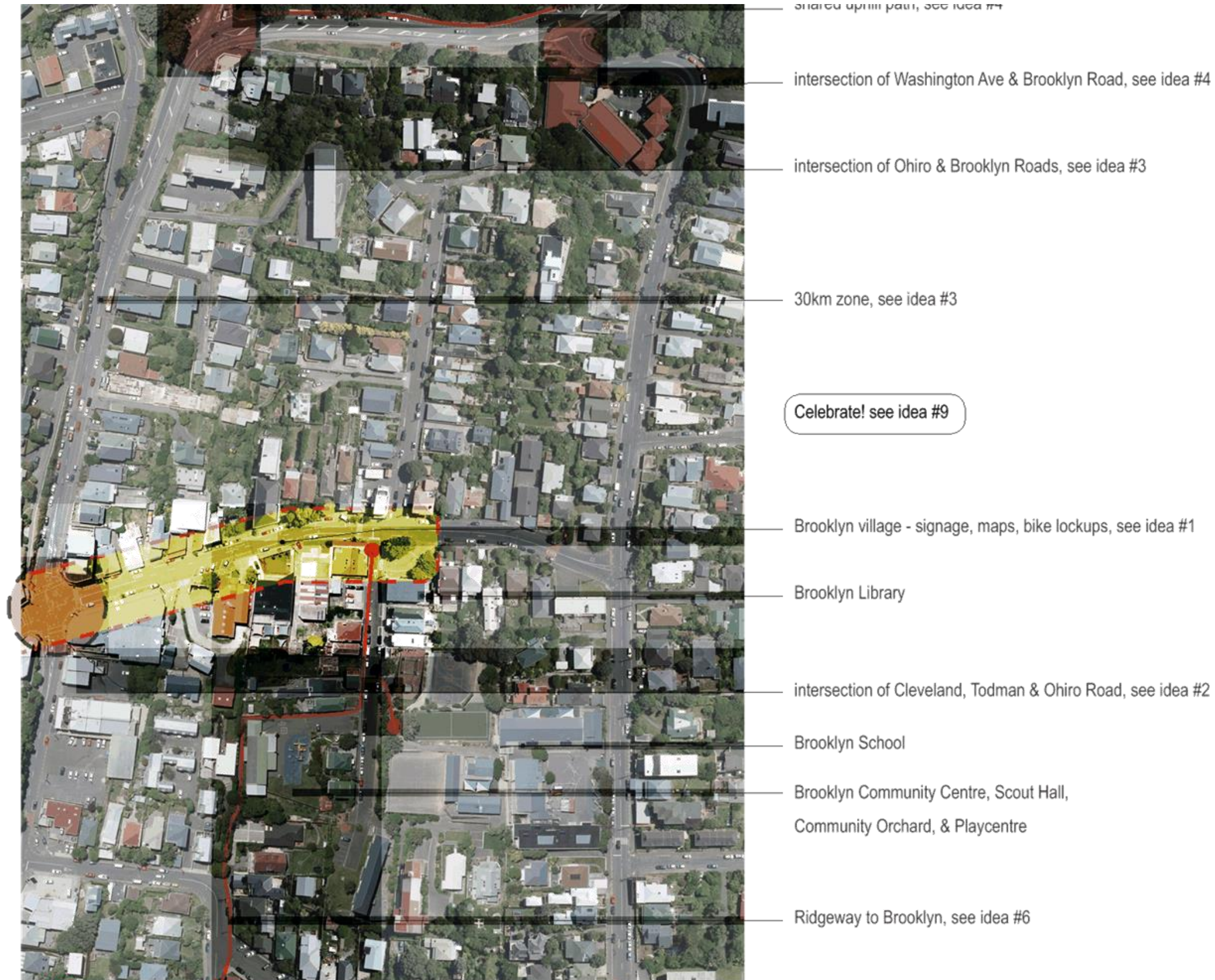
- connect into CBD cycle project
- shared uphill path, see idea #4
- central park
- Renouf tennis centre
- intersection of Nairn Street & Brooklyn Road, see idea #4
- intersection of Ohiro & Brooklyn Roads, see idea #3
- intersection of Bidwell Street & Brooklyn Road, see idea #4
- Rogers' corner, see idea #8
- intersection of Washington Ave & Brooklyn Road, see idea #4



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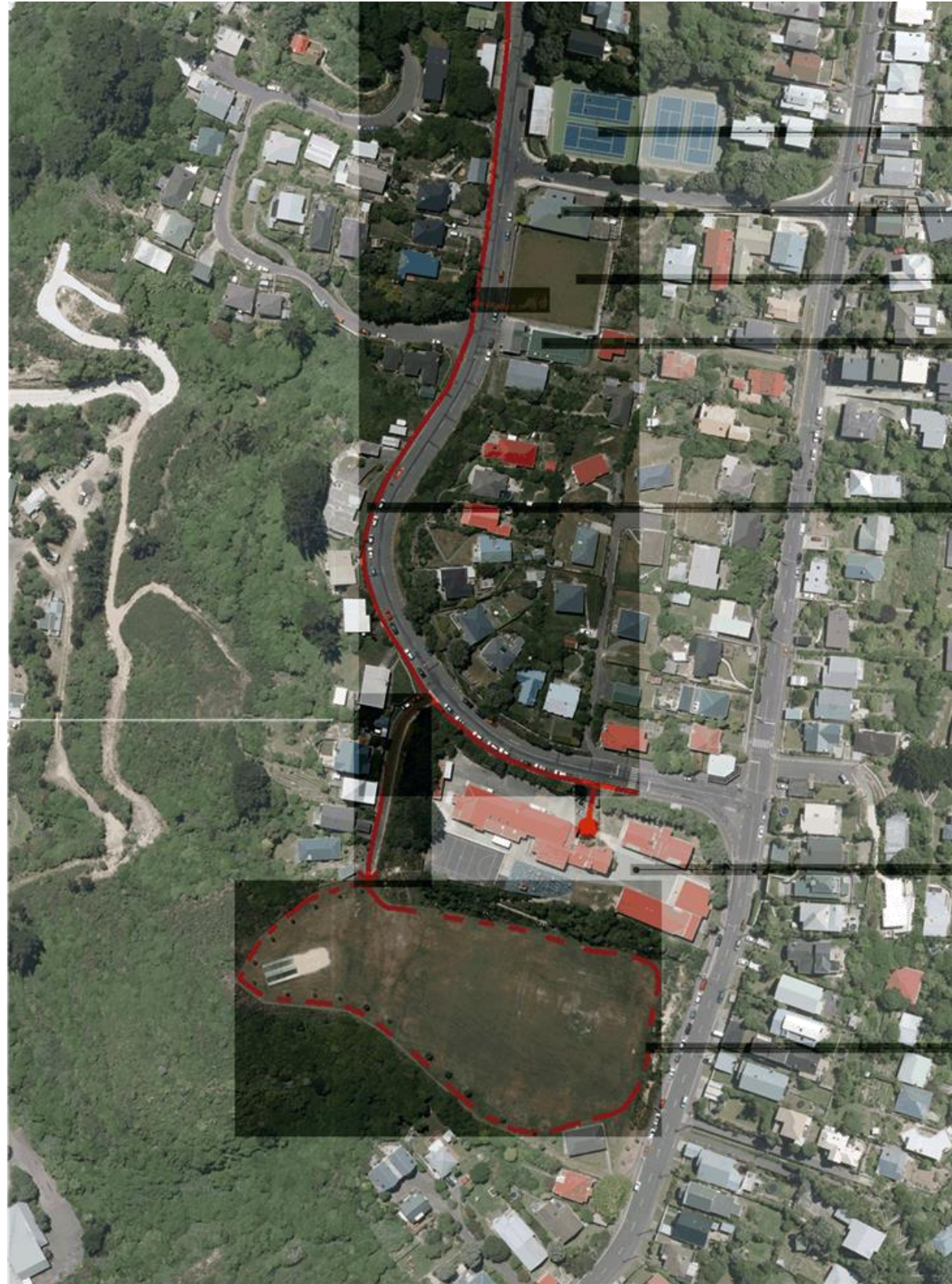
map 1 - Brooklyn Road



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map 2 - Brooklyn Village




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

Ridgeway to Brooklyn, see idea #6

Shared Community Storage & Charging, see idea #7

Ridgeway School

Vogelmorn Park Track, see idea #5

 **A2B** Submission to WCC Annual Plan
Active to Brooklyn 29th April 2016

map 3 - Vogelmorn Park

Idea (title and description)	What problem would this solve and/or benefit would it would bring?	Other comments/discussion points?
<p>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>



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Appendix 1

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. Vogelmorn Park Track</p> <ul style="list-style-type: none"> Multipurpose track around Vogelmorn 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 Vogelmorn Park, Ridgeway School, Vogelmorn Community Rooms, Vogelmorn Hall, Vogelmorn 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>



A2B
Active to Brooklyn

Submission to WCC Annual Plan
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Appendix 1

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>	



A2B
Active to Brooklyn

Submission to WCC Annual Plan
29th April 2016

Appendix 1



ALEX MOORE PARK
SPORT AND COMMUNITY INC

**ALEX MOORE PARK
BOARD - WCC ANNUAL
PLAN PRESENTATION**

**HADYN SMITH – AMPB
CHAIR**

MAY 2016



History of this project

The Alex Moore Park Board (AMPB) was formed by Olympic Harriers, Johnsonville Cricket, Johnsonville Softball, North Wellington Junior and Senior Football Clubs and the community in 2009.

MISSION:

Building a quality sport and recreational experience for the whole community



Achievements to date

The AMPB has been in existence for seven years with the following key achievements:

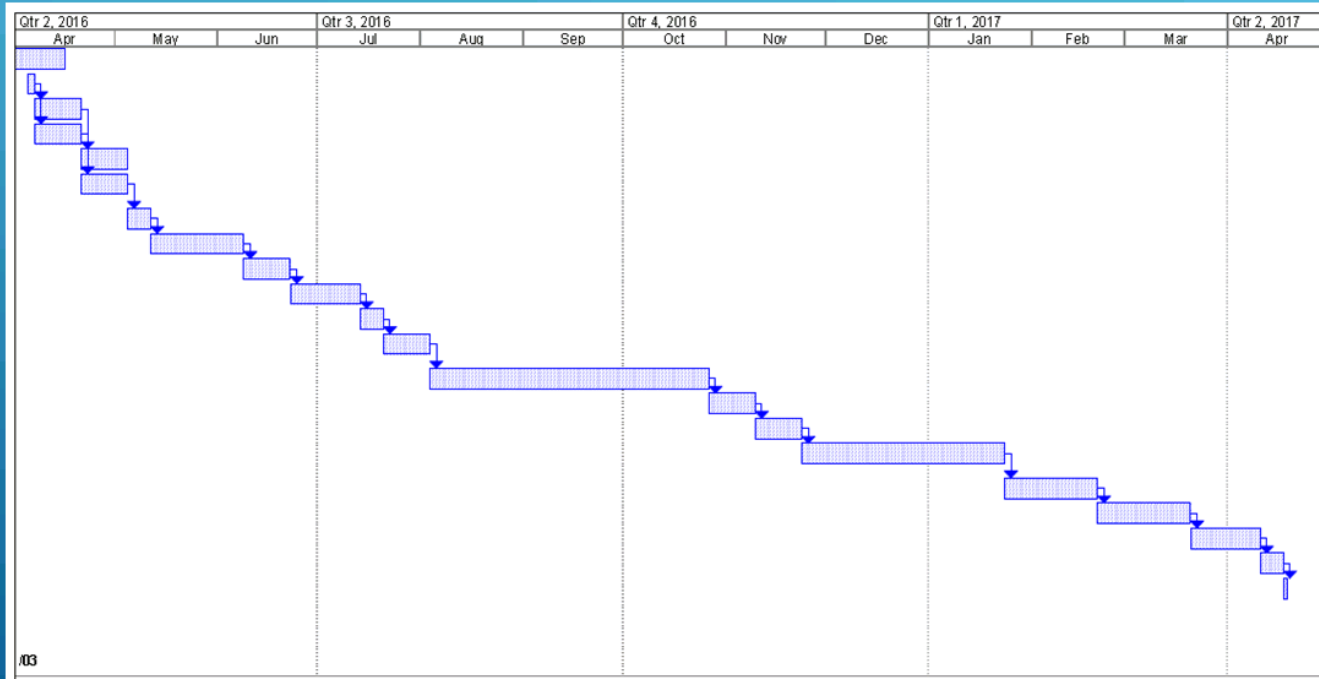
- Existing Philip Street clubrooms – valued in excess of \$1 million, as seed funding for the project
- Support and voice for the “whole of park” value add proposition (stage one and beyond)
- Constantly retained high levels of community support (*Needs Analysis 2007, Peer Review 2015, Lumin report 2015*)
- Obtained Resource Consent (2014)
- Obtained support from all clubs for a capitation fee of \$5 per child and \$10 per adult annually
- Secured \$1,745 million as part of the WCC LTP (2015)
- NZ Lotteries support of \$500,000
- Secured a lease on Alex Moore Park (2013 & 2016)
- Formulated and applied a “Capital Appeal Action Plan” including all level of value proposition (2015)



ALEX MOORE
PARK
SPORT AND COMMUNITY INC

Timelines

Our project team estimate that construction can commence from April 2017 with a completion date in late 2017 or early 2018.



Item 2.2 Attachment 26



2016 to 2018 Focus

Turn a concept and hard voluntary work into reality

- **Wellington is a people centred city with huge urban growth in the Northern suburbs**
- **In 2015 under the WCC LTP our project was granted \$1,745,000 towards aspects of the build**
- **In 2016 \$120,000 of that funding – under the Annual Plan, was used for the development of detailed plans.**
- **The remainder of WCC funds will be required in the 2017 and 2018 annual plans.**





Budget focus

In recent work:

- **Long term lease (33 years secured)**
- **Five year operational forecast completed**
- **Funding cap set (\$5.2 million)**
 - *Note: excludes southern carpark*
- **Design changes made to ensure savings**
- **Lumin, community, WCC and sport input sought for final design (*underway now*)**
- **Key funding partner relationships being developed, such as Johnsonville Charitable Trust (detailed plans)**

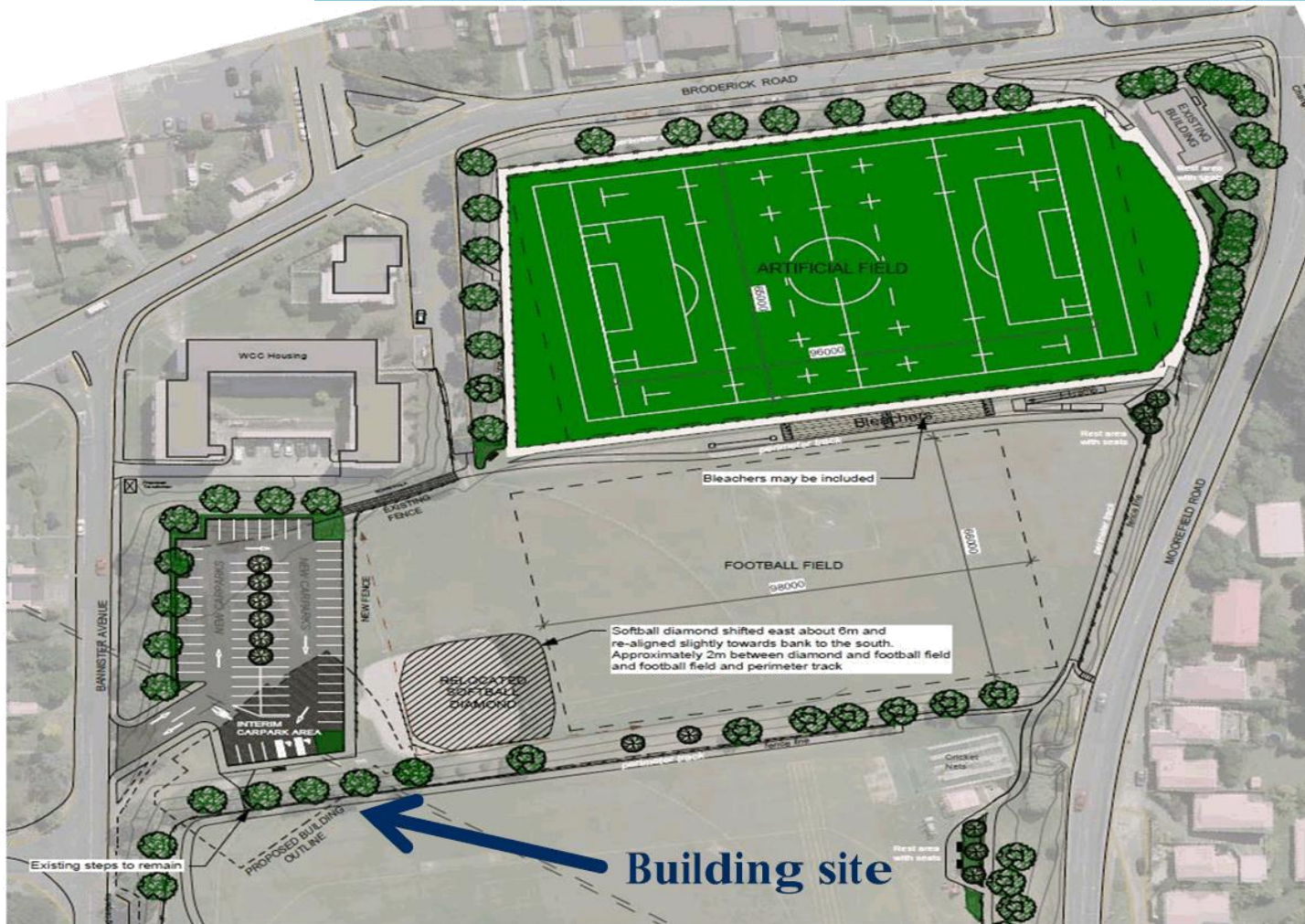


Updated Plans

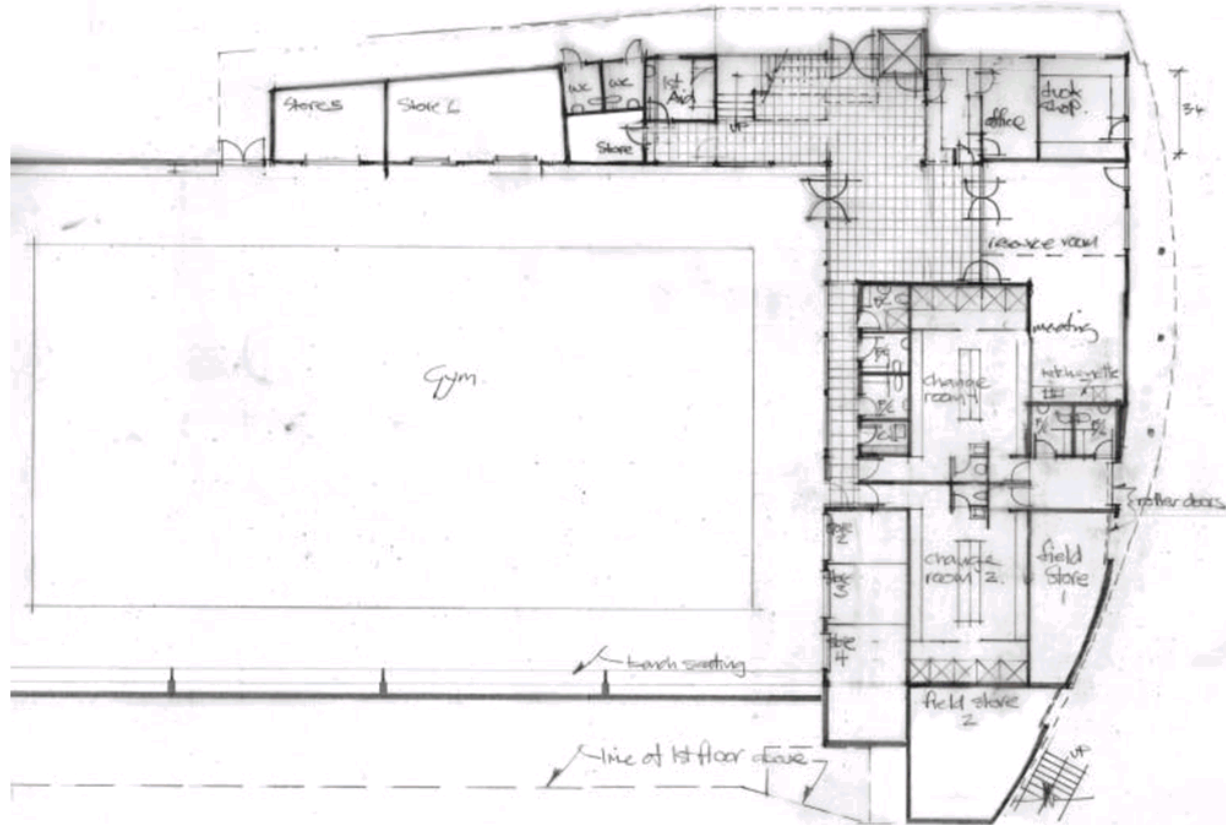
The Alex Moore Park Building Plans are currently being reviewed. Although not signed off we would like to share some of those draft developments but add the caveat that the plans have yet to be reviewed by any of the key stakeholders and will not be final for many months to come.



Alex Moore Park – a community focal point



Item 2.2 Attachment 26



Ground Floor

ALEX MOORE PARK
Community Sports & Recreation Facility
Ground Floor Plan
Rev 2
Job Number: 1633

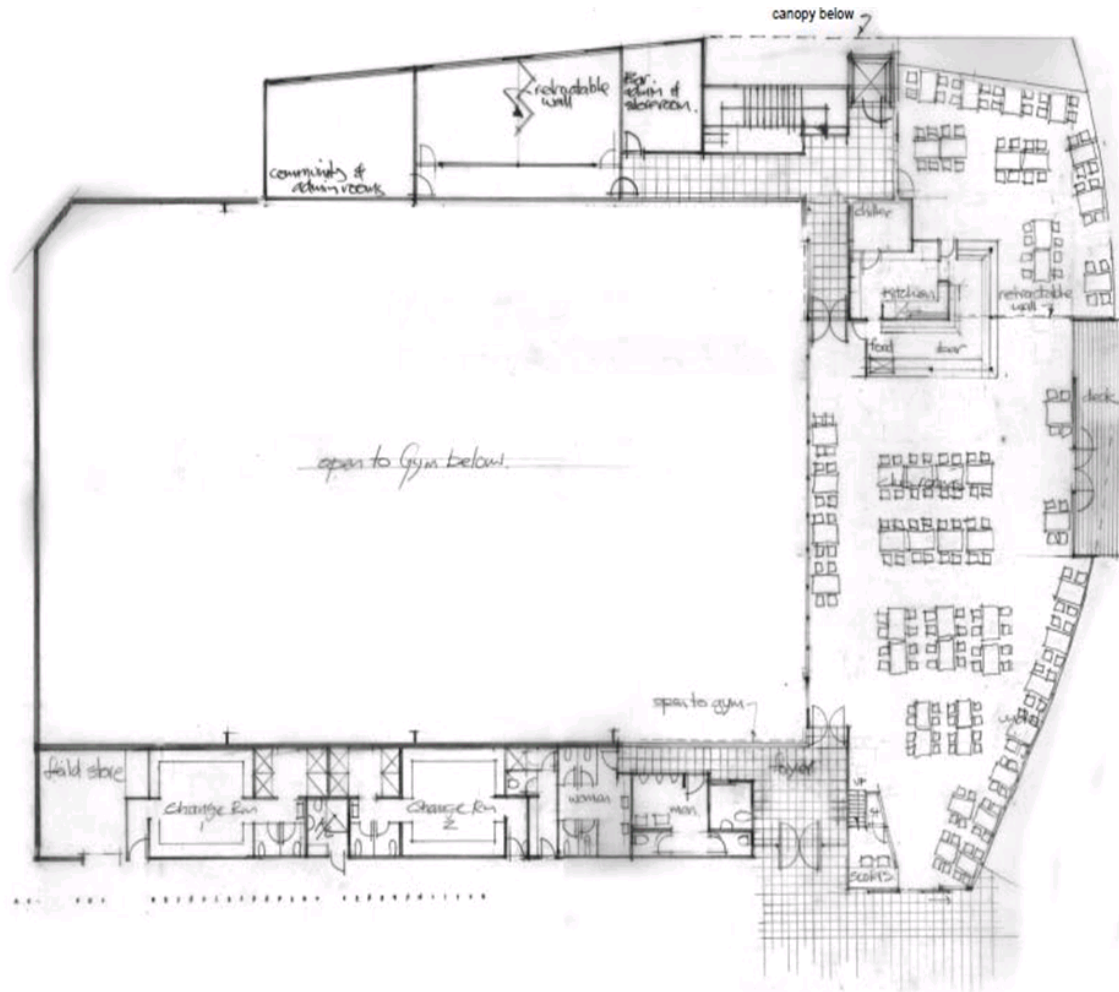




Changes – ground floor

The main changes to the ground floor are:

- **Enhanced reception area**
- **Offices and meeting rooms replace two changing rooms (*4 remain*)**
- **Storage areas removed from south wall**
- **Tuck shop moved (more user friendly)**
- **Lift added**



First floor

ALEX MOORE PARK
Community Sports & Recreation Facility
First Floor Plan
Rev 2
Job Number: 1633





Changes – first floor

The main changes to the first floor are:

- **Main club rooms:**
 - **Deck added**
 - **Split level removed**
 - **Ability to have separate use**
 - **Directly overlooks hall**
- **Offices reshaped for greater and easy use**
- **Changing rooms expanded**
- **Scorers room added**





WCC Annual Plan Focus

We value our partnership with WCC and seek retained support as contained in the Long Term Plan through to future Annual Plans for this LTP approved significant regional project



**ALEX MOORE
PARK**
SPORT AND COMMUNITY INC

Questions?

**“Our community needs
moore – Alex Moore Park
Building Development”**



**ALEX MOORE
PARK**
SPORT AND COMMUNITY INC



Guardians of the Bays

Submission to WCC on Low Carbon Capital
Plan

Dr Sea Rotmann, Co-Chair
Wellington, May 10, 2016

WHO ARE THE GUARDIANS?

- Citizen-led group of concerned residents and other interest groups who oppose the Wellington Airport runway extension on social, economic and environmental grounds.

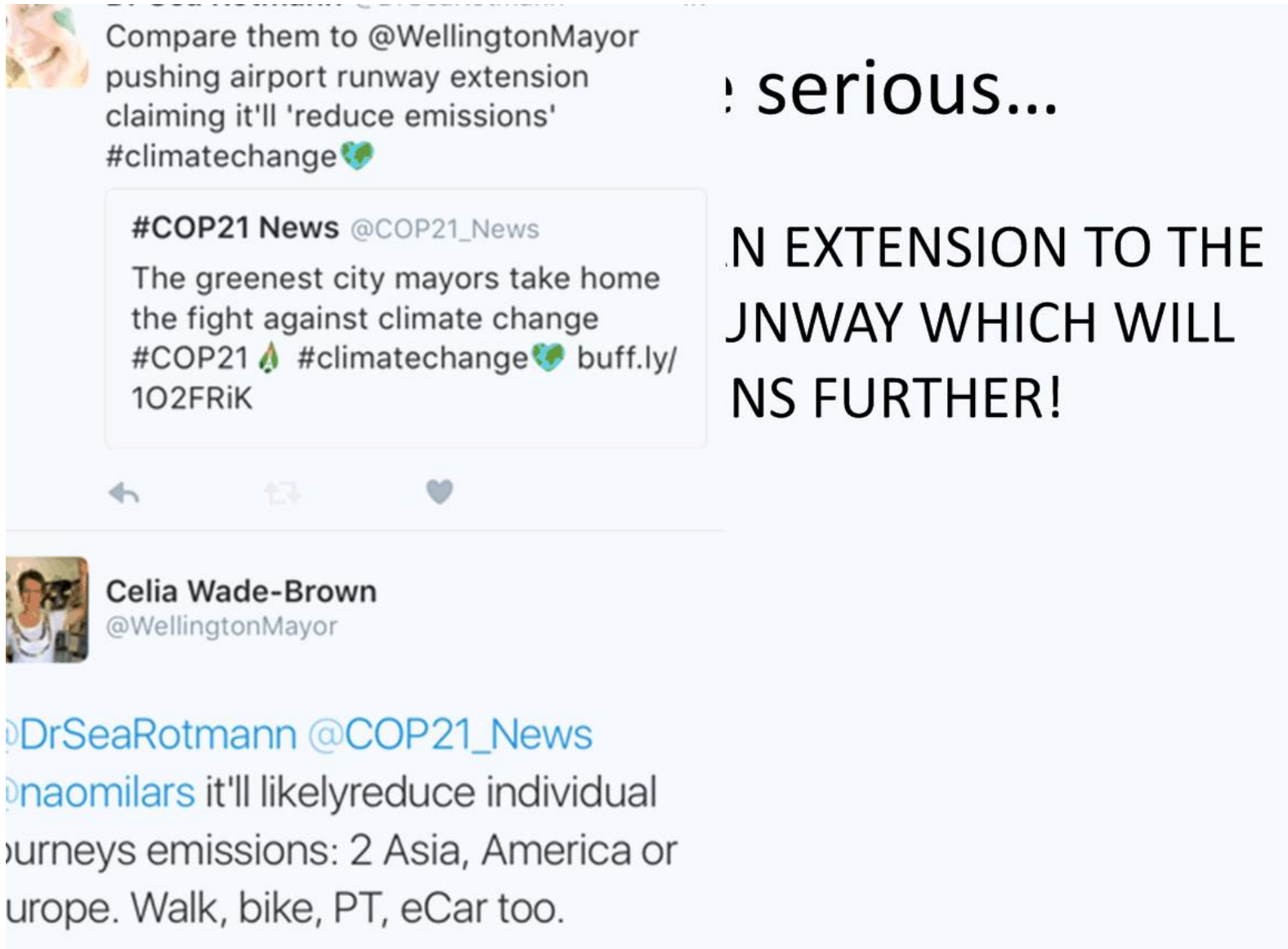


Our main comments

- Generally support Wellington being a low-carbon capital
- Not a serious statement with aviation emissions not being properly accounted for
- Particularly, emissions from international flights are not counted
- Runway extension will increase international flights and thus emissions from the almost 25% of total emissions already.

Thus: if you're serious...

- YOU CANNOT SUPPORT AN EXTENSION TO THE WELLINGTON AIRPORT RUNWAY WHICH WILL INCREASE TOTAL EMISSIONS FURTHER!



The image shows a screenshot of a Twitter thread. The top tweet is from an account with a profile picture of a smiling woman. The text of the tweet reads: "Compare them to @WellingtonMayor pushing airport runway extension claiming it'll 'reduce emissions' #climatechange 🌍". Below this tweet is a retweet from @COP21_News with the text: "#COP21 News @COP21_News The greenest city mayors take home the fight against climate change #COP21 🌱 #climatechange 🌍 buff.ly/1O2FRiK". The bottom tweet is from Celia Wade-Brown (@WellingtonMayor) and is partially visible, mentioning "@DrSeaRotmann @COP21_News" and "naomilars it'll likely reduce individual journeys emissions: 2 Asia, America or urope. Walk, bike, PT, eCar too." Overlaid on the right side of the screenshot is the text: "serious... IN EXTENSION TO THE JNWAY WHICH WILL NS FURTHER!".

Compare them to pushing airport ru claiming it'll 'reduc #climatechange

#COP21 News @ The greenest cit the fight against #COP21 🔥 #clim 102FRiK

Celia Wade-Brown @WellingtonMayor 2
@DrSeaRotmann @COP21_News @naomilars direct to Hong Kong for example, instead of going via Auckland or Sydney.

Dr Sea Rotmann @DrSeaRotmann

Celia Wade-Brown @WellingtonMayor
@DrSeaRotmann @C @naomilars it'll likely r ourneys emissions: 2 urope. Walk, bike, P #runwaynoway @BaysGuardians
2/12/15, 22:16

Figure 17 - Diversion as a % of Current Traffic Levels

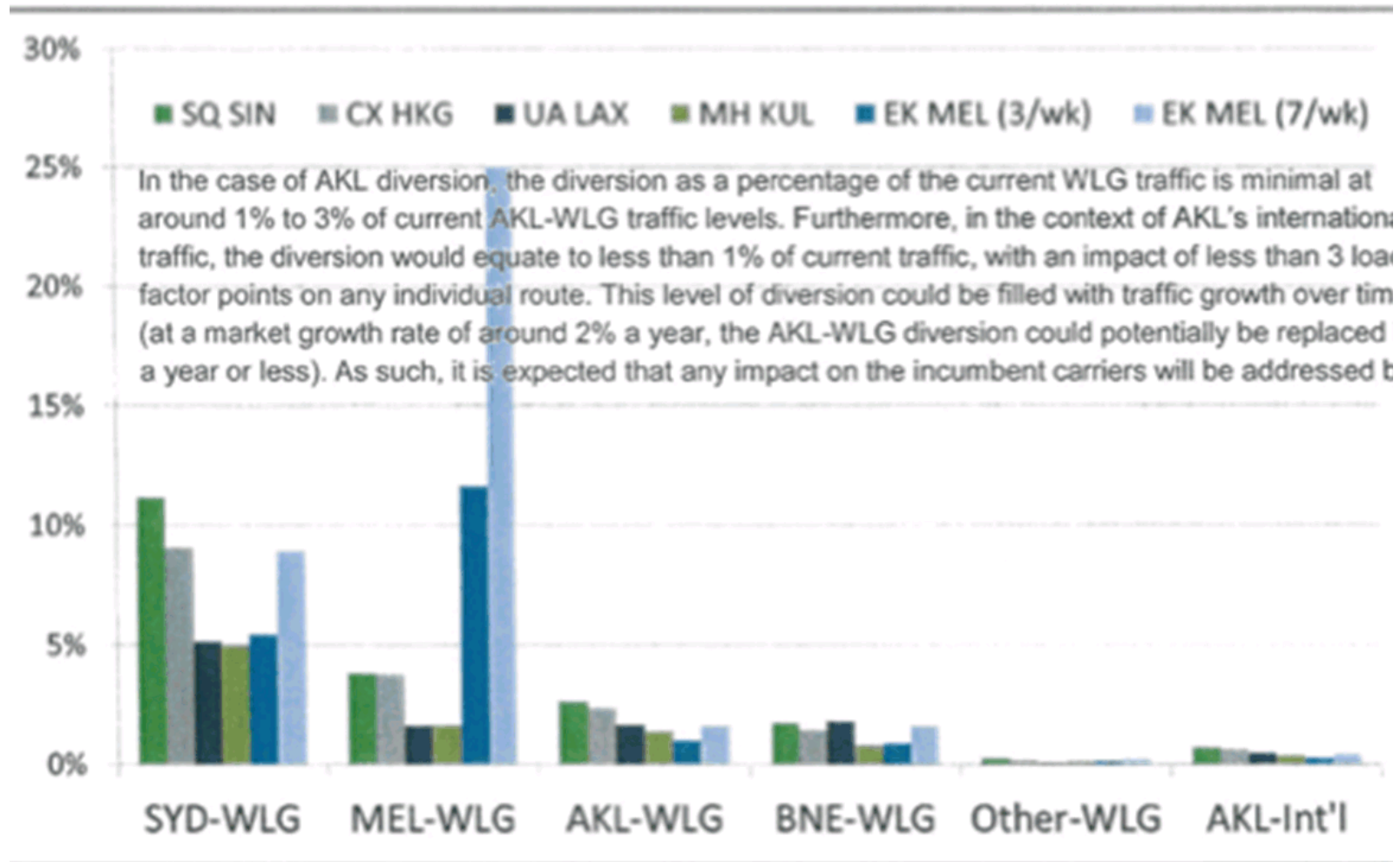


Figure 17 - Diversion as a % of Current Traffic Levels

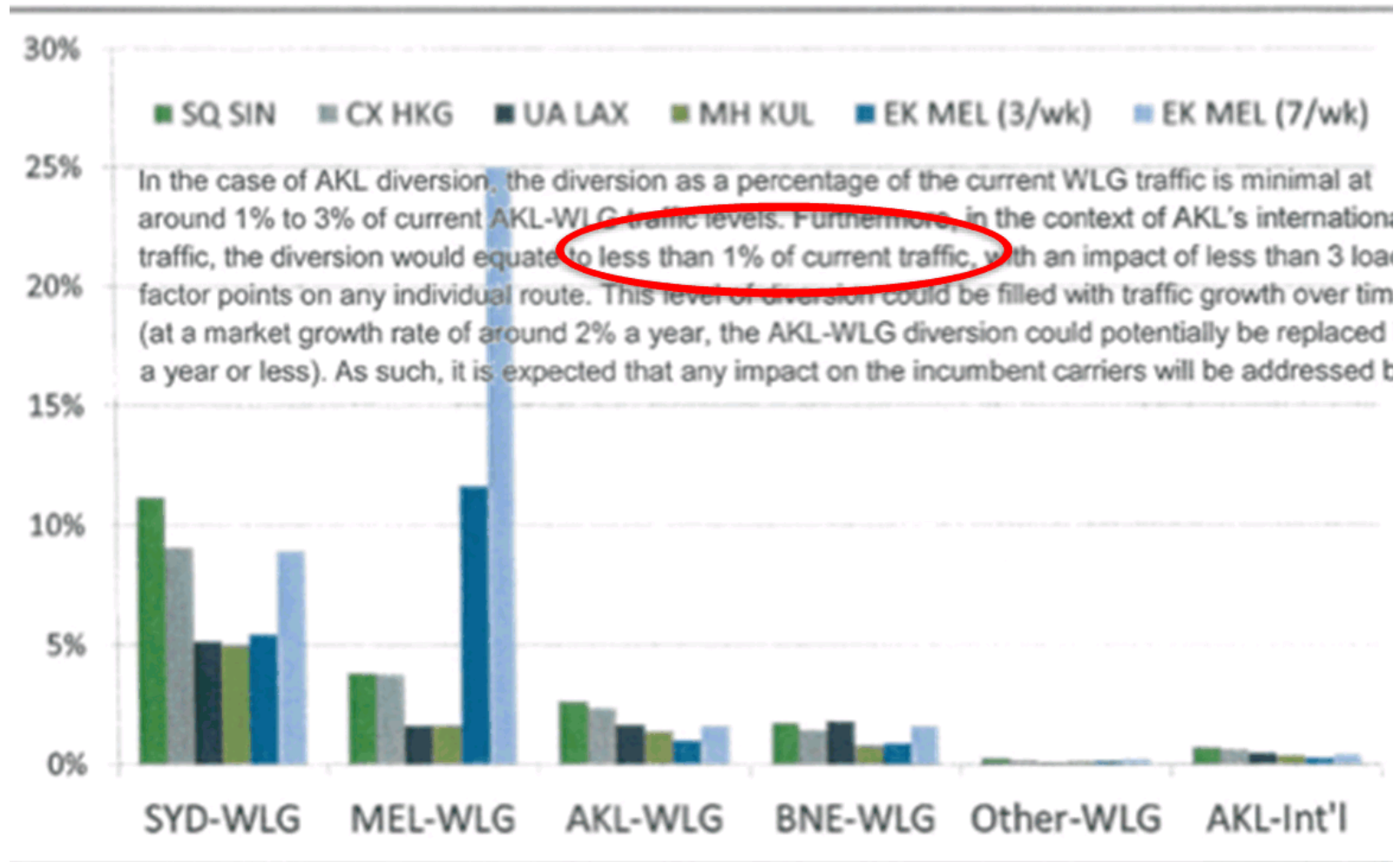
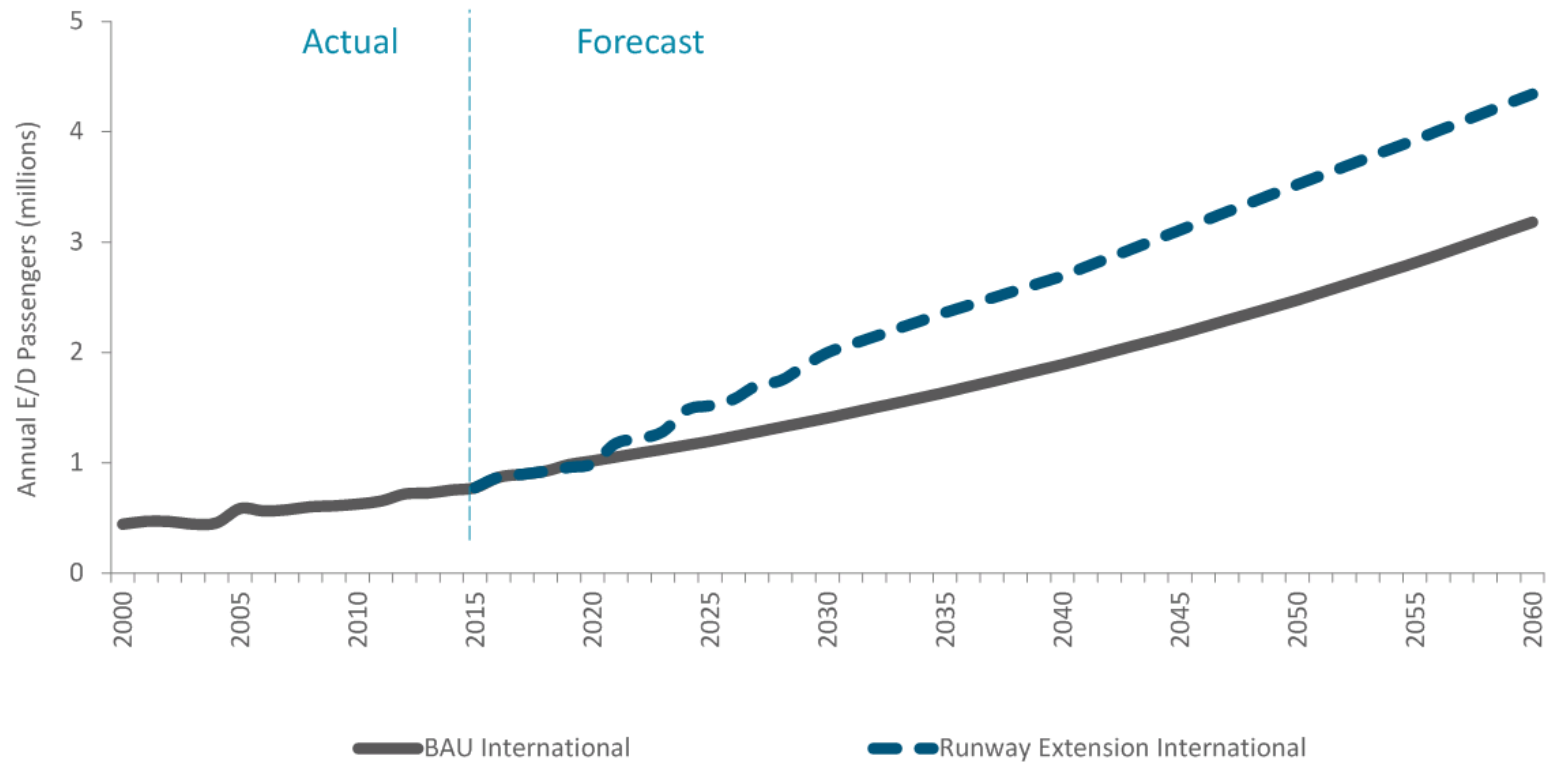


Figure 17 - Diversion as a % of Current Traffic Levels



Long term forecast indicates significant growth potential.



Source: InterVISTAS 2015 presentation to Council

What are aviation emissions?

- The GPC defines emissions from aviation *as emissions from airborne trips within the community* (Scope 1 – direct emissions) and *emissions from cross-boundary travel to and/or from Regional airports* (Scope 3 – indirect emissions). Aviation emissions are a result of the combustion of jet fuel (jet kerosene and aviation gasoline).
- Scope 3 emissions include emissions from direct combustion of fossil fuels for all airborne cross-boundary trips. Fuel sales data for Scope 3 emissions were based on fuel consumption data provided in the 2006/07 Wellington Region GHG Inventory (LCR 2008) which were assumed to only represent fuel use for domestic flights. **International fuel sales data was not available and therefore emissions from international flights have not been included in the Inventory. International emissions are likely to be less than 25% of the domestic air travel emissions** given passenger numbers and the limited international destinations serviced out of Wellington.

This is what WCC claims

Wellington City greenhouse gas inventory 2009–2010

	KT CO ₂ -e	% OF TOTAL GROSS EMISSIONS
Stationary energy	475.9	41.6
Transport (excluding aviation)	397.8	34.8
Aviation	199.8	17.5
Industry	39.8	3.5
Waste	17.1	1.5
Agriculture	12.3	1.1
Total gross emissions	1142.6	100.0
Forestry	-48.9	-4
Total net emissions	1093.7	NA

What was promised in 2013 and is still ignored in 2016

- The 2013 Climate Change plan does actually say, ***“The Council will work with the airport to assess the climate change impacts of the runway extension and identify mitigation opportunities.”***
- URS (2014): “Improvements in Regional, City and Districts data collection are particularly needed in the areas of forestry, agriculture and industrial processes as well *as international shipping and aviation.*”

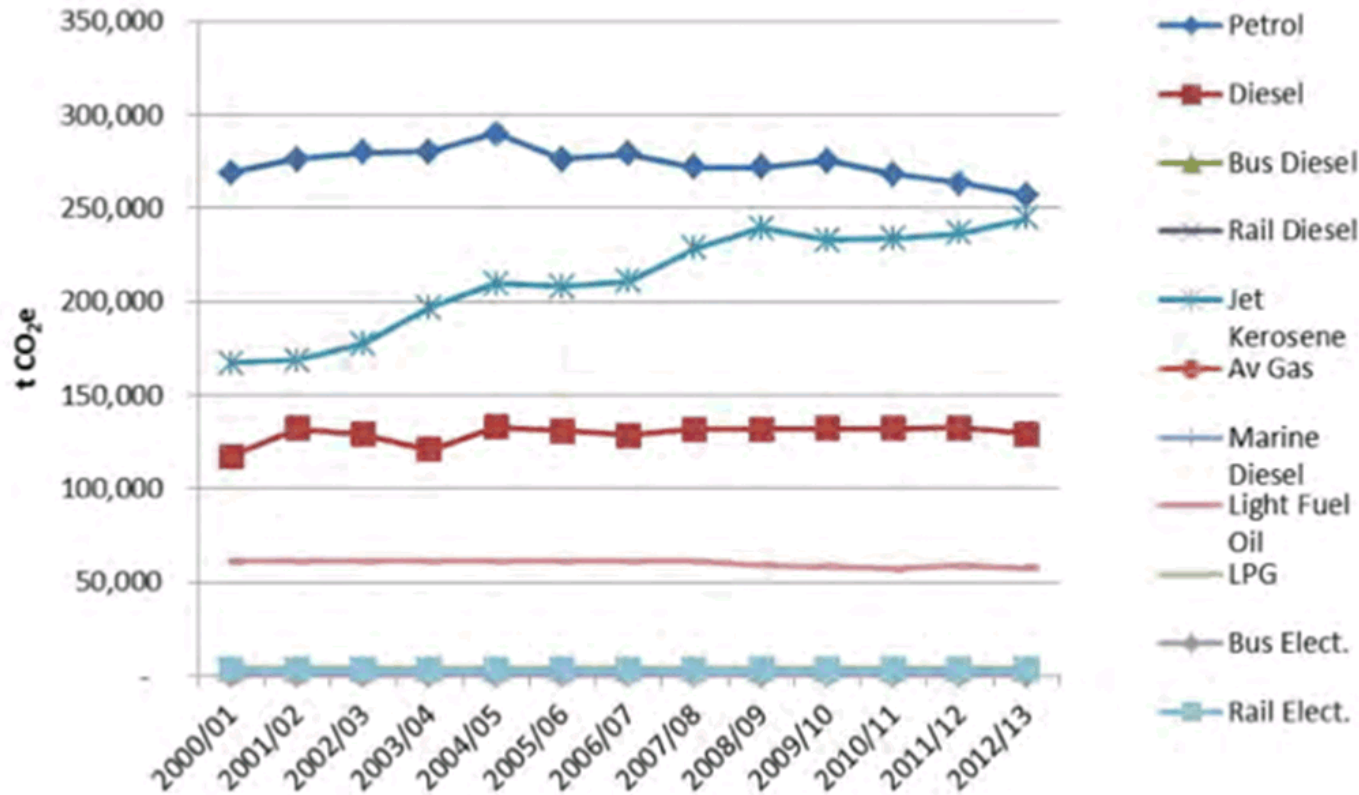
URS GHG inventory for WCC, 2014

- Regional emissions from aviation have increased by **approximately 50% from 2000/01 levels.**
- Emissions from domestic aviation have increased significantly over the reporting period. **The same is expected for international air travel.** However, at this stage, emissions from international aviation have not been included, due to lack of data. **This may represent a significant source of emissions** for the Wellington City GHG Inventory and the Wellington Region as a whole.
- For Wellington City, aviation emissions are **almost equal to that of petrol emissions** (p19)

URS GHG inventory for WCC, 2014

Figure 5-5 Wellington City Mobile Emissions per Fuel Type

Regional emissions from aviation have increased by



Item 2.2 Attachment 27

URS GHG inventory for WCC, 2014

Figure 5-5 Wellington City Mobile Emissions per Fuel Type

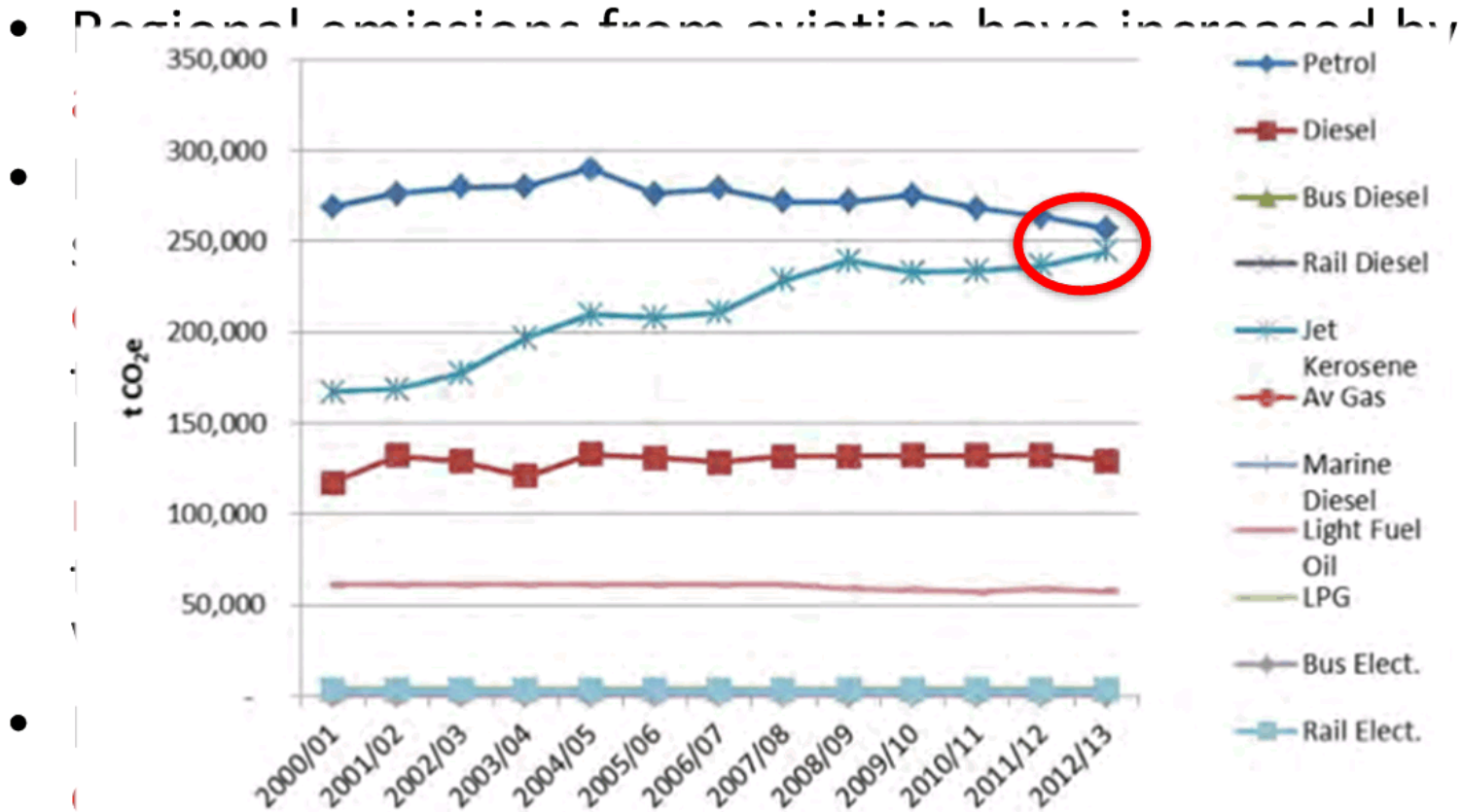
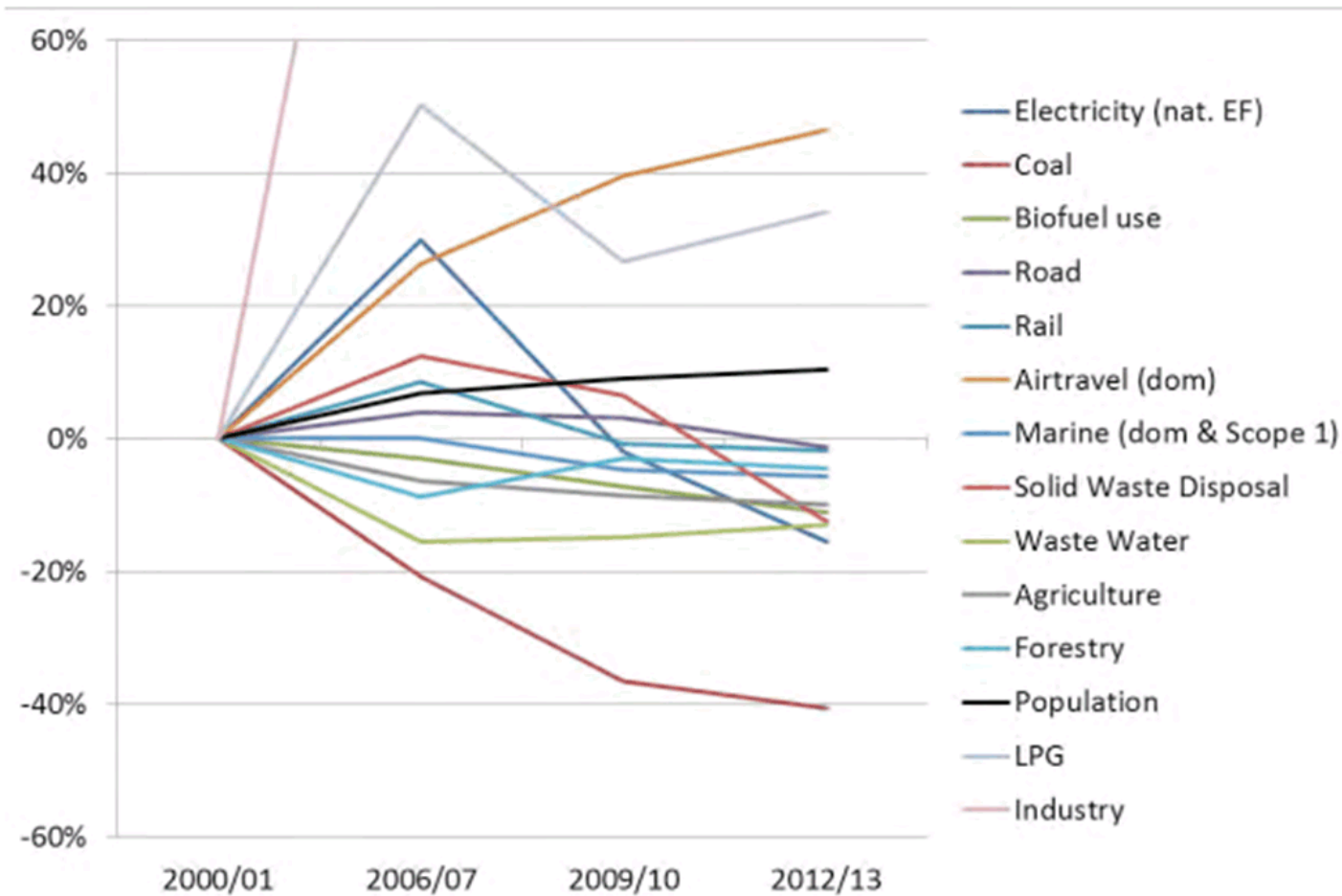
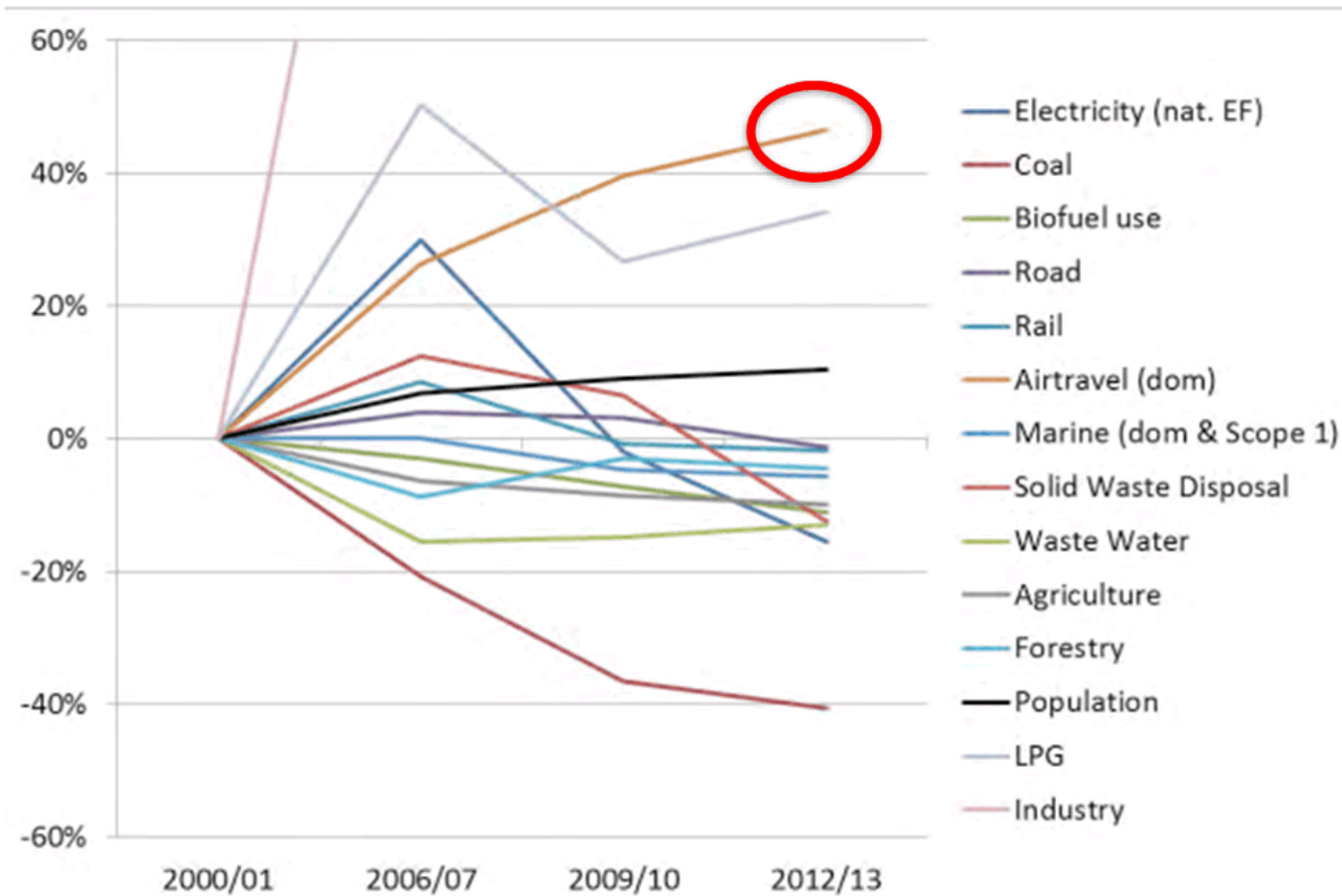


Figure 6-4 Wellington Region - Change (%) per Emission Source Compared to 2000/01



Item 2.2 Attachment 27

Figure 6-4 Wellington Region - Change (%) per Emission Source Compared to 2000/01



FUEL TYPES		2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	
		CO ₂ e													
Domestic Energy	Electricity nat. EF	430,714	512,962	484,482	503,972	539,301	660,674	536,797	538,751	470,250	400,873	324,940	413,570	329,182	t
	Natural Gas	130,730	130,730	130,730	130,730	130,730	130,730	130,730	133,039	136,969	133,377	127,919	133,451	119,622	t
	LPG	11,713	13,319	14,347	15,740	16,253	17,242	18,299	17,884	16,690	15,541	14,849	15,555	16,558	t
	Coal	12,366	12,920	13,826	14,085	12,048	10,309	10,191	10,762	9,699	8,207	7,960	7,666	7,733	t
	Biofuel use	2,836	2,805	2,807	2,818	2,837	2,852	2,861	2,838	2,803	2,757	2,715	2,678	2,658	t
International Emissions	Petrol	268,946	276,151	279,603	280,041	289,571	276,169	279,065	271,822	271,822	275,229	268,218	263,113	256,827	t
	Diesel	117,385	131,998	128,915	120,871	132,793	130,941	128,628	131,668	131,668	131,953	131,921	132,414	129,493	t
	Bus Diesel	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	t
	Bus elect.	150	179	168	171	180	227	192	196	169	145	121	157	142	t
	Rail electr.	1,365	1,637	1,531	1,558	1,641	2,070	1,753	1,792	1,543	1,325	1,073	1,488	1,283	t
	Rail Diesel	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	2,994	t
	Jet Kerosene	166,942	168,535	177,453	196,609	209,394	208,029	210,896	228,388	239,152	232,873	233,646	236,240	244,521	t
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	Marine Diesel	944	944	944	944	944	944	944	944	984	984	983	943	943	t
	Light Fuel Oil	61,135	61,135	61,135	61,135	61,135	61,135	61,135	61,135	59,063	58,133	57,215	58,733	57,558	t
	LPG	2,582	2,786	2,686	2,573	2,481	2,412	2,305	2,074	1,796	1,474	1,194	1,004	939	t
Waste	Solid Waste Disposal	65,440	66,069	65,716	69,418	73,417	69,439	70,275	68,542	63,780	60,734	58,451	54,516	52,753	t
	Waste Water	-	-	-	-	-	-	-	-	-	-	-	-	-	t
Industry	Industry, HFCs, PFCs, SF ₆	11,265	14,833	22,279	29,363	20,613	32,032	30,042	41,408	36,063	39,015	48,022	83,386	57,616	t
Culture	Agriculture	18,242	18,242	16,856	15,470	14,084	12,698	11,312	11,456	11,600	11,744	11,888	12,032	15,143	t
Forestry	Forestry	-62,280	-62,280	-62,280	-63,314	-62,429	-61,584	-62,235	-60,290	-60,660	-57,774	-57,608	-57,937	-57,937	t
Net emissions		1,248,425	1,360,933	1,349,259	1,390,447	1,453,389	1,564,703	1,441,604	1,471,008	1,402,102	1,325,237	1,242,162	1,367,690	1,243,802	t
Gross emissions		1,310,705	1,423,213	1,411,539	1,453,761	1,515,819	1,626,287	1,503,839	1,531,298	1,462,761	1,383,011	1,299,770	1,425,627	1,301,739	t

WGTN EMISSIONS FROM DOMESTIC FLIGHTS ONLY ARE ALREADY ALMOST 20% OF TOTAL!
ADD 25% INTERNATIONAL AND YOU HAVE 25% OF TOTAL WITHOUT RUNWAY EXTENSION!

FUEL TYPES		2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	
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This is the only statement capturing 25% of Wellington's total emissions

- Page 10: *“On the other hand, we have a major international airport within the city limits, so we are credited with the emissions of nearly all of the region’s domestic air travel. This creates multiple complex challenges – with less forestry we aren’t able to offset as much; and with aviation being a substantial contributor to our transport emissions, greenhouse gas reductions will be driven by the availability of international solutions for aviation such as biofuels or gains in aircraft efficiency.”*

Lyall Bay Foreshore Resilience

- Surfers corner car park repairs
 - Planning: \$236 000, fixed until next storm?
 - How much has already been spent?
 - What is the long term solution?

Lyall Bay Foreshore Resilience

- Surfers corner car park repairs



until next storm?

spent?

on?

Lyall Bay Foreshore Resilience

- Surfers corner car park repairs



Item 2.2 Attachment 27





Item 2.2 Attachment 27

And there's the proposed extension



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And there's the proposed extension

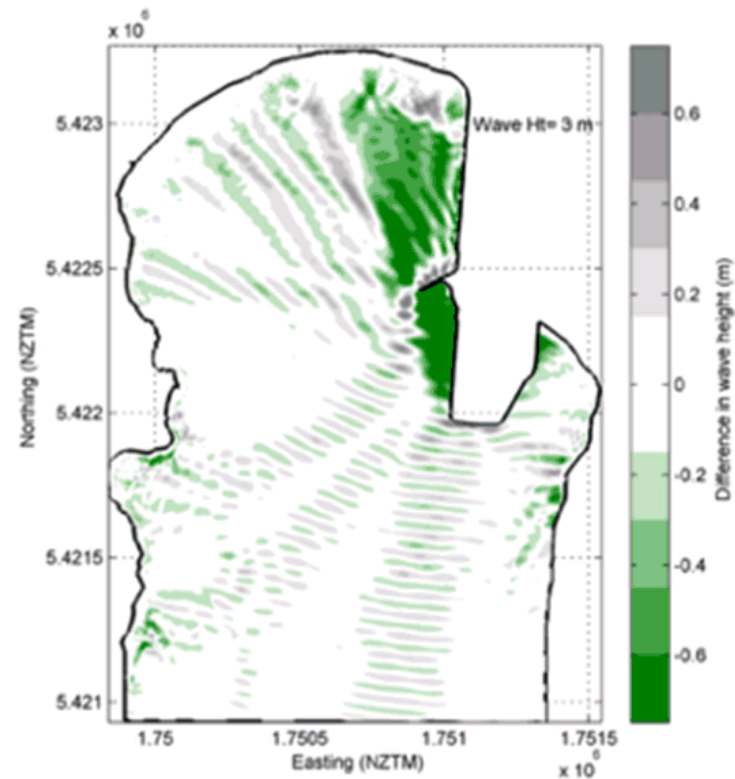


Figure 5-41: Spatial plots of Lyall Bay for the predicted change in wave height as consequence of the airport development, given a boundary incident wave height of 3 m with a wave period of 12 seconds. Positive

And there's the proposed extension

Item 2.2 Attachment 27



Increase in wave height just where we don't want it!

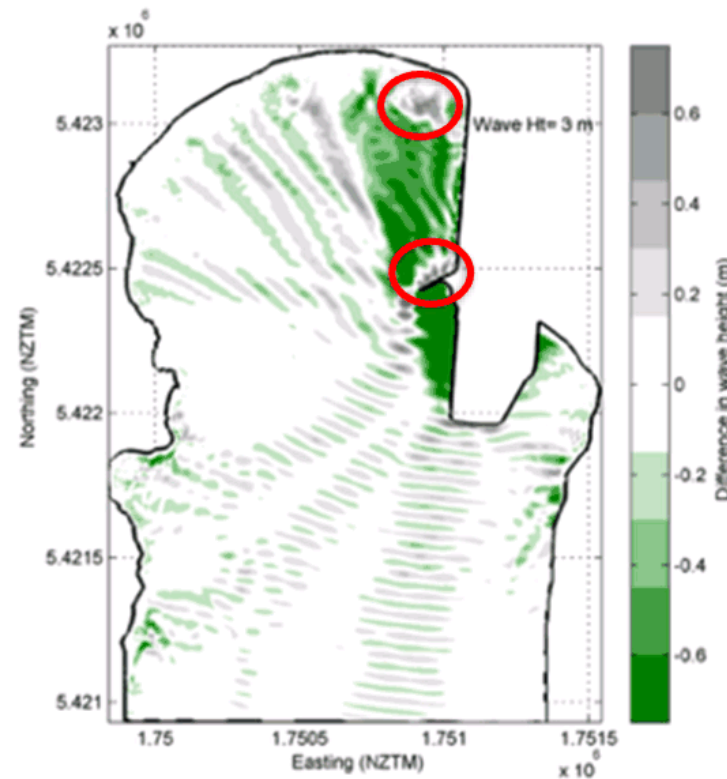


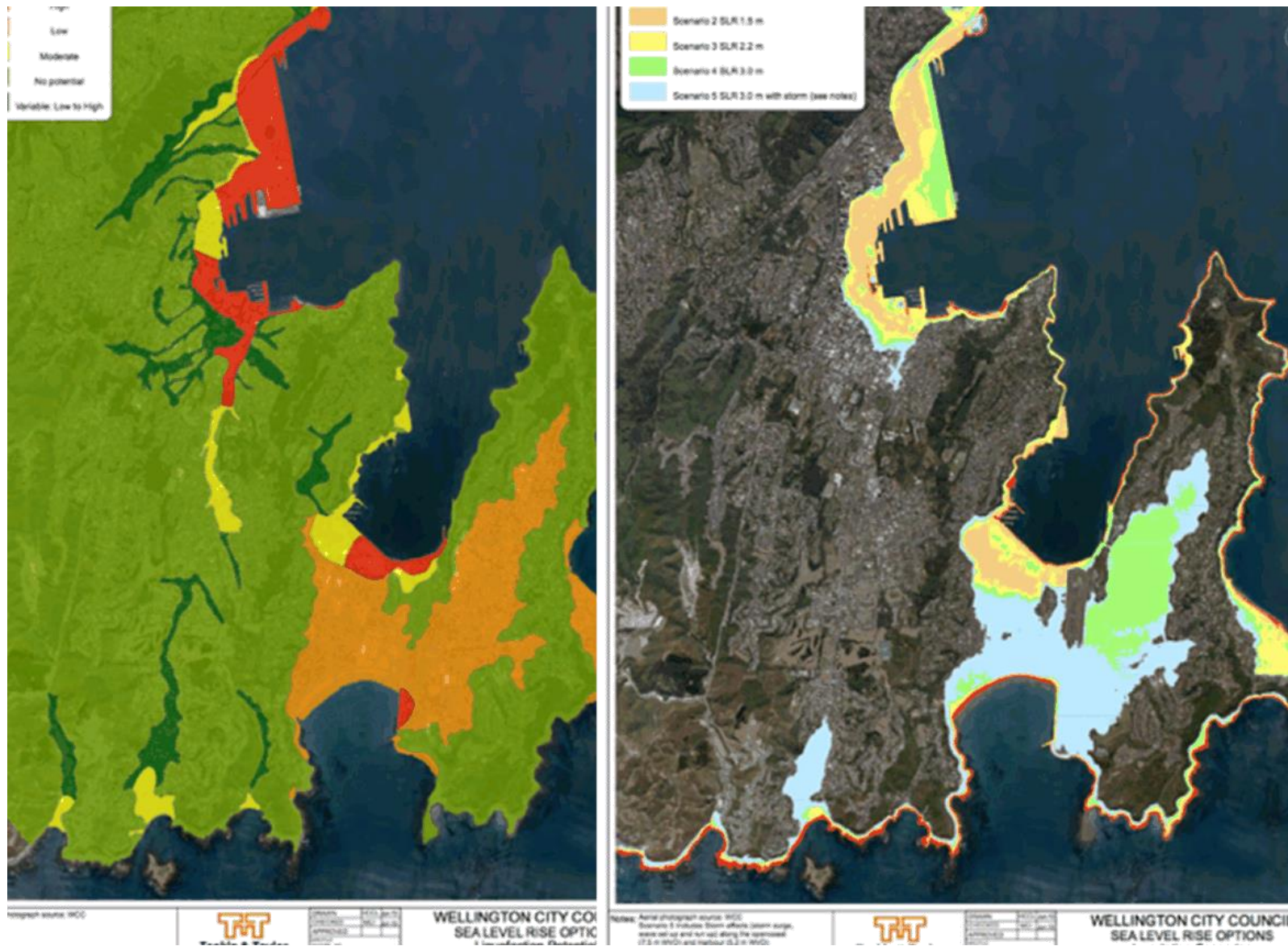
Figure 5-41: Spatial plots of Lyall Bay for the predicted change in wave height as consequence of the airport development, given a boundary incident wave height of 3 m with a wave period of 12 seconds. Positive

A resilient city/airport?

- Tonkin & Taylor 2013



ty/airport?



Item 2.2 Attachment 27

What would we like to see?

- Adoption of a reliable means of being accountable for set targets, preferably carried out by a non WCC expert body, with a meaningful system of addressing failure to reach targets.
- Stop shifting baselines! Set serious targets and stick to them. 40% reduction by 2020.
- Emissions need to be honest so inclusion of International aviation (and agriculture) are essential.
- WCC lead by example and divest from fossil fuels, which may mean stopping their relationship with Infratil.
- Think long-term, access, reliability, safety. Both airport access roads will be severely impacted by sea level rises.
- **STOP SUPPORTING THE AIRPORT RUNWAY EXTENSION!**

**SUBMISSION ON WELLINGTON CITY COUNCIL 2016/17 ANNUAL PLAN
From CIVIC CHAMBERS BODYCORP COMMITTEE**

25 Cuba Street, Wellington CBD

29 April 2016

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

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

Civic Chambers

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

Consultation Question

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

Timeframe

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

Background

From the Business Case

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

1

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

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

Earthquake Re-engineering

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

Local Body Democracy

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

project decision making.

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

OUR RECOMMENDATION

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

We recommend two options for Council to consider.

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



Katherine Mansfield House & Garden

Katherine Mansfield
Birthplace Society Inc.
25 Tinakori Road, Thorndon
WELLINGTON 6011
info@katherinemansfield.com
P: 04 473 7268 / 021 056 0755
www.katherinemansfield.com

Creating a modern museum for a New Zealand icon

Our application to the Annual Plan sought an **increase in our baseline funding for our new three year contract** from Wellington City Council.

This was sought to enable us to continue to deliver our day to day operations and to **assist in progressing the refocus and development of the House** from a static Victorian house museum into a vibrant writer's museum and function facility.

Current baseline funding is **not sufficient to meet existing salary and wage costs** (for a full time Director, weekend host and 14 hr/week Coordinator).

We currently **cannot meet the museum industry standards of pay.**

We are most grateful for Councillor's support of an **increase of \$40,000 per annum to our baseline funding** and **we ask that this increase be confirmed for the new three-year contract period** commencing from July 2016.

How Wellington will benefit from a re-focussed and developed Katherine Mansfield House & Garden:

- Resource room will attract NZ and international writers and academics.
- Education programme will support teachers' delivery of curriculum.
- Continued preservation of a Heritage One listed building.
- Work placements for VUW Museum and Heritage students.
- Provide a literary and heritage item on Wellington's tourist menu for visitors.
- Enhance the visitor experience in a museum dedicated to arguably New Zealand's most internationally famous woman in her home town.