

# Annual Plan 2016/17 consultation

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Submission form

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

Enter your name and contact details	
<input checked="" type="checkbox"/> Mr	<input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr
First name	Peter
Last name	Burton
Street address	106 Weld St, <del>W</del>
Suburb	Wadestown
City	Wellington
Phone	(04) 4723456 (027) 4723455
Email	pburton@xtra.co.nz
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	I am also a board member of the Otari Wiltons Bush Trust

## Annual Plan 2016/17 consultation survey questions

Low-carbon capital
<p>1) Do you support Wellington City Council's aspiration to be the "low-carbon capital"?</p> <p><input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>2) Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, what else could be done?</p> <p>but inadequate. See (11) and (15.)</p>
<p>3) Do you agree with the recommended emission reduction targets for the city?</p> <p>2020: 10 percent reduction 2030: 40 percent reduction 2040: 65 percent reduction 2050: 80 percent reduction</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Comments:</p>

## Urban Development Agency

Should the Council establish an Urban Development Agency to:

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

Yes  No

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

Yes  No

6) deliver large-scale Council developments?

Yes  No

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

Yes  No

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

Yes  No

Comments:

## Food Act fee changes

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

Yes  No

If not, what is your preferred approach?

## Zealandia Governance

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

Yes  No

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

This Proposal is the widely rejected Council's ECO CCO by stealth. Governance should be similar to the status quo

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

Yes  No

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

There are ways not yet considered to raise funds which the Trust's arrogant demolition of existing plant to facilitate such options has made a whole lot more expensive to implement e.g. use the Dams and old swimming pool as a pumped storage scheme for electricity wind generation. 1498  
would also help Wellington's Emission reduction proposals

## Kilbirnie Business Improvement District

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

Yes  No

If not, how should the BID be funded?

## Other initiatives

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

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

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

Comments:

## Private wastewater pipes (laterals)

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

Yes partially  No

Council should have a scheme to financially help owners obviously put in a position of unanticipated financial distress. New technology propeller type variable speed submersible raw water turbine generators can recover electric power from downhill wastewater mains. Ideally greywater and foul sewerage would over time be separated. There are some storm water year-round flows but the proposed ~~1499~~ can handle a range of flows.

Who we are reaching

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

I am  male  female

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

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

Which of the following best describes you?

Residential ratepayer  Commercial ratepayer  Residential and commercial ratepayer  I rent  Other

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

New Zealand European  Cook Island  Chinese  Other (such as Dutch, Japanese, Tokelauan, Somali)  
 Māori  Tongan  Indian  
 Samoan  Niuean  
**Please state:**

Privacy statement

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Other issues/matters or general comments

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

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First name	Judith
Last name	Ball
Street address	150 Colomandel Street
Suburb	Newtown
City	Wellington
Phone	021 544 207
Email	jude-ball@yahoo.com.au
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<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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<p>2) Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?</p> <p> <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No         </p> <p>If not, what else could be done?</p> <p>Reducing emissions is important but risk assessment and investment in adaptation is even more important. What is WCC doing to future-proof public infrastructure?</p>
<p>3) Do you agree with the recommended emission reduction targets for the city?</p> <p>           2020: 10 percent reduction            2030: 40 percent reduction            2040: 65 percent reduction            2050: 80 percent reduction         </p> <p> <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No         </p> <p>Comments:</p>

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6) deliver large-scale Council developments?

Yes  No

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

Yes  No

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

Yes  No

Comments:

*I want to see mechanisms/governance in place to ensure that WCC's role (through the U.D.A) benefits communities - especially low income families - not property investors.*

## Food Act fee changes

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

Yes  No

If not, what is your preferred approach?

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Yes  No

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

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

Yes  No

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

*I would prefer if WCC wasn't having to do this bail out, but Zealandia is a treasure to be preserved. Not sure what the other options might be.*

**Kilbirnie Business Improvement District**

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Yes       No

If not, how should the BID be funded?

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**Other initiatives**

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 Samoan  Niuean

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**Other issues/matters or general comments**

I'm sick of breathing in cigarette smoke at bus stops, outside seating at cafes or just walking down the street. The sooner we become a smokefree city the better!

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Free Post Authority Number 2199

**Absolutely Positively  
Wellington City Council**

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



3/4 Maida Vale Road,  
Roseneath,  
WELLINGTON.

April 27, 2016

The Submissions Panel,  
Wgtn. City Council,  
P.O.Box 2199,  
WELLINGTON.

Dear Sirs,

re: Future Plan - Parks & Reserves.

I would like to make the following submission to the Council's Draft Reserve Management Plan regarding Lindum Terrace reserve.

This is a small zigzag thoroughfare between Maida Vale Road in Roseneath and Oriental Bay. Up to now this reserve has been inadequately serviced by the Council with mowing done to the grassy areas only once in 6 months, if at all. This is totally inadequate and the nearby neighbours have done their best to atone for the Council's neglect by mowing it themselves but now these kindhearted people have signalled their lack of interest in continuing this voluntary service through old age and frailty.

These lawn areas are smallish but when well kept it looks so much better to the hundreds of people who use this access to and from Oriental Bay to Roseneath and Hataitai.

Approaching from Oriental Bay (adjacent to the Capital Apartments) and climbing up, the wooded area looks like a nightmare world of Hobbits with massive overgrown pohutukawas which only have growth on the tops stretching into neighbouring properties and climbing towards the windows of these houses. These derelict pohutukawas continue to drop their non-decaying leaves all over the paths and adjacent properties where the owners sweep up the mess and throw it all back under the trees and paths.

The Council rarely visit and only on complaint send a contract man to blow all the leaves back under the trees making a mound which, at the next shower of rain, sends these leaves and rubbish back across the pedestrian path. This has been going on for years in spite of residents' requests for one or two workmen to remove these mounds, clear the surrounding area of dead and fallen trees and generally tidy up. This would take 2 men half a day. Nearby is a small area that could easily be mown and should be done on a frequently recurring basis. These ancient trees make a continual contribution to the blockage of the drains in the reserve. I understand the Council are loath to remove old and decaying trees but these ghastly specimen have long seen their use by date and could be replaced with new and vigorous plants which would eliminate the continual work the old trees make.

The zigzag is well used by residents and visiting tourists who must be amazed at the neglect in an area so close to Oriental Bay. We have been fortunate in that some temporary Australian residents have taken it upon themselves to revegetate and tidy up a portion of this area but so far the Council's Parks Dept. have refused to take away the pile of branches and other rubbish which has been collected by their efforts.

The residents of Roseneath have noticed the lack of upkeep both in the Roseneath Play area (adjacent to the Crescent) and the reserve alongside the Capital Apartments - not to mention the derelict state of the beginning of the much vaunted Southern Walkway. What must foreign tourists think of this untidy, unkempt and, in places, dangerous walkway.

We are very badly served compared to the former Council's Parks Dept. with the play area grass growing so high the children are restricted from playing games when the grass is up to their knees. Only when a complaint is laid do the "contractors" deign to give it the "once over" which does not include cutting or spraying the edges of the grass or around bushes. In all the 40 years of residence I have never seen such a period of neglect as we are now experiencing under the present Council.

As far as the contractors who mow the lawns fronting the Capital Apartments and adjoining park are concerned - within a week of their mowing work the lawns have regenerated to their original height because the contractors do not lower their mower blade enough to inhibit growth for at least 2-3 weeks. Hence the job looks half done from the beginning and complaints are laid to get the job done more frequently. Does the Council realise that the poorer their job, the more they are required to repeat what should have been done from the beginning - with more expense to the Council.

I might add that a "freedom camper" from Christchurch occupied an area of the park adjoining the Capital Apartments for at least 10 days sleeping in his tent and using the nearby bushes for toileting. When asked if he had permission from the Council he affirmed that he had. However, no Council action took place. Where are the supervisors of parks and reserves - are they non-existent? Even today there is a man covered in blankets sleeping publicly on the ground in the same park.

We can hope the present Council is soon replaced with administrators who put service to, and serving the ratepayers of this city, first instead of the present obsession with (1) putting in badly planned and extravagant cycleways for a minority group who contribute nothing to the upkeep of roads or the aquisition on their behalf of overgenerous slices of roadway and (2) spending ratepayers' money on showy gimmicky events to try and prove that Wellington "is not dying". I would say that, by refusing to install the overbridge at the Basin Reserve area, we will accomplish that by choking ourselves to death.

Yours faithfully,

(Mrs) *Joyce M. Wellings*

Joyce M. Wellings







*Anderson Tree Reserve*

Things haven't changed much in 2 years

# The Wellingtonian

AUGUST 21, 2014

www.thewellingtonian.co.nz



**A CHEF'S LIFE**  
Capitol's Annabel  
Langbein  
connection **12**



**SAUCY NEWS**  
New Ethiopian  
food  
delights **22**

## Dangerous in daylight

substandard for pedestrians, such as lighting at entrances, signage, and graffiti, he said.

Litter was present in 58 per cent of walkways, 51 per cent had graffiti, and only 20 per cent had lighting at both ends.

Other problems included obscure entrances, broken railings, loose steps, water running over the path, blocked drains, and overgrown vegetation.

Wilson said good urban design encouraged people to walk and improved walkways could reduce rates of heart disease, cancer and diabetes.

"These conditions account for a large share of health loss for New Zealand and are major costs for the tax-payer funded health system."

He said Wellington City Council could do better by monitoring walkways more effectively and introducing several low cost measures.

"Improved signage would be

Graffiti: Wright St to Wallace St, Mt Cook.

inexpensive and greater use of motion-sensitive and highly-directional LED lighting would both improve lighting and reduce electricity and maintenance costs," he said.

Mayor Celia Wade-Brown said Wellington was New Zealand's most walkable major city, and council staff regularly maintained the quality of the walkways.

"Huge numbers use our footpaths and walkways for commuting to work or study, and for recreation," she said.

"Our walkways are generally good and provide shortcuts and convenience for thousands of people daily."

Infrastructure staff do regular checks of pathways, and a graffiti programme adviser responds to complaints about tagging and other vandalism.

"We have an ongoing mainten-

Overgrown: Orangi Kaupapa Rd to Garden Rd, Northland.

### THE WORST:

- Wright St to Wallace St, Mt Cook: Graffiti.
- Springfield Tee to Central Tee, Kelburn: Slip hazards.
- Orangi Kaupapa Rd to Garden Rd, Northland: Steep, shallow steps, overgrown.

ance programme that focuses on the likes of handrails, safety of steps, removal of vegetation and lighting," Wade-Brown said.

"We improve lighting where necessary. We've added signage to many shortcuts, for example in Kelburn.

"We also respond quickly to complaints to our call centre regarding litter or damage, but we receive relatively few complaints when compared with the number

### THE BEST:

- Drummond St to Tasman St, Mt Cook: Wide, good lighting, and a metal railing.
- Messines Rd to Ponsonby Rd, Karori: modern lighting, clean, open.
- Millward St to Riddiford St, Newtown: Community art on walls.

of people who regularly use our walkways."

She said a council proposal to replace 18,000 suburban street lights with bright, "smart" LED lights would make a big difference.

She said the council was also working to improve the quality of walkways, particularly in the central city. *Barbara Laughton*

Slippery: Springfield Tee to Central Tee, Kelburn.

"In the case of Drummond St, the steps were installed to improve the amenity of the area and because it is intended that the neighbourhood will be home to many more people in coming years," she said.

"The city council is also working on improving laneways and shortcuts through the CBD - the recent investment in Opera House Lane is a good example."

She said she appreciated the study's results and had asked her staff to consider the details it showed.

Problems with walkways can be reported to the council through the FixIt smartphone app.

Where are the worst alleyways? Write to us at editor@thewellingtonian.co.nz.

Editorial, P10.

INSIDE: 10-11 Letters 12 Wellingtonian Interview 12 Dining 16-19 Arts 21 Streetwise 27-28 Sport

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Enter your name and contact details

Mr    Mrs    Ms    Miss    Dr

First name IFOR

Last name OWEN

Street address 174 MELBOURNE ROAD

Suburb ISLAND BAY      City WELLINGTON

Phone 04 3836572      Email iforowen@xtra.co.nz

I would like to speak at a submission hearing       Yes       No

I am making this submission as an       Individual       Organisation

Name of organisation      N/A.

## Annual Plan 2016/17 consultation survey questions

Low-carbon capital

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

strongly support       support       neutral       oppose       strongly oppose

Comments:

THIS IS A NATION WIDE ISSUE AND IT'S NO USE HAVING A "LOW CARBON CAPITAL" WHILE THE REST OF THE COUNTRY REMAINS THE SAME.

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

Yes       No

If not, what else could be done?

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

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

WHO & HOW WILL IT BE MEASURED.

Yes       No

Comments:

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Should the Council establish an Urban Development Agency to:

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Yes  No

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

Yes  No

6) deliver large-scale Council developments?

Yes  No

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

Yes  No

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

Yes  No

Comments:

(L) WHY AN AGENCY?? THIS IS ONE OF THE OBJECTIVES OF THE COUNCIL.

(J) NO SIGN OF GOOD PRACTICE IN THE PAST \$80M LEAKY HOMES SHOWS GROSS NEGLIGENCE.

## Food Act fee changes

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

Yes  No

If not, what is your preferred approach?

FIX FEE WOULD APPEAR TO BE BEST FOR COSTINGS ETC.

## Zealandia Governance

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

Yes  No

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

CLOSE IT DOWN AND SELL THE VISITOR CENTRE.

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

Yes  No

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

WE CAN NOT AFFORD \$10.4M



## Kilbirnie Business Improvement District

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

Comments:

GET BACK TO BASICS AND NOT  
GET INVOLVED IN PROJECTS THAT CANNOT  
EXIST WITHOUT COUNCIL FUNDING.

## Private wastewater pipes (laterals)

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

Yes  No

LET'S REVERT BACK TO WHAT IT WAS BEFORE  
YOU CHANGED IT WITH NO CONSULTATION A  
FEW YEARS AGO.

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



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



# Marist St. Pats Rugby Football Club (Incorporated)

P O Box 3472, Wellington 6140

Gym Telephone: (04) 387 2316

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27 April 2016

2016/17 Annual Plan

Freepost Wellington City Council

PO Box 2199

Wellington 6140

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

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

### Background

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

## Submission

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

## Recommendations:

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

Yours sincerely



Michael Hansen  
Chairman Marist St Pats Rugby Football Club Incorporated

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



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

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Name:

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J Gasper

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Signature:

Jane A Freed

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Telephone:

Signature:

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Signature: 



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Name: Joseph Te Kahika  
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Signature: JMK

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Name: *Anon Vincelette*

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Telephone: *021 08494038*

Signature: *Anon Vincelette*

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Telephone: 021 257 66 833

Signature:

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Name: JIM LALLY

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Sign:

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Telephone: 029 774 7468

Signature:

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Sign

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Name: *Bella Bartley*

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Telephone:

Signature:

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Name: Mafisse Mitchell

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Email: mafisse.bell@hotmail.com

Telephone: 027 6289440

Signature: Mafisse Mitchell



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Name:

Kana Hipoki

Address:

Email:

Telephone:

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Signature:

*[Handwritten signature]*

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Name:

Joseph

Address:

nuku st 6/4

Email:

Telephone:

Signature:

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Name: *Martha Walker*

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Telephone: *0211224443*

*Sign M Walker*

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Name: *Amanda Wintler*  
 Address: *67 Wilson St New Town*  
 Email:  
 Telephone:

*Sign Amanda Wintler*

**Talava Sene**

---

**From:** BUS: Annual Plan  
**Subject:** RE: Annual Plan

---

**From:** Paula Newton [<mailto:paula.newton@xtra.co.nz>]  
**Sent:** Tuesday, 3 May 2016 11:54 a.m.  
**To:** Laura Woodward  
**Cc:** Eve Armstrong  
**Subject:** Fwd: Annual Plan

29 th of April !

So Sorry people - I've had quite bad sinusitis. The on line submission form has been taken off now.

I support an increase for the City Council Art Collection.☑

I came to work with the collection in 2012 as an external contractor de-installing art work from the Town Hall. The high calibre of the collection is very impressive. With such important historical art work it is good to know the Council recognises the increasing need for professional care and management.

Paula

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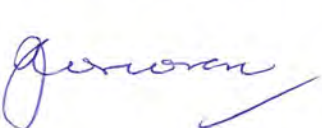
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Name: Jill CORCORAN

Address: 58 CALABAR RD, MIRAMAR, WGTN 6022

Email: Jill.corcoran@yahoo.co.nz

Telephone: 021 2684 877

Sign 

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Name: India Flood

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SIGNATURE: 

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Name:

Paul Dodge

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Telephone:

Signature:



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Name:

Ruth Caser

Address:

107 Kaitiara St, Manurewa, Wgh

Email:

wenshejellywattle@gmail.com

Telephone:

Signature:

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Name:

Abi Lavin

Address:

9 Wye St, Island Bay

Email:

lollies.scrambled@gmail.com

Telephone:

Signature:

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Name: *Jamie Harrison*

Address: *2/4 Wye St*

Email: *Jamie Harrison76@gmail.com*

Telephone:

Signature: *J. Harrison*

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Name: *Nicholas James Davies*

Address: *27 Maoranga cres, oro valley, wellington, NZ*

Email: *Nicholasd88@hotmail.com*

Telephone: *027 660 5331*

Signature:

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Name: *PROF HYMAN*  
 Address: *66 Ames St, Pukekohe 1039*  
 Email: *lynn@hyman.co.nz*  
 Telephone: *04-292-8108*

Sign *P. Hyman*

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Name: Neale Jones

Address: 4/48 Oriental Pde, Oriental Bay, Wgtn

Email: neale.jones@gmail.com

Telephone: 027 529 1079

Signature: 

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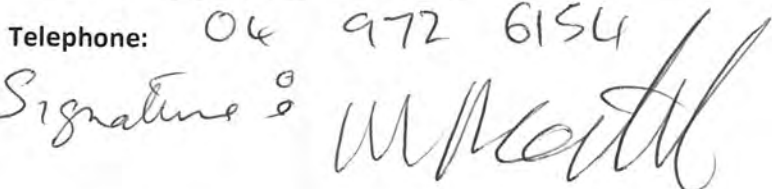
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Name: Mike O'Rourke  
 Address: 76 OWEN ST, NEWTOWN, WGTN  
 Email: Diane.mikeo@gmail.com  
 Telephone: 04 972 6154  
 Signature: 

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Name: *Car Sheldon*  
 Address: *4 Herald Ter, B' pery WBTN 6023*  
 Email: *car@buzz.net.nz*  
 Telephone: *021 111 0373*

Signature: *Car Sheldon*



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Name: Milly Mitchell - Anyon

Address: 17/10 Colombo Street, Newtown

Email: mmitchellanyon@gmail.com

Telephone: 0273040130

Signature *Milly Mitchell*

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Name: Amy Bradshaw

Address: 1196 Hataitai Road

Email: arbradshaw@hotmail.com

Telephone:

Signature: 

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Name: NITISH VERMA

Address: 2 UPTON TERRACE, THORN BOW, 6011.

Email: essence networks @ gmail.com

Telephone: ~~164 (4)~~

Signature: 

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Name: *Vivienne Pike*

Address: *25 Campion Rd Waikanae*

Email:

Telephone: *04 9052938*

Signature: *vm Pike*

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Name: *Melissa Van Tongeren*

Address: *19/46 Hiripi St, Newtown*

Email: *melissavantogeren@gmail.com*

Telephone: *0211494670*

Signature: *[Handwritten signature]*

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Name: *Caroline de Castro*

Address: *42 Kotari Rd, Days Bay, Lower Hutt 5013*

Email: *carolinedecastro@gmail.com*

Telephone:

Signature: *Castro*

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Name: Nicole Oxenbridge  
Address: 42 Kotari Rd DAYS BAY  
Email: oxyrokk@gmail.com

Telephone:

Signature: N. Oxenbridge

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Name: *Melissa Togiata*

Address: *Unit 1-11 Gustable St, Newmarket, Wgh 6021*

Email: *melissa.togiata@gmail.com*

Telephone: *021-1388-287*

Signature: *[Handwritten signature]*



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Name: KIRIWAH  
 Address: 42B MAIN RD POKIRUA  
 Email: kiriwai@hotmai.l.com  
 Telephone: 02 11481 544

Signature 

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Name: Sam Bookman

Address: 3/16 Austin St

Email: sam.bookman.nz@gmail.com

Telephone:

Signature:

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Name: Erica Romschuld

Address: 3/16 Austin St

Email: romschulderica@gmail.com

Telephone:

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Name: Andy Dowdle  
 Address: 38 Roscreagh Terrace, Roscreagh  
 Email: andy-dowdle@hotmail.com  
 Telephone: 021-849958  
 Signature: A.D.

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Name: *Griffin Cheryl*

Address: *8176 / 54 Hopper St.*

Email: *grifficherrill@gmail.com*

Telephone: *021 142 4014*

Signature: *Griffin Cheryl*

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Name: *FERNANDA HOYER*

Address: *39 A TREASURE GROVE*

Email: *FEINCASA@HOTMAIL.COM*

Telephone:

Signature:

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Name: *Fernanda Borba Nunes*

Address: *39A Treasure Grove, Hataitai*

Email: *fbnunes@windowslive.com*

Telephone: *0212642817*

Signature: *FBNunes*

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Name: IAN HARCOURT

Address: 7 HIROPI ST, NEWTOWN.

Email: gisa@clear.net.nz

Telephone: 389-5299

Signature: I.K.Harcourt



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Name: *Madelaine McNamara*  
 Address: *105 Te Pene Ave . Titahi Bay - Porirua*  
 Email: *mhope@paradise.net.nz*  
 Telephone: *04 235 8346 — 0226 701954*  
 Signature: *Madelaine McNamara*

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Name: *Acacia Field*

Address: *7A stormont place, Kingston*

Email: *Kashafield1@gmail.com*

Telephone: *0210479601*

Signature: *Acacia Field*

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Name: *Karen Perry*  
 Address: *Bridge St, Rongotai*  
 Email: *Karp1966@gmail.com*  
 Telephone:  
 Signature: *[Handwritten Signature]*

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Name: Helen Keivom  
 Address: 7 B Wellington Rd, Paekakariki  
 Email: RUOL4@xtra.co.nz  
 Telephone: 0272584251  
 Signature: 

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Name: *Carly Machay*

Address: *13 Knoll St, Island Bay*

Email: *c.a.machay@gmail.com*

Telephone:

Signature: *[Handwritten signature]*

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Name: Janna Slaven  
 Address: 78 Quebec St  
 Email: jannaslaven@gmail.com  
 Telephone: 027 339 1236

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Name: T. S Ramsay

Address: 14 Riversdale Rd, Clouston Park.

Email: holly.tj@kirect.co.nz

Telephone: 0275456102

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Name: *Mary Romanos*  
 Address: *551 Adelaide St*  
 Email: *romanos670@gmail.com*  
 Telephone: *0276 578414*  
 Signature: *M Romanos*



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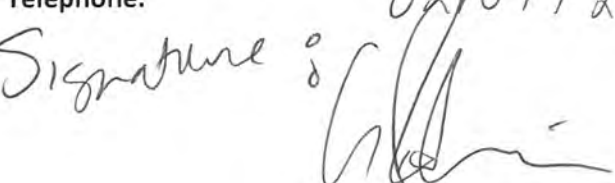
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Name: Grant Robinson  
 Address: 551 Addington Rd. Bertram Park  
 Email: romanor670@gmail.com  
 Telephone: 021077 2836  
 Signature: 

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Name: Rob Joass

Address: 112 Te Pene Ave Titchu Bay

Email: robjoass@gmail.com

Telephone: 0274 500615.

Signature: 

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Name: Elizabeth Lee

Address: 54 Wallcott Rd New Plymouth

Email: liz@yes.co.nz

Telephone:

Signature:

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Name: Amy Zeilstra  
 Address: 23 Fourth Avenue, Kingsland, Auckland 1021  
 Email: ayme1994@hotmail.com  
 Telephone: 0212480291

Signature: 

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Name: CHRIS TODD

Address: 9 JACKSON ST. ISLAND BAY

Email: cestepp@gmail

Telephone:

Signature: 

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Name: Gareth Freeman  
 Address: 15/20 Thompson St  
 Email:  
 Telephone:

Signature: 

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Name: *Simon Sher*

Address: *10 Manley Tee, Newham*

Email:

Telephone:

Signature: *Simon Sher*

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Name: Simon Grove  
 Address: 71 Yule St, Kilbirnie  
 Email: simongrove@hotmail.com  
 Telephone:

Signature: 



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Name: *Tom Lind-Saunders*

Address:

Email: *tom.lind-saunders@gmail.com*

Telephone: *021 022 43172*

Signature: *Tom Lind-Saunders*

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Name: GREG TUNNICLIFFE

Address:

Email:

Telephone: 0211553238

Signature

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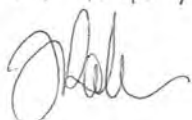
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Name: 4 Rhodes Street, Newtown

Address: ↓ ↑ Jasmin Ralph +

Email: jasmin.ralph@gmail

Telephone: +027 4545 993

Signature 

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Name: Benjamin Fraser

Address: 4 Rhodes Street, Newtown

Email: b-j-fraser@yahoo.com

Telephone:

Signature: 

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Name: Fe Day  
 Address: 16a Rubble St  
 Email: brenatheduck@gmail.com  
 Telephone: 021 1466209  
 Signature:

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Name: Martin Kay

Address: 149 Owen St, Newtown.

Email: mk.kraftfeld@gmail.com

Telephone: 0221926862

Signature

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Name:

*Robert Bell*

Address:

*107 Constable St, Newtown, Wellington 6021*

Email:

*dawbell@clear.net.nz*

Telephone:

*022-6940880*

Signature:

*Robert Bell*

*If there is an opportunity to speak in support of the submission I would like to do so.*

1583

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Name: *Dillon Blair*  
 Address: *106 Ranunculus Street Lower*  
 Email: *Dillon.blair@govt.nz*  
 Telephone: *022 1519334*  
 Signature: *[Handwritten signature]*



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Name: Daniel Waterworth  
 Address: 115 Daniell Street, Newtown  
 Email: dj-danwater@gmail.com  
 Telephone: 0220360462

Signature: 

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Name: CHRISTALIN THANAPAWL.

Address: A 402/48 Constable St, Newbawn, Wellington 6021

Email: christalin.pa@gmail.com

Telephone: 021-1529284

Signature: 

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Name: MARGARET HORN

Address: WGTN.

Email:

Telephone: 0274391183

Signature: 

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Name: Lucy Schwabe  
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 Telephone: /

Signature: *Lucy Schwabe*

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Name: Douglas Bagnell

Address: 57 Wright St, Mt Cook 6021

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Signature:

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Name: Jan Nuwreni

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Email: jnuwreni@gmail.com

Telephone: 021 844 3443

Signature: 

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Name: *Michael Pringle*

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Signature: *Michael Pringle*

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Telephone:

Signature: 



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Name:

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Email:

*ronbecca@clearnet.nz*

Telephone:

Signature:

*[Handwritten signature]*

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Name: GREG SMITH.

Address: 6 MENRY ST.

Email: gregory.smith@gmail.com

Telephone:

Signature: 

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Name: *Chloe Palmer*

Address: *1 Salisbury Ave*

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Telephone:

Signature: *[Handwritten signature]*

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Name: *Adilya Arslanova*

Address: *8B Waripori St, Bernampore*

Email: *adilya-arslanova@gmail.com*

Telephone:

Signature: *[Handwritten signature]*

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Name: P. Lalaga.

Address: 17 Mitchell Grove

Email: Plalaga@live.com

Telephone: 02102679600

Signature:

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Name: *Ashtok Kumar*

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Email: *KILBIRNIE*

Telephone: *0221903311*

Signature: *[Handwritten Signature]*

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Name: *Anita Kumar*

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Telephone: *(04) 3878697*

Signature:

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Name: *Ted Greensmith-West*

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Telephone: *027 827 9535*

Signature: *[Handwritten signature]*



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Name: *Cathie Penetito Cathie Penetito*

Address: *16 Arlington St Mt Cook Wellington 6011*

Email: *cathie.penetito@nzei.org.nz*

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Name: *Natalie Calcott*

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Signature: *N Calcott*

**Talava Sene**

---

**From:** Liz Springford <liz.springford@gmail.com>  
**Sent:** Tuesday, 3 May 2016 7:13 p.m.  
**To:** BUS: Annual Plan  
**Subject:** WCC Carbon & Annual Plans 2016 - individual submission Liz Springford  
**Attachments:** WCC Annual & Carbon Plans 2016 Liz Springford submission.docx

kia ora

Thanks to Neil McInnes for the chance to send this (attached) submission today.

I would also like to present my submission at the Council hearing thank you.

gratefully

, Liz

*16 Chatham Street, Berhampore, Wellington 6023, ph 04 9709 126 or 021 0617 638*

## Wellington City's Carbon & Annual Plans 2016/17 – Liz Springford submission

This is a brief personal submission and I welcome the chance to talk with the Council too thanks.

Post-Paris, let's update our plan as our '**Carbon Zero Capital Plan**' with targets that lead us to zero net emissions in just over 30 years. The more quickly we move the better, so that we avoid 'white elephant' infrastructure and we create the safety margins usually expected for city services.

Let's focus on **Wellington's most vulnerable households** – 'warm up' every home before 2020 and work with various communities to make sure the transition to zero net emissions is fair and feasible.

Our global climate is destabilising from excess greenhouse emissions from all sources – including international travel. The margins to try to keep global warming to 1.5°C (as agreed a few months ago) are too tight to continue to ignore international aviation and shipping.

**Investing any ratepayer money in any airport expansion without examining the climate-damaging emissions impact is not justifiable on economic, social or environmental grounds.** The Environment Court is unlikely to consider climate impacts under current RMA law – that is WCC's responsibility.

Let's plan to have **widespread car share well in place before 2020**, to complement safe active transport routes and all-electric public transport (preferably light rail for the scale we need). WCC has an exciting opportunity to share the corporate fleet with residents this year and build serious partnerships with car share operators for successful car share scale similar to taxis – 500+ cars?

Electric charging, electric cars and biofuels are good for residual private transport, but it's **active and public transport complemented by car share** that is the heart of zero emissions transport. This transport threesome also makes WCC's transport hierarchy policy a reality – with safer streets and cheaper, healthier, efficient, accessible choices for everyone.

As WCC states, **mitigation is first line of defence** when it comes to adapting to a changing climate – actually if we don't stop creating the problem then our adaptation challenges become **impossible**.

**'Realistic' means 'ambitious'**. Let's turn our planning around and ask if we are really committed and creative how *quickly* could Wellington become NZ's Carbon Zero Capital? What would that look like? Could we drop our emissions by a third before 2020? How do we think broadly about our needs?

**Reframing as 'Absolutely Accessible Wellington'** (rather than 'Let's Get Welly Moving') recognises virtual access especially of the younger generation, not just real-time access. Could Wellington become a centre of excellence for teleconferencing? What do we do about our waste? Could we have more localised food, water and energy sources? To put our targets in context, a UK climate campaign encouraged households to reduce their emissions footprint by 10% *each year*...

**Lastly, a short story...** a while back, I chanced on a history of Wellington's Tararua Tramping Club. What stuck in my mind was that during WW2, the tramping club effectively became the 'Orongorongo Tramping Club' for a few years. Petrol was tightly rationed, all resources focused on the war effort, so trampers took the 'Cobar' ferry across the harbour to tramp in the Orongorongs. The club didn't stop because the Tararuas were out of reach. They focused on what really mattered – tramping in good company – and that's what they continued to enjoy.

Liz Springford phone 04 9709 126 or 021 0617 638, email: [liz.springford@gmail.com](mailto:liz.springford@gmail.com)  
16 Chatham Street, Berhampore, Wellington 6023

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Name: Sophia Knott

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Signature: SophiaKnott

**Talava Sene**

---

**From:** Liz Springford <liz.springford@gmail.com>  
**Sent:** Tuesday, 3 May 2016 5:16 p.m.  
**To:** BUS: Annual Plan  
**Subject:** OraTaiao: The NZ Climate & Health Council submission on WCC's Low Carbon Plan and Annual Plan 2016/17  
**Attachments:** WCC Annual & Carbon Plans 2016 OraTaiao The NZ Climate & Health Council submission.docx

Kia ora

OraTaiao's submission on Wellington City Council's draft Low Carbon Plan and Annual Plan 2016/17 is attached. We welcome the opportunity to also speak to this submission, thank you.

As discussed with Neil McInnes of WCC Democratic Services, the deadline for this written submission has been helpfully extended to Tuesday 3 May.

best wishes, Liz

Liz Springford BA, MPP (merit)

Executive Board member

OraTaiao: The New Zealand Climate and Health Council

[www.orataiao.org.nz](http://www.orataiao.org.nz)  
[www.facebook.com/OraTaiao](https://www.facebook.com/OraTaiao)

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Wellington 6023  
021 0617 638, [++64 4 970-9126](tel:+6449709126)



NZ Climate & Health Council

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

30 April 2016

## Wellington City Council's Annual Plan 2016/17 and Carbon Plan Consultation

### A: Summary

This submission introduces OraTaiao, describes the basis for our submission, and responds to WCC's [Draft Low Carbon Capital Plan](#) and [Draft Annual Plan 2016/17](#) consultation questions.

As discussed with Neil McInnes of WCC Democratic Services, the deadline for this written submission has been extended to Tuesday 3 May thank you. We would also like the opportunity to speak to this submission, thank you.

Our top ten points are:

1. Update to a 'Carbon Zero Capital Plan' as a clear focus for all Wellington's investment decisions and policies – reflecting the new global climate zero-net-emissions action reality and the 1.5°C aspirational warming limit agreed in Paris a few months ago.
2. Update reduction targets to: 100% by 2050, 80% by 2040, 50% by 2030, and 20% by 2020, because earlier reductions are better and safer, and post-Paris, 'developed' countries lead.
3. Recognise that 'realistic' means 'ambitious' – Wellington's plateaued emissions over last fifteen years mean we need much stronger deliberate action and investment now.
4. Urgently update adaptation planning with the latest range of local scenarios – MfE's '0.5-0.8m sea level rise' advice from eight years ago was always intended as a minimum to update.
5. Green all Wellington's growth projects – urgently estimate the proposed runway extension's emissions impact (WCC is responsible for climate impact, not the Environment Court), and include climate-damaging emissions from international travel growth in GHG Inventory.
6. Set a target to 'warm up' all Wellington's vulnerable households over the next three years.
7. Plan for 'Absolutely Accessible Wellington' not 'Let's Get Welly Moving' – our city's tri-part transport core is safe active transport for all ages and affordable attractive all-electric public transport (light rail) for longer trips, complemented by widespread convenient car share.
8. Accelerate car share by sharing WCC's fleet now, active partnership, 'MCSR' and more parks.
9. Electric and bio-fuelled private vehicles are for residual private transport needs – biofuel advocacy with investment now in electric charging and electrifying WCC's fleet is useful.
10. Research with Wellington's most vulnerable households on how WCC can support healthy and fair transitions to a zero net emissions future – co-creating initiatives (including cheaper public transport fares) to quickly put into practice with ongoing evaluation to improve.

## B: Who we are

OraTaiao: The New Zealand Climate and Health Council (OraTaiao, The Council) is an incorporated society of over 420 health professional members calling for urgent and fair climate action – with real health gains now and for our future.

We know that climate changes fundamentally threaten human health and wellbeing – and that well-designed climate action can mean greater health and fairness in both the short and longer term.

Within its membership, OraTaiao has some of the world's leading climate-health experts, and is consolidating linkages with health bodies and other climate-health organisations in New Zealand and internationally. See more at the OraTaiao website, [www.orataiao.org.nz](http://www.orataiao.org.nz).

## C: Submission basis

OraTaiao bases this submission on the following:

- Health gains now: Well-designed emissions reduction policies can give substantial cost-effective health gains in the shorter term – additional to longer term reduction of climate threats to our health and wellbeing.
- Health threats: Failure to achieve global greenhouse gas emissions reductions and consequent climate change will bring health damage and costs.
- Inequity: Uncontrolled climate change has the potential to increase health inequities.
- Policy design matters: The impact of greenhouse gas emissions reduction policies on health equity and other equity domains will depend on the design on the policy.
- Inaction to date: As WOC acknowledges, central government climate action (ETS and research) has had no real impact to date, with NZ emissions continuing to increase. Wellington's emissions have plateaued over the last 15 years, rather than hopefully halving.
- Accelerated global ambition: Four months ago, the world agreed to strengthen the climate change response “in context of sustainable development efforts to eradicate poverty” to hold global warming to “well below 2°C”, and “pursue efforts” to limit the increase to 1.5°C<sup>1</sup>. The world also agreed to “global peaking of greenhouse gas emissions as soon as possible”, “recognising that peaking will take longer for developing country parties” and to “undertake rapid reductions thereafter in accordance with the best available science” so the world reaches net zero emissions in the second half of this century<sup>2</sup>.
- Pressure to increase domestic reductions: NZ has agreed to reduce our greenhouse gas emissions 30% below 2005 levels / 11% below 1990 levels by 2030 (short term target) and will be expected to increase ambition over time. NZ is amongst the highest per capita emitters and has one of the least ambitious pledges despite the expectation for developed nations to lead. Currently, global pledges add up to at least 2.7°C warming, adding to pressure for greater reductions.
- Better modelling needed: Economic modelling of Council policy should follow good practice (as outlined by the NZ Treasury) and consider all societal costs and benefits <http://www.treasury.govt.nz/publications/guidance/planning/costbenefitanalysis>

<sup>1</sup> Article 2: 1. (a) “recognising that this would significantly reduce the impacts and risks of climate change”

<sup>2</sup> Article 4: 1. And noting that the UN's climate science panel says by 2070 to avoid dangerous warming.



## D: Annual Plan 2016/ 17 Consultation Survey questions

### 1. Low Carbon Capital

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

OraTaiao strongly supports WOC's aspirations – and strongly recommends updating the Plan title to reflect the new global climate zero-net-emissions action reality agreed in Paris a few months ago.

It's time for Wellington to aspire to be the 'Carbon Zero Capital' post-Paris. This is a clear goal (rather than the somewhat subjective 'low carbon') and will better focus all Wellington's investment decisions and policies. Better still, WOC could become the 'Zero Emissions Capital' by mid-century – just over 30 years away.

'Zero' is 'net emissions' (as agreed at Paris) so WOC can calculate how much forestry emissions absorption is a wise use of limited Wellington land, and the gross emissions reductions needed to take us to zero net emissions by 2050.

#### 2) Will the activities proposed in the draft Low-Carbon Capital Plan ('Carbon Zero Capital Plan') contribute to a meaningful reduction in emissions?

No overall. The lesson from the plateauing of emissions over last fifteen years is that much stronger deliberate action is needed to rapidly reduce emissions. There isn't really a choice.

We congratulate WOC on:

- recognising the health co-benefits of active transport
- claiming a strong advocacy role for policies and initiatives to reduce city and NZ emissions
- recognising vulnerable Wellingtonians who rely on public transport because they have no alternative (however we need widespread increased public transport use)
- helping set up the Greenhouse Gas Inventory and the City-wide Energy Calculator
- attaining CEMARS certification
- at least more or less plateauing measured city emissions over the last fifteen years
- and recognising that: "After all, mitigation is first line defence when it comes to adapting to climate change. If we don't stop creating the problem then our adaptation challenges become even more difficult" (or more accurately: "our adaptation challenges become impossible")

We urge WOC not to underestimate our city's capacity for change with statements such as 'most of the available levers to really accelerate action on climate change lie with central government' (p.12), nor underestimate the extent and range of climate changes ahead: '0.5-0.8m sea level rise local councils are asked to plan for by central government' (p.13). This MfE guidance from around eight years ago was always intended as a minimum, with local councils expected to use the best and most up-to-date advice for their areas.

### PILLAR ONE – Greening Wellington's Growth

Overall, greening Wellington's growth means greening all growth and future projects – climate-damaging emissions from international travel growth have to be counted and considered. Our global climate is destabilised by all emissions growth, regardless of source.

Before going any further with the airport runway extension proposal, WOC urgently needs the best estimates of emissions impact of the proposed runway extension. As the Resource Management

Act is currently written, WCC appears responsible for considering the runway extension's climate impact – ironically not Environment Court, despite the overarching threat to our environment (plus health and economy) from climate changes.

**Investigate phasing out the Minimum Parking Requirement (MPR)** We suggest replacing this with MCSR (Minimum Car Share Requirement) with one car share park for every 10-15 dwellings. To keep Wellington compact, we agree that businesses, housing, community facilities, food-producing gardens, forestry, public transport lanes, walkways and safe cycleways are a much better use of limited urban land. WCC needs to rapidly scale up attractive car share, active and public transport modes to reduce the volume of private car ownership which is already making driving difficult in too many of Wellington's narrow suburban streets, and taking away valuable safe cycling and walking space. Widespread car share is the key that enables WCC's agreed transport hierarchy to be reality.

**Continue the Smart Energy Challenge** Yes, this encourages innovation.

**Investigate incentives for sustainable building solutions** This appears especially urgent, as the buildings constructed this year are likely to limit the capacity for zero net emissions living during the second half of this century. Could WCC partner with academia and business associations to ensure that there are no excuses for not knowing how to build sustainably? And from 1 July 2016 onwards, introduce variable building consent charges which strongly encourage sustainable building and heavily penalise unsustainable building. WCC also needs to clearly advise property owners of their best case and worst case future sea level, flooding, landslip and storm risks over the lifetime of proposed new buildings and renovations, so that all decisions are made with eyes wide open – and no future legal liability for WCC.

**Investigate alternatives for sewage sludge disposal** We encourage WCC to quickly investigate beneficial uses for this sludge – without significantly increasing human health risks (both from communicable diseases and greenhouse gas emissions).

**Home Energy Saver** We especially encourage targeting and support for vulnerable households.

**Warm Up Wellington** Yes, this has important health and health equity co-benefits. We encourage WCC to set a target of 'warming up' all Wellington's vulnerable households over the next three years, with annual milestones. The cooling capacity of insulation will also become increasingly important for household health as Wellington's days and nights become hotter more often.

**The Smart Buildings Challenge** Yes, this encourages innovation.

**Solar Power** Yes, we agree with both the increased awareness of energy use and resilience. The cost-effectiveness is likely to change if a social cost of carbon is applied, and new battery technology enables storage.

#### **PILLAR TWO– Changing the way we move**

Healthy climate-friendly urban transport has three essential mutually supporting components – safe active transport, electric public transport that's attractive, reliable, frequent and affordable (light rail gives the scale Wellington needs), and widespread car share for convenient car hire by the hour. Private vehicle use is for the residual journeys which are difficult to make by leg or shared transport for various reasons. Wellington already has too many private vehicles using valuable land space – but needs at least a hundred times more car share vehicles to hire easily throughout the city. Rapidly growing safe active and attractive electric public transport, supported by car share, is top priority.

Electric and bio-fuelled private vehicles are for residual transport needs, although investment now also helps grow the scale we'll need for zero emissions transport.

**Support car sharing and electric vehicle charging** Research shows internationally that car share needs real partnership – either with a local council or public transport company – to quickly get the scale and visibility required to build customer confidence that a car will be reliably and easily available whenever needed (references available on request). This is much more than free car parks – although these are useful, and we note WCC already supplies over 400 free taxi car parks and numerous bus stops to other privately and publicly operated shared transport modes. The scale of car parks needed over the next three years with real car share partnership for rapid growth may be more like 500, rather than 100. If finding parks in highly visible areas is difficult, this suggests an even greater urgency in building car share as car share rapidly reduces the need for private vehicle ownership and storage. Ultimately, we want all-electric car share fleets, but in the short term, even petrol cars substantially reduce emissions, private car ownership and inefficient land use, increasing active and public transport use.

**Car sharing** WCC needs to consider international research on rapid car share uptake and move beyond free car park allocation, to actively working in partnership to build the scale of car share needed (references available on request). This may include working with NZTA and GWRC for shared funding as car share frees road space for safer cycleways and walkways, and decongests roads for both public transport and private transport use. WCC dependence on car parking revenue creates risky incentives not in our city's overall best interests – akin to reliance on revenue from taxing cigarettes.

**Invest in active and public transport modes** OraTaiao strongly supports WCC's expansion of Wellington's active and public transport networks. Investing in cycling has a high benefit-cost ratio with an estimated return of up to \$25 for every \$1 spent on safe segregated cycleways (Macmillan et al<sup>3</sup>). Wellington needs safe cycling routes for all journeys under 2km and most under 20km. We suggest a 'ten year old' test – would most parents feel comfortable with their ten year old cycling this route to school?

**Advocating for lower fares across our Public Transport Network** We appreciate WCC's recognition of high upfront public transport costs, especially for low income travellers and compared with other local authorities. OraTaiao would like to see WCC work with GWRC to experiment with cheaper fares to better support lower emissions travel by low income residents and build public transport use especially amongst younger travellers. For example, perhaps all children could travel free, 18-25 year olds, over 64 year olds and Community Service card holders could travel half-price during peak hours and free during off-peak? This could be trialled for three months with widespread publicity to evaluate the impact on public transport use.

**Promote electric vehicle uptake** Electric vehicles fulfil residual private transport needs – active and public electric transport and car share must become the predominant urban transport choices. The average age of NZ's private vehicle fleet has increased to 14 years – which suggests at this stage, simply relying on replacing petrol and diesel vehicles with electric, will take far too long for climate stability, and will be limited to high income households for some time. However, starting now to promote and facilitate electric vehicle uptake is still valuable for future-proofing Wellington.

<sup>3</sup> Macmillan A, Connor J, Witten K, Kearns R, Rees D, Woodward A. The societal costs and benefits of commuter bicycling: simulating the effects of specific policies using system dynamics modelling. *Environ Health Perspectives*. 2014;122(4):335-44. <http://ehp.niehs.nih.gov/1307250/>

**Advocate for greater support of biofuels** Similar points apply to biofuels as electrifying private vehicles. However, NZ has exciting potential with waste product use to be energy-independent with zero emissions transport through a combination of active transport, electric public transport and car share, supplemented by electric and bio-fuelled private vehicles. We support WCC's advocacy.

#### **PILLAR THREE – Leading by example**

**CEMARS certification and Invest in energy saving across the business** We urge ambitious emissions reductions – which will have co-benefits of learning for city-wide leadership plus ratepayer savings. We also strongly recommend that WCC initiate a 'One-in-Five' approach to all domestic and international air travel from 1 July this year – reducing one in five flights for sizeable emissions reductions and savings in time and rates. We encourage WCC to increasingly experiment with meetings and presentations by teleconference (as initiated at recent Car Share Policy hearings). Companies such as Tonkin & Taylor may be able to share experience in reducing their travel footprint.

**Council Vehicle Fleet** We encourage every vehicle replacement to be electric from now on, which will also help grow the second-hand electric vehicle market in Wellington speeding city-wide uptake. As WCC intends to reduce the fleet, this can be a cost-neutral change overall. We also strongly support WCC making its fleet available to Wellington residents as car share vehicles. This is an incredibly important move to rapidly grow car share to the scale we need. Widespread publicity will be vital. Perhaps WCC could start by making half the fleet available for car share from 1 July this year, and evaluate learnings at year end.

**Deliver 'Love Food, Hate Waste' with national partners** Ora Taiao supports this plan and recommends WCC investigate barriers preventing 99% food business uptake of WCC's Kai to Compost programme and Wellington's Kai Bosh food recycling initiative. As well as public education on food waste, perhaps convenient community compost collection points could be created suburb-wide.

**Procurement** All procurement should be heading towards our zero net emissions future.

**Driving Staff Behaviour change** Perhaps WCC could celebrate and share the experiences of 'Climate Champions' – including a diversity of WCC Councillors, managers and staff – talking about their experiences in reducing their emissions footprints? This would help create a social norm of being climate-friendly and spread ideas and experiences that work for diverse situations and preferences.

**Making maximum use of the levers we do have** We strongly support WCC's maximum use of levers.

**Carbon management policy and forestry** WCC may be best to take a long term investment approach to increasing forestry and native regeneration until emissions prices climb substantially.

**Improving consideration of climate issues** Ora Taiao understands that WCC reports currently simply state whether there is a positive or negative impact on climate, without any quantification of impact. WCC needs to better understand the climate impact of every significant decision, so we urge increasingly more sophisticated reporting of climate impacts. Climate impacts are arguably more important than financial impacts as we prepare for our zero net emissions future.

#### **What else could be done?**

Urgently measure the emissions impact from increased domestic and international flights expected from both the airport runway extension proposal and the airport's overall growth plans. WCC needs to take a consistent approach to all sources of emissions in this region.

OraTaiao would also like to see 2016 research with Wellington's most vulnerable households on how WCC can support healthy and fair transitions to a zero net emissions future – co-creating initiatives that are then quickly put into practice with ongoing evaluation and improvement.

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

No, the targets need to be more ambitious to reflect the need for developing countries to lead on zero net emissions. Being 'realistic' means being more ambitious – our reality is now a fragile global climate with increasingly limited atmospheric space. The longer we delayed (as we have in NZ and in Wellington), the faster we need to move now. A changed baseline is not an excuse to reduce ambition – we need to catch up quickly.

Emissions reductions over the next few years are more useful in stabilising our climate than in a decade or two hence. So start fast and choose the lowest emissions option with every investment. The global atmosphere has a very limited capacity for more greenhouse gas emissions, the less we emit now, the safer our margins for safety. Think of emissions as a budget that we want to use as little as possible after ignoring its limits for too long.

WCC also needs to factor in the likely escalating cost of emissions globally by using a social cost of carbon in decision-making. This is about wise stewardship of a rating base which is likely to be subject to global economic upheaval and the rising adaptation costs already reality over the coming decades.

More realistic city targets would be: 2020: 20%, 2030: 50%, 2040: 80%, 2050: 100% (regardless of population change) in net terms. We know in our own lives that we can get good emissions reductions quite quickly - but securing our future is a team effort. The world has just agreed in Paris to zero net emissions in second half of this century, with 'developed' countries leading – and the faster we move, the better off we will be. More realistic targets focus every new infrastructure purchase – will it fit a zero net emissions future? We suggest that targets for Council operations be more ambitious – perhaps by treating these same percentage targets as reductions in gross emissions, rather than net emissions. In this way, WCC can lead in emissions reduction, gaining experience to apply more generally.

OraTaiao would like to see international travel included in the regional greenhouse gas inventory this year. Aviation causes perhaps near 4%-5% of global warming (through both CO<sub>2</sub>, non-CO<sub>2</sub> greenhouse gas emissions, and altitude effects) and aviation GHG emissions will likely double or even quadruple by 2050.<sup>4</sup> At the moment the Council is flying blind. Any Wellington emissions reductions are likely to vanish with expanding international travel, let alone the plans to extend Wellington's airport runway. This is a global equity issue – we don't have to all become flightless kiwis but we do need to reduce all emissions sources, not escalate. As a growing source of emissions from the world's rich, pressure is growing internationally to count international travel emissions so future planning and investment needs to explicitly take these emissions into account.

## 2. Urban Development Agency

Should the Council establish an Urban Development Agency to:

- lead and co-ordinate the physical regeneration of strategic parts of the city? Yes
- parcel land together and increase the supply of affordable housing? Yes
- deliver large-scale Council developments? Yes
- demonstrate good practice in housing development urban design and sustainability? Yes

<sup>4</sup> refer to Section 2 '2. Airport runway extension' of OraTaiao's submission on WCC's Draft Long Term Plan 2015-2025, at [https://d3n8a8pro7vnmx.cloudfront.net/orataiao/pages/153/attachments/original/1442182688/WCC\\_LTP\\_2015-25.pdf](https://d3n8a8pro7vnmx.cloudfront.net/orataiao/pages/153/attachments/original/1442182688/WCC_LTP_2015-25.pdf)

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

Comments: OraTaiao urge that all Urban Development Agency decisions be made in the context of our zero net emissions future. This means urban development that keeps our city compact and accessible; responds to vulnerability to coastal erosion, flooding and slips; encourages zero net emissions buildings; and increases health equity and resilience.

### 3. Zealandia Governance, Food Act fee changes and Private wastewater pipes

OraTaiao has no comment.

### 4. Kilbirnie Business Improvement District

OraTaiao has no comment on targeted rate use for the Kilbirnie Business Network's use to improve businesses in the district. However, we note that areas of Kilbirnie appear to be increasingly prone to flooding, with projected worsening with sea level rise.<sup>5</sup> We urge WCC to work with Kilbirnie businesses to ensure they understand the range and likelihood of climate change-related impacts and sea level rises over this century, to avoid wasted investment and legal risk.

### 5. Other initiatives which Councillors have proposed for 2016/ 17 funding consideration

Our top five preferred initiatives for 2016/ 17 funding from WCC's list are:

- Ngauranga to Airport (minor capital projects) and Middleton Road -

OraTaiao supports projects that increase the quality and quantity of active and shared transport.

- Living Wage and Community Grants changes -

As climate changes affect Wellington's most vulnerable households first and worst, OraTaiao supports initiatives that reduce vulnerability and increase health equity.

- Lyall Bay Foreshore Resilience Plan -

With all adaptation policies and projects, OraTaiao encourages WCC to use the best and most recent information on likely sea level rises and climate changes. This includes considering the range of potential outcomes over the life of affected infrastructure, both best-case global mitigation and business-as-usual pathways. WCC cannot afford to give false reassurance by building protection structures with insufficient duration. MfE's original 0.5-0.8m sea level rise guidance from around eight years ago was intended as a minimum, with local government expected to use the most up-to-date advice for their areas.

We have no comment to make on the following initiatives:

Toitu Poneke Sports Hub, Johnsonville Library Kindergarten purchase, New Outdoor Events Series, Toi Poneke support, Placemaking and the Council art collection.

### 6. Limiting rates increases to the 3.6 percent stated in the LTP

In considering any rates increases, OraTaiao notes that the city's rating base (and tax base) is likely to be subject to global economic upheaval and the rising adaptation costs already reality over the coming decades. Conversely, well-designed climate action can potentially create co-benefits which ease demands on rates, taxes and household budgets.

<sup>5</sup> Impact of 1m or 2m sea level rises in Kilbirnie and Lyall Bay: Wellington City Council. Assessing the implications of sea level rise, Kilbirnie Town Centre. Kilbirnie Town Centre Plan Working Paper. September 2009. <http://wellington.govt.nz/~media/your-council/projects/files/kilbirnie-sea-level-rise-paper.pdf>. Further sea level rises for Wellington: <http://www.stuff.co.nz/dominion-post/news/73004195/wellington-faces-another-half-metre-of-sea-level-rise-warns-scientist>.

## 7. Other matters and general comments

Overall, we urge WCC to understand that climate change is a global medical emergency<sup>6</sup>, and conversely, an opportunity for unprecedented health and other well-being gains for Wellington. A realistic response is an ambitious response – travelling quickly along the globally-agreed zero net emissions pathway and ensuring a healthy fair transition for our most vulnerable households. Each generation is called to step up to the challenges of their age – let's make past and future generations proud of us.

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Thank you for this opportunity for OraTaiao to make our written submission to the Wellington City Council's consultation on the Low Carbon Capital Plan and draft Annual Plan 2016/2017.

Yours sincerely

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<sup>6</sup> Watts N, Adger WN, Agnolucci P, ..., Montgomery H, Costello A; for The 2015 Lancet Commission on Health and Climate Change. Health and climate change: policy responses to protect public health. *Lancet*. 2015;386(10006):1861-914.  
[http://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(15\)60854-6/](http://www.thelancet.com/journals/lancet/article/PIIS0140-6736(15)60854-6/)

## Let's Make Sure Wellington is a People-Centred City.

Put the Living Wage in the 2016/17 Annual Plan.



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

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

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

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

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

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

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## Submission by the NZ Centre for Sustainable Cities on Wellington City Council's Draft Low Carbon Capital Plan (as contained in the WCC's Annual Plan 2016/17)

Ralph Chapman <Ralph.Chapman@vuw.ac.nz>

3 May 2016

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

This submission has been prepared by Assoc Prof Ralph Chapman<sup>1</sup> and Prof Philippa Howden-Chapman<sup>2</sup>, on behalf of the New Zealand Centre for Sustainable Cities.

### About NZ CSC

The New Zealand Centre for Sustainable Cities is an inter-disciplinary research centre dedicated to providing the research base for innovative solutions to the economic, social, environmental and cultural challenges facing our urban centres. As well as undertaking research, we make submissions from time to time to central government and councils on a range of issues relevant to cities, from climate change policy to compact development. The Centre is currently running a 4-year Resilient Urban Futures Programme, funded by the Ministry of Business, Innovation and Employment, which began in October 2012.

We would welcome the opportunity to speak to this submission.

### Introduction

We strongly support the tenor and direction of this consultation document. There is very little in it with which we disagree, although in some places the measures proposed could be strengthened.

We strongly support Wellington City Council's aspiration to be the "low carbon capital". As plans are developed, we would like to see this aspiration strengthened to "zero carbon capital", but to do so will require more tangible plans in key areas than currently exist.

<sup>1</sup> Director of the Environmental Studies programme, Victoria University of Wellington

<sup>2</sup> Director, NZ Centre for Sustainable Cities, and *He Kainga Oranga*/Housing and Health Research Programme.

We support the revised 2020 carbon emission reduction goal of a 10% reduction, reluctantly accepting that only small emissions reductions have been achieved to date.

The 2050 target could be strengthened to 100% -- this would signal awareness that the latest available scientific evidence suggests that the world needs to aim for net zero carbon emissions by around 2050, or early in the second half of this century. However, adoption of a zero carbon goal would preferably be accompanied by a stronger and more developed transition plan, information provision and awareness raising, which will take more time to work up. We underline that focusing on 2050 cannot be an excuse for delaying action meantime – the LCCP (the Plan) is clear on the necessity of a well developed transition path.

In this submission we briefly comment on the ‘strategic’ parts of the Plan, and then offer specific comments on the three pillars of the Plan.

## Strategic arguments

### Co-benefits of climate action

We agree, from both analytical and presentational points of view, that there are real and important co-benefits of promoting compact, healthy and liveable cities (refer pp.4,9) (Howden-Chapman and Chapman 2012).

### Resilience

Resilience needs to be thought about not only in physical terms but also in economic and social terms, encompassing the ability of the city to adapt creatively to adverse events (Early and Chapman 2013). An important part of this is moving progressively towards a knowledge economy, preferably largely ‘weightless’, but certainly an economy built around quaternary services and products, and using renewable energy.

The physical science of climate change keeps throwing up nasty surprises – such as the possibility of faster sea level rise in the latter part of this century, significantly greater than 1 metre by 2100, and conceivably more than two metres (Hansen, Sato et al. 2015). Such prognostications mean two things: first, that the City needs to do its best now to minimise these risks, by moving as rapidly as practicable towards a zero carbon economy; and secondly, that we should take adaptive measures that will be as robust as possible, and able to adapted as more information becomes available about sea level rise and other manifestations of climate change (Lawrence, Reisinger et al. 2013).

### Not waiting for central government

It is clearly not wise or strategic to wait for central government to act decisively on climate change mitigation. Wellington City Council is ethically and practically obliged to take action in advance of central government, in areas such as land use planning, transport, energy and waste management where it can make a difference. We agree with the Council that it should be active in advocacy of action on behalf of the community, in these domains which can “drive down emissions across the city and the country.” (see p.12)

The message as we see it in regard to legacy infrastructure (transport, building and other infrastructure) is that the Council should move early on measures which will have a long-term benefit (see p.13 of the Plan).

One of the key decisions in this domain is around land use, since once an area has been planned for subdivision it is difficult to retrofit more efficient infrastructure, and the likelihood is that sub-optimal and unsustainable transport patterns can be locked in, at least until vehicle technology changes markedly and practices adapt. For this reason, we would encourage the WCC to do everything it can to plan for compact urban form, going further than simply 'maintain[ing] the compactness of our city' (refer p.21 of the Plan). We believe the Council should take measures to relax restrictions on infill housing development in order to allow more intense development in city fringe (inner suburban) areas, while maintaining liveability and the quality of housing development. This will generate long-term savings in carbon emissions. More specific comments on related matters such as the Minimum Parking Requirement are offered below.

### **Comment on the Three Pillars**

We believe (refer p.21 of the Plan) that WCC should be an advocate of building energy efficiency programmes. We support the Warm Up Wellington (p.27) investment and believe the WCC should continue funding of this irrespective of central government funding.

The long term goals set out on p.22 are well stated, but should in our view include a goal relating to compact urban development, e.g.:

“Our urban development is compact and high quality, focussed in areas where public transport access is good, and where housing is readily accessible to amenities. Sprawling development is discouraged.”

We generally support the Plan’s position on minimum parking requirements, but believe the stance taken could be stronger. As far as we can determine, nowhere is the MPR a “necessity” (refer p.23).

We strongly support solar power, and believe WCC should work with progressive companies to accelerate this (p.28).

We strongly support all initiatives which foster public transport, active transport and car sharing, including EV charging systems to support EV car sharing. We also believe the WCC should act as a strong advocate of a more environmentally friendly bus fleet for the city and region. GWRC’s current plans for diesel buses pose a significant risk to health and the environment – particularly in relation to ambient air emissions, carbon emissions and noise - which is not desirable.

To conclude, we reiterate by thanking the WCC for the opportunity to make this submission, and we would be happy to make an oral presentation on it.

## References

- Early, L. and R. Chapman (2013). Defining resilience: Background paper for the Resilient Urban Futures programme. Wellington, New Zealand Centre for Sustainable Cities.
- Hansen, J., M. Sato, et al. (2015). "Ice melt, sea level rise and superstorms: evidence from paleoclimate data, climate modeling, and modern observations that 2° C global warming is highly dangerous." Atmospheric Chemistry and Physics Discussions 15(14): 20059-20179.
- Howden-Chapman, P. and R. Chapman (2012). "Health co-benefits from housing-related policies." Current Opinion in Environmental Sustainability 4(4): 414-419.
- Lawrence, J., A. Reisinger, et al. (2013). "Exploring climate change uncertainties to support adaptive management of changing flood-risk." Environmental Science & Policy 33: 133-142.

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# Greater Wellington Regional Council: Submission

To: Wellington City Council  
 Submission on: Draft Low Carbon Capital Plan

---

## 1. Introduction

Greater Wellington Regional Council (GWRC) welcomes the opportunity to provide comments on the Wellington City Council's (WCC) draft Low Carbon Capital Plan.

We support WCC's aspirations to be a low carbon capital and consider the draft Plan has good prospects for mitigating climate change. The Plan also has synergies with the climate change mitigation policies and related actions in GWRC's Climate Change Strategy and Implementation Plan and is consistent with the policy direction of the Wellington Regional Land Transport Plan 2015.

This submission provides comments on specific parts of the draft Plan we support.

We look forward to continuing to work with WCC to mitigate climate change and reduce greenhouse gas emissions in Wellington City and the wider region.

## 2. Comments on specific sections of the draft Plan

### 2.1 State of play

#### 2.1.1 The Challenges so far

GWRC supports the resilience work around the management of legacy infrastructure and WCC's membership in the 100 Resilient Cities network and the upcoming Resilience Plan. We consider it is important to acknowledge the development of the Regional Natural Hazards Management Strategy, which will also play a key role in increasing resilience alongside the 100 Resilient Cities work, as well as the proposed development of a regional infrastructure resilience business case (coordinated by GWRC) to guide engagement with central and local government and other sectors.

#### 2.1.2 Current targets

We applaud the development of the 2050 calculator. GWRC plans to develop a 2050 calculator for the region and WCC's input to the development will be greatly valued.

We note the acknowledgment of the greenhouse inventory providing valuable data to support evidence based decision making. We have appreciated working with WCC in developing the first inventory and the recent update.

GWRC supports the emissions reduction targets for the city. We consider they are ambitious but achievable if the initiatives are implemented in a timely manner. As

noted, achieving these targets will require significant regional council support and we are committed to working collaboratively with WCC to help realise these targets.

## **2.2 Greening Wellington's Growth**

### **2.2.1 Long term goals**

GWRC supports the long-term goals for Greening Wellington's Growth. The goals to increase the energy efficiency of the building stock, increase the proportion of energy from renewable sources and the network of natural assets have synergies with policies 1.1 and 1.5 of the GWRC Climate Change Strategy Implementation Plan.

### **2.2.2 Investigate phasing out minimum parking requirements**

GWRC supports the proposal to 'investigate phasing out of the Minimum Parking Requirement' in the WCC District Plan, outside the CBD, particularly in suburbs that are well served by public transport, and those areas close to the CBD with good walking and cycling access and low car ownership levels. This is consistent with the policy direction in the Wellington Regional Land Transport Plan 2015.

### **2.2.3 Continue the Smart Energy Challenge**

We support the continuation of the Smart Energy Challenge (relabelled the Low Carbon Challenge) and welcome the opportunity to partner with you to scale up the challenge and support community driven innovations in renewable energy throughout the region. This is consistent with the GWRC Climate Change Strategy and Implementation Plan. We recognise that the current configuration of the challenge is open to entrants from throughout the region, and would like to explore enabling the initiatives to be deployed across the region going forward.

### **2.2.4 Home Energy Saver and Warm up Wellington**

We support the continuation of the Home Energy Saver scheme and Warm up Wellington. Both initiatives play a valuable role in creating positive health outcomes for the Wellington community alongside reducing energy use and associated greenhouse gas emissions.

## **2.3 Changing the way we move**

### **2.3.1 Support car sharing and electric vehicle charging**

GWRC welcomes the proposal to support car sharing and electric vehicle charging. These measures will help to optimise the use of the existing transport network, provide greater travel choice, and reduce transport generated emissions – all of which are consistent with the policy direction in the Wellington Regional Land Transport Plan 2015.



### 2.3.2 Promoting electric vehicles

Promoting electric vehicles and increasing charging infrastructure are consistent with the objectives of the recently established Regional Electric Vehicle Working Group convened by GWRC. We support these initiatives by WCC.

### 2.2.2 Council Vehicle Fleet

We acknowledge the difficulty of calculating whole of life and residual value for electric vehicles noted in the Plan. We suggest that this can be addressed to some degree via the data collection and information sharing initiatives of the councils participating in the Regional Electric Vehicle Working Group.

### 2.3.3 Invest in active and public transport modes

GWRC supports the proposal to invest in active and public transport modes. This is consistent with the policy direction in the Wellington Regional Land Transport Plan 2015.

We note that WCC has an important responsibility in improving the quality of public transport services through the provision of infrastructure and through the allocation of the road space that bus services depend on. Ensuring priority is given to public transport over parking and general traffic on core public transport routes is critical to support faster and more reliable services and therefore attract more people to use public transport in the city.

### 2.3.4 Bio fuels

We support the statements relating to bio energy, the importance of an effective emissions trading scheme and the potential for greater carbon offsetting through forestry. We also support WCCs intention to advocate to central government for greater support for the development of biofuels<sup>1</sup>.

## 2.4 Leading by example

GWRC supports WCC's intention to reduce its corporate emissions and reset interim emissions reduction targets. We recently reset the baseline year for GWRC's corporate emissions to 2014/15 and have adopted in-principle emissions reduction targets for 2020, 2025, 2030 and 2050. We are open to exploring possibilities to align our corporate reduction targets.

We note there are synergies between our respective corporate initiatives to invest in energy savings across our business, replace fleet cars with electric vehicles, drive staff behaviour change and improve consideration of climate change issues. We are open to sharing knowledge and information to achieve our respective corporate emissions targets and reduce emissions in Wellington.

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<sup>1</sup> It is our understanding that at the current time the biofuels manufactured by Z Energy will only be distributed in the upper North Island.

### 3. Conclusion

Thank you again for the opportunity to provide comments on the draft Low Carbon Capital Plan.

We look forward to continuing to work with WCC to mitigate climate change and reduce greenhouse gas emissions in Wellington City and the wider region.



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**General Manager, Strategy**

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



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29 April 2016

Wellington City Council  
 PO Box 2199  
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**SUBMISSION: 2016/17 ANNUAL PLAN CONSULTATION DOCUMENT**

We wish to comment on two “proposed changes that vary the parameters of the Long-Term Plan”, and comment on other topics.

We would like to speak in support of this submission.

**1. Draft Low-Carbon Capital Plan.**

We welcome any actions taken to reduce the city’s and Council’s emissions. This would help the city to implement its share of the Government’s commitment to the COP21 Paris Agreement.

Thus we support programmes to invest in and facilitate the use of public transport, walking and cycling, to make them the dominant modes of travel in and around the city.

We oppose the widening of roads, except in limited circumstances for safety reasons, or the construction of new ones, because more road capacity encourages existing drivers to drive more often, and public transport users to switch to travelling by car or motorbike. The inevitable result is the burning of more finite fossil fuels, and the production of more greenhouse gases. This is contrary to NZ’s commitment to the COP21 Paris Agreement. Increasing road capacity never solves congestion long-term. It merely moves congestion somewhere else. Free-



flowing traffic in all directions is unachievable. Transport planners must accept that fact from now on, and focus our investment instead on projects which facilitate the use of public transport, walking and cycling, while maintaining the existing road network.

## **2. Zealandia governance changes**

We support the continuation of a strong relationship between WCC and Zealandia, e.g., in the appointment of trustees, and in the provision of annual grants.

We support the arrangement to transfer ownership of the Visitor Centre to WCC, to repay the loan provided by WCC, provided that Zealandia's right to occupy the building is fully protected, and guaranteed in the long-term.

As volunteers at Karori Sanctuary, now Zealandia, since 1997, we support the creation of '... a new Council-controlled organisation (CCO) ...', only if it is guaranteed that the letter and the spirit of the trust deed, the founding, guiding document of Zealandia, are implemented at all times. We believe that while the present structure controlling Zealandia works well, aided by council representation and funding, plus regular reporting of Zealandia's progress to WCC, a closer relationship, such as becoming a CCO, may benefit both organisations.

## **3. Movie Museum and Convention Centre**

We believe that rate-payers should not spend millions on these non-essential ventures, which would benefit only a small portion of the community. *We believe WCC has greater responsibilities towards meeting the needs of the wider community, e.g., providing community housing, and strengthening the Town Hall.* Furthermore, spending on a movie museum and convention centre would impose substantial debt on future generations.

## **4. Airport runway extension**

We oppose this proposal, so will submit in opposition to the application for resource consent. WCC's decision to be involved in funding the proposed extension would, like being involved in funding the proposed movie museum and convention centre, impose substantial debt on future generations. *We believe WCC has greater responsibilities towards meeting the needs of the wider community.*

## **5. 2,000,000 trees planted by 2020**

We believe that WCC should seek a detailed assessment, by independent ecologists, of the impacts of this project on the genetic composition of the naturally occurring native plants in the city's reserves and Town Belt. We believe that to justify this assessment WCC should first study the section on *Genetic pollution*, pp 271-272, in "Dancing Leaves – The story of New Zealand's cabbage tree – tī kōuka", (Simpson, P. Canterbury University Press. 2000). We believe that what ecologist Philip Simpson says about genetic pollution in cabbage trees is likely to apply to other species of native plants. We believe that previous plantings are likely to affect the indigenous ecological and genetic integrity of our reserves and the Town Belt in the long term, when the plantings start to produce viable seed, and disturb the natural process of forest recovery. How will ecologists and botanists, and the land managers (WCC), deal with this situation?

Yours sincerely  
Chris Horne and Barbara Mitcalfe

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

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