

# Questions and Answers

## Pūroro Āmua | Planning and Environment Committee

### 24 November 2021

#### 2.1 Petition for Resident Parking in Hataitai Road

Given that a resident parking scheme is not possible at this time, is there an alternative time limited parking treatment we could trial here to reduce the amount of commuter park and ride taking up on-street parking? Possibly something like P240 M-F 9am-5pm, which would make all day commuter parking impossible but which residents could work around?

Council officers advise that the residents along Hataitai Road will be consulted prior to any proposal is developed to implement P240 M-F 9am-5pm parking restrictions and presented to the Pūroro Hātepe/Regulatory Processes Committee. We would initiate this prior to consultation in the fourth quarter and analyse the feedback and extent of the parking restrictions before initiating the formal public consultation for the Traffic Resolution process on the proposed parking restriction changes. This will take approximately six months to complete the proposal for the Council to consider and approve with the current staff resource.

The petition from Hataitai residents was expected given the changes made to accommodate the time limited parks near the shopping area. I had understood that officers would be reactive to this request to add residents parking should the demand require it, as it seems to have done. What steps are needed to respond to this issue and are officers flexible on their recommendation given this issue was raised during the roundabout discussion?

Please see reply above.

Who sits on the 'Parking Governance Board'?

Brad Singh, Manager Transport and Infrastructure, Kevin Black, Parking Services Manager; Paul Andrews, Manager, Parks, Sports and Recreation; and Vida Christeller, Manager City Design & Place Planning.

How far through the development of the referenced 'Standard Operation Procedure' are officers?

Guidelines for the operation of the new Resident's parking scheme is complete and work will shortly begin on the process and procedures that will administer the new scheme as it progressively comes into operation.

### 3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive

Which team in the Council set out the engagement survey and analysed the results?

Members of the Transport Planning team, which includes communications and engagement expertise, managed an external agency, Diagram, to design the engagement survey. This agency was responsible for collating and analysing the results, and preparing the report.

What peer review of the approach and analysis of the results was carried out?

Internal transport planning staff carried out the peer review.

How was the Research and Evaluation team within the Council involved?

The Council's Research and Evaluation team was involved with the project in the early stages and helped with the observation surveys at Cog Park, around the patent slip, the dog park, and Hataitai beach.

Does relocation of the pedestrian crossing near Greta Point Café disadvantage pedestrians? Is this consistent with the Parking Policy and sustainable transport hierarchy?

The relocation of this crossing is away from the existing boardwalk and does mean that people who have parked on the eastern side have further to walk to access a crossing to the cafe. However, the relocation does also offer benefits. It is now in a location that offers better visibility, and it means that the three pedestrian crossings through Greta Point are more evenly spaced. It is also on the desire line (unpaved tracks which are commonly used by pedestrians alongside paved paths) for people walking from the north. For these reasons, Council officers consider this to be an acceptable change to the consultation drawings which also does not disadvantage pedestrians. This change is consistent with the Parking Policy and sustainable transport hierarchy.

What are the steps needed to allow the freedom camper area to be utilised for car parking for the Yacht Club on regatta days and, if minimal, could this be included as a recommendation?

The Council's Parks, Sport and Recreation department are considering trialling event parking solutions within the marina precinct. This is being discussed with the Yacht Club. The freedom camping area can be considered as part of any trials during daylight hours on regatta days.

## 3.2 Submission on National Emission Reduction Plan - Discussion Document

Why have we offered no comment on questions 6 and 7 about adaptation?

Upon reading this question we noticed an earlier and incomplete version of the submission was uploaded to InfoCouncil. We have since provided Councillors with an updated Q&A document which includes a short answer to question six. Our answer to these questions is brief because the questions do not relate to climate adaptation as we typically think about it (i.e. adapting the city to minimise exposure to the effects of climate change). Rather the questions are focused on identifying any potentially perverse outcomes resulting from mitigation policies that could make adaptation to climate changes harder. We have not yet identified any such concerns with the mitigation policies the Council is pursuing.

Zero Waste Network are advocating for a separate agency to run the Zero Waste/ Circular Economy like Zero Waste Scotland.

<https://www.zerowastescotland.org.uk/content/who-we-are>

Would Council officers support this as a recommendation also?

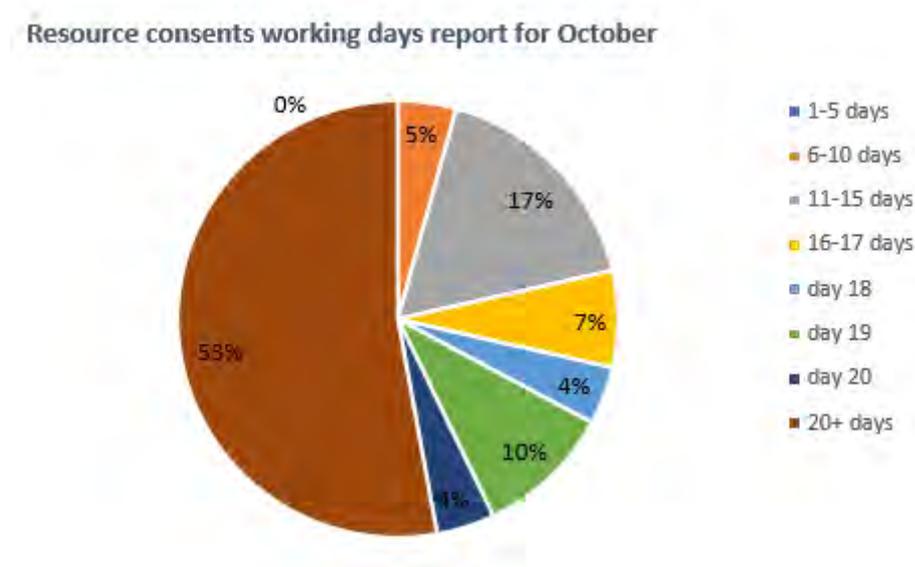
We have not had time unfortunately to form a view on whether such a structural change at the central government level would assist in reducing emissions from waste.

### 3.3 Housing Strategy and Action Plan Update

How are we tracking with meeting our consents on time? How are we going on team retention and acquisition? Is there anything else we can do to support our timeliness of the consents process? Do we have a feedback process for this?

*How are we tracking with meeting our consents on time?*

The following is a graph for Resource Consent timeframes. For the month of October, we processed just under half (47 %) of Resource Consents on time.



Building Consents are mostly being processed on time for residential consents but there are significant delays where structural engineering input is required.

The increasing complexity of consents has added to these challenges, along with a competitive employment market to attract and retain experienced staff (see below).

*How are we going on team retention and acquisition?*

Recruitment and retention is challenging.

Resourcing Consenting. We have three vacancies in the Resource Consent team now and no suitable applicants for the most recent advertisement. There is a shortage of Resource Consent Planners in New Zealand and there is anecdotal evidence that less people are looking to change jobs at the moment with the uncertainties of Covid-19 and its implications. We have worked hard on building a positive culture and increased salaries in recent years. In summary, there is simply not a quick fix to this issue.

Building Consenting & Compliance. Turnover has reduced in recent years as we have increased salaries and worked hard on building a positive culture. With skills shortages, there are ongoing challenges in recruiting suitable staff.

*Is there anything else we can do to support our timeliness of the consents process?*

We are outsourcing some Resource Consent Processing work although consultants also have high workloads.

We are currently exploring options to expand structural engineering capacity including seeking more consultant capacity and employing structural engineers on staff.

*Do we have a feedback process for this?*

Yes, applicants are asked to complete a feedback survey after the application process is complete.

[Do you have an idea of how you would prioritise/categorise the housing sustainability?](#)

The opportunities to build better homes, that meet sustainability standards, will be explored through the Housing Strategy update, in collaboration with the Council's Climate Response team. We will provide further updates to the Planning and Environment Committee on an approach to meeting sustainability outcomes through the Te Kāinga programme in early 2022 and the Housing Strategy update early in the new triennium.

In developing an approach to building sustainability through the Housing Strategy and Action Plan (in particular the Proactive Development priority area), we will look at both innovations and methods to reduce and reuse construction and demolition waste, as well as building performance.

The Build Wellington Housing Development Team have all recently become Homestar practitioners, with the Housing Development Project Manager working towards the Homestar designer qualification. We are growing our knowledge in this space to ensure greater focus on sustainability of our Proactive Development programme.

### 3.6 Update on the Te Kāinga Programme

What are the financial implications of providing greater tenancy management services than anticipated, including but not limited to the on-site office? Does this affect the long-term financial viability of the scheme?

Delivery of the tenancy management service will continue in line with the current budgets and financial modelling to ensure the programme continues to deliver on a cost neutral basis.

While there has been some initial increase in costs to establish the site office, there are efficiencies being realised from a single point of contact and site presence that help to offset the cost. We expect that this will continue through the set-up of 203 and 178 Willis Street.

We will monitor this throughout the evaluation process of the next buildings and report back to councillors on the results based on tenant feedback and financial outcomes.

What is the ongoing occupancy rate since we have been tenating Te Aroha?

We currently have one vacant unit which we are carrying out viewings for. This apartment became vacant in the last couple of days as the tenants are leaving Wellington.

We are currently advertising this through our partners communications channels as well as through Trademe and our mailing list for those interested in the Te Kāinga programme.

The occupancy rate is 94% for the first eight months of the building which is in line with our modelling for the programme.

Can we have a brief overview on how we plan to reach out to other sectors that have been identified as potential needs groups for example, ie teachers?

In addition to using general channels to promote the programme, including social media, Trademe and our public mailing list, the team are actively reaching out to other sectors to partner with them in reaching their staff.

Specifically, with regards teachers, we have reached out to the Teaching Council and Ministry of Education to explore partnering with them on the promotion of this programme. We will provide an update once we have explored this with these organisations.

We already have partnership agreements in place with Capital and Coast District Health Board, Greater Wellington Regional Council, the Environmental Protection Authority, the Ministry of Primary Industries, Inland Revenue, and Heritage New Zealand.

Under these agreements we provide the partners with details of any new buildings or vacancies prior to advertising them through general channels.

Is there a way we can report on Wellington City housing growth as part of this? The objective would be to get an overall sense of how the city is tracking in relation to other cities in NZ?

Consents data is currently the national standard for monitoring housing growth. There are shortfalls of using consents for this purpose. For example this doesn't recognise lost housing units through demolition.

The Council is currently exploring the use of QV data to understand net (i.e. taking account any lost housing) new homes within Wellington City. This is useful for our own planning and understanding of the Wellington market. While this is not an approach currently used nationally, it is nationally standardised data so could be applied nationally and conversations are underway with StatsNZ to test this.