

Introduction

Every year we propose our plans for the next year, in line with our Long-term Plan, and seek feedback from residents, ratepayers and businesses. We would like to hear your thoughts on these proposals.

Privacy Statement

(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Annual Plan. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information)

Submitter Details

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

Wishes to be heard:

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

Correspondence to:

- Submitter
- Agent
- Both

Submission

Low-carbon capital

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

- strongly support
- support
- neutral
- oppose
- strongly oppose

Comments

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

- Yes
- No

If not, what else could be done?

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

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

- Yes
- No

Comments

Urban Development Agency

Should the Council establish an Urban Development Agency to:

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

- Yes
 - No
-

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

- Yes
 - No
-

6. deliver large-scale Council developments?

- Yes
 No
-

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

- Yes
 No
-

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

- Yes
 No
-

Comments

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

Food Act fee changes

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

- Yes
 No

If not, what is your preferred approach?

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

Zealandia Governance

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

- Yes
 No

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

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

- Yes
 No

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

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

Kilbirnie Business Improvement District

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

- Yes
 No

If not, how should the BID be funded?

Other Initiatives

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

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

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

Initiatives	Yes	No
Lyall Bay Foreshore Resilience Plan	<input checked="" type="radio"/>	<input type="radio"/>
Toitu Pōneke Sports Hub	<input type="radio"/>	<input checked="" type="radio"/>
Ngauranga to Airport – minor capital projects	<input type="radio"/>	<input checked="" type="radio"/>
Johnsonville Library Kindergarten purchase	<input type="radio"/>	<input checked="" type="radio"/>
Living Wage	<input checked="" type="radio"/>	<input type="radio"/>
Community Grants changes	<input type="radio"/>	<input checked="" type="radio"/>
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Toi Pōneke support	<input type="radio"/>	<input checked="" type="radio"/>
Placemaking	<input type="radio"/>	<input checked="" type="radio"/>
Middleton Road	<input type="radio"/>	<input checked="" type="radio"/>
Council art collection	<input type="radio"/>	<input checked="" type="radio"/>

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

Comments

The opportunities for savings exist throughout the day to day operations of the Council. For instance, the opening presentation of the Annual Plan consultation was a largely unjustified extravagance. Placing a glossy full-colour A5 and a glossy full-colour A4 saying the same thing on every seat in the Paramount, or laying on a very generous lunch where a third of those present were Council staff, reflect attitudes to expenditure of public money that give no confidence that citizens will receive value for money.

Private wastewater pipes (laterals)

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

- Yes
 No

Comments

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

Other issues/ matters or general comments

Comments

2015-25 LTP Year 2 work programme 6. Dog exercise areas CVRA has no particular view on these projects, but notes that the recent improvements to the dog exercise area at Ian Galloway Park have been very successful and very popular with dog owners. As these improvements were undertaken in isolation from any increased provision for parking in the vicinity, this popularity has

caused noticeable inconvenience for local residents with all on-street parking being taken up on occasion by visitors to the dog exercise area. This need for adequate parking provision needs to be considered as an integral element of any upgrade to a dog exercise area.

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

Operational projects

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

- 1 Complete the Old Karori Road Reserve proposal, some 26 years after stopping Old Karori Road;
- 2 Continue pest control in the bush immediately north of Zealandia, in the Old Karori Road vicinity and in Otari-Wilton's Bush to enhance the fly-way's purpose to maintain the success of the spread of native birds beyond Zealandia.

4. Cycleway planning While CVRA supports plans to encourage a greater uptake of cycling, we note that cars are not alone in requiring parking space and creating congestion, especially at peak times. As cycling usage increases more space will be required for bike stands, racks and corrals throughout the city and some care in planning for these will be necessary.

9. Zealandia Grant CVRA considers the grant to Zealandia to be crucial in enabling biodiversity conservation and restoration work to be continued. This work is not cost-free and indeed a concerted effort is required to keep Zealandia free of mammal predators.

Who are we reaching

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

I am

- Male
 Female

My age is

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

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

- Yes
 - No
-

Which best describes you?

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

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

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

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

Attached Documents

File
No records to display.

Need Help?

Privacy Statement