
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Thursday, 13 December 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

Business

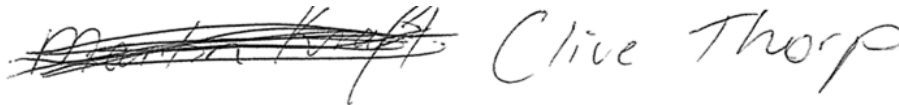
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1.6 Public Participation

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2.1 Draft Outer Green Belt Management Plan

- | | |
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City Strategy Committee, 13 December 2018, Council Chambers

I'd like to thank the Committee Chairperson for agreeing to my request to appear, and other Councillors for their attention.

I am here as a Boundary Road resident to talk about the proposal to take away two out of five resident carparks in order to install an EV charging station in our street. I want to make three points, and then a request to this Committee

1. The presentation of 'for' and 'against' submissions about the Boundary Road proposal is fraudulent.

It is fraudulent because the 'no's' are against the location of the proposed charging station, and the 'yeses' are in favour of EV charging stations and EVs in general. Like for like is not being compared. As Council officers state, objections are almost all related to the actual location proposed for an EV charging station. There are 11 homes in 8 dwellings down the 200 metre zigzag at the end of Boundary Road, and a large majority of these residents object to losing 2 resident carparks. Over half of these people made no submission. The Council failed to deliver a notice about the issue to half the houses on the zigzag, for a start.

The 32 in favour to six against figures for Boundary Road must be ignored. They are to help Councillors defend what I feel is a predetermined decision. The numerous Mariri Road residents have had a 'free hit'. If I and my neighbours in Boundary Road had been asked if we were in favour of an EV charging station just around the corner in front of 23 Mariri Road, we would all have said 'yes'.

Councillors should disregard the bogus for and against numbers on this proposal. They should focus, as Council officers have not, on the relative parking difficulties between Mariri and Boundary Road: the real issue here. In Boundary Road they are major, with several Boundary Road residents' vehicles parked in Mariri Road at all times. This reality is what Councillors are expected to recognize.

2. Why this 'trial' is for Boundary Road, and not Mariri Road

Ostensibly, Council officers have chosen Boundary Road not just because a resident would like to use an EV charger, but because it has limited offstreet parking on owners' properties. The stated logic is that with many houses in Boundary Road without off-street parking, this is where the Council can help the most.

I would counter that 50 metres from the proposed Boundary Road EV charging 'power pole' location there is another one on Mariri Road. That's not much further for zigzag residents to walk, having already done 150 metres. This location is closer to the locus of houses in both Mariri Road and Boundary Road than that proposed, and it would also serve Upland Road, where there is a dearth of offstreet parking.

But it's actually money that is talking here - it's more expensive to install in Mariri Road. In Boundary Road there is no footpath, and the EV charging station will be significantly cheaper. The Council officers have recommended ignoring our well-founded concerns about parking in our street, **when they know Mariri Road has much less of a problem**, to save a few thousand dollars. You can imagine how that makes us feel about the Council on the Boundary Road zigzag.

Sarah Stevenson from Boundary Road, who will buy an EV if there's a charging station didn't ask for it to be put at her doorstep. You can read her refreshing submission - she'd gladly walk another 50 metres to retrieve her car after a night's charging.

By the way, the officer's comment in the document that 'given limited parking in the area the EV carparks will be restricted to residents only' is absolutely meaningless in terms of our primary Boundary Road concern: two existing resident car parks will be out of bounds to all but EVs for 24 hours a day.

3. Road reserve garages

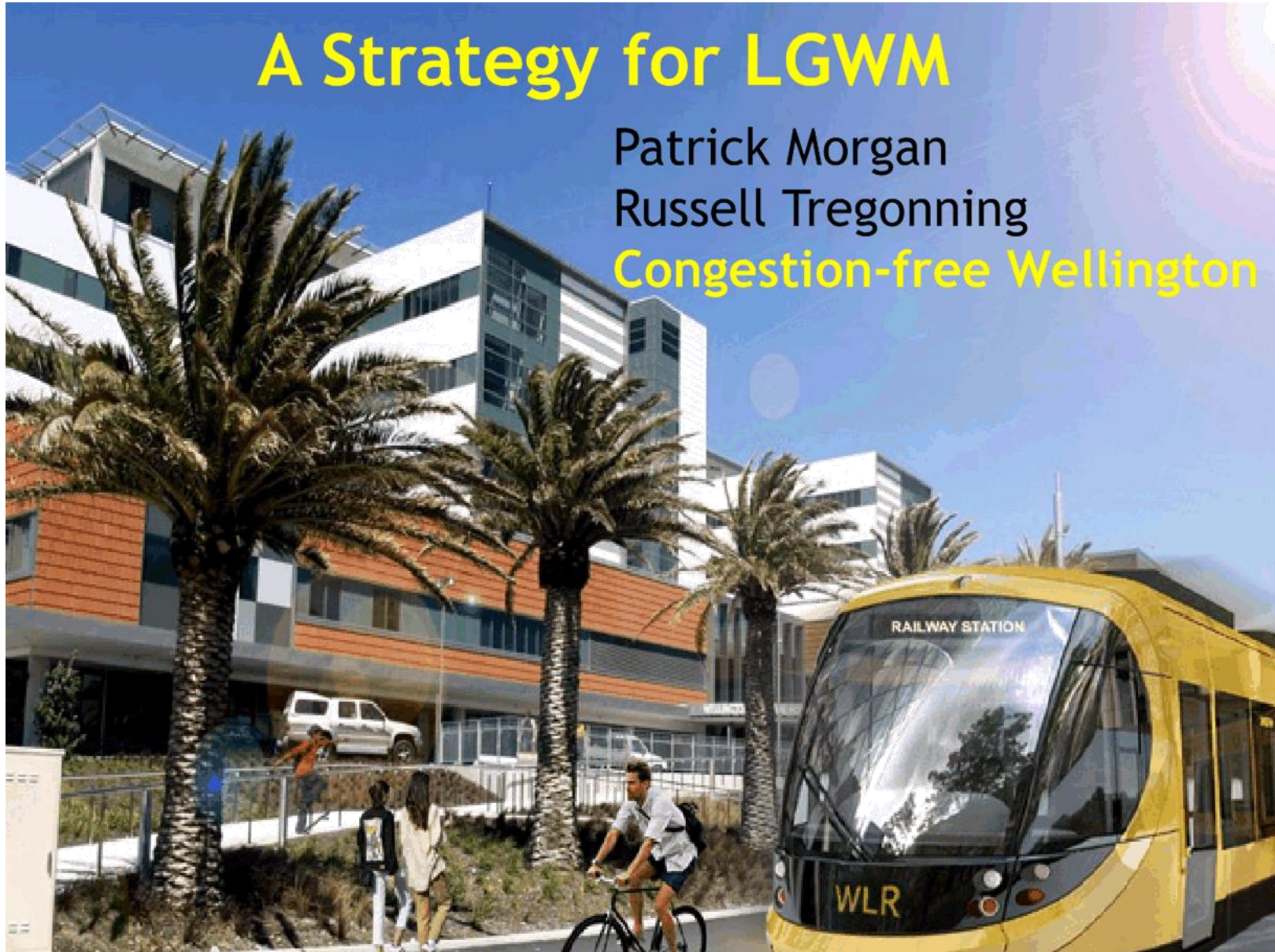
The point in my submission about road reserve garages has not been well presented. In Boundary Road, more houses have them, or off street parking, than do not. I have pointed out that if EV charging stations are available to people who have road reserve garages, this will bring more cars onto our streets. Granted, many people don't use their garages for their cars now, but in a context where the Council is heavily subsidizing EV charging installation, why should one have a peppercorn rental road reserve garage and not charge one's car in it? In our street, one EV owner has electricity installed to charge her EV, while Sarah Stevenson has no power in hers, and would like to use the road for charging, at the cost of a park, simply because that's the deal the Council has offered.

The Council has an equity issue here between residents that I don't think its officers have drawn to its attention. There are hundreds of road reserve garages in residential streets that have problems with finding space for parking.

I believe the Council should develop a 'package' of assistance to road reserve garage lessees who want to charge an EV, which would involve Wellington Electricity Limited help, any permit issues being standardized and made cheap, and an initial subsidy perhaps. This should happen as the current proposals are implemented, with the proviso that those with a road reserve garage may not use the EV charging stations in the street.

Request

My request to the Committee is to defer the Boundary Road decision only briefly, to allow a proposal to be circulated to install a dual EV charging station outside number 23 Mariri Road, where there is a suitable power pole.



CONGESTION-FREE WELLINGTON

- Civic Trust
- Cycle Aware Wellington
- Doctors for Active & Safe Transport
- FIT: Fair Intelligent Transport
- Generation Zero
- Living Streets Aotearoa
- Low Carbon Kapiti
- OraTaiao: The NZ Climate & Health Council
- Save the Basin
- Trams-Action



Congestion-Free Wellington— We supports LGWM objectives

Aim: Promote a more liveable Wellington city, responsive to climate disruption by reducing reliance on the private car

Intent: Safe, attractive cycling & walking facilities; High-capacity, all-electric rapid mass public transport.

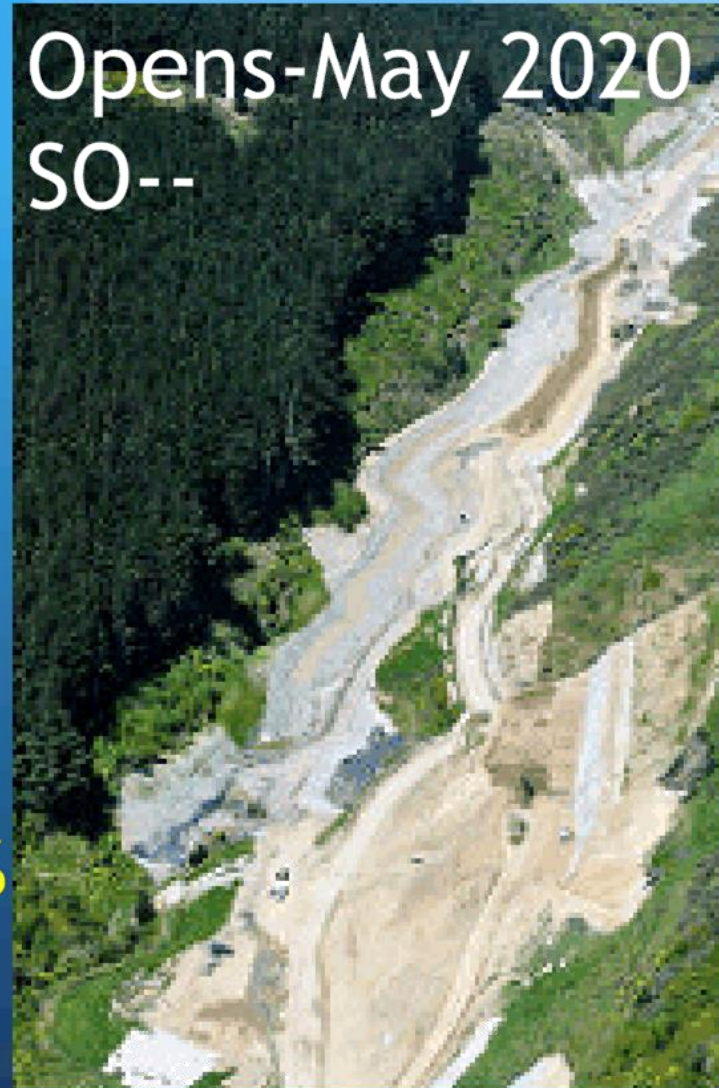
Transmission Gully Motorway

In only 18 months—

- an extra 12,000 vehicles will enter Wellington city
- Kapiti rail patronage predicted to fall 25%

WHAT IS YOUR STRATEGY?

Opens-May 2020
SO--



LGWM--? ALL THINGS TO ALL PEOPLE

Walking infrastructure
Cycling infrastructure
Bus priority & other improvements
Mass rapid electric public transport
Cut & cover Karo Drive
2nd Mt vic tunnel
2nd Terrace tunnel
4 lanes to the planes



Two Essential Questions-

In what order should we do things?

How do we pay for it?

We suggest 3 phases—

PHASE ONE:

- Focus on more high-value, low-cost
- Immediately start planning phase 2

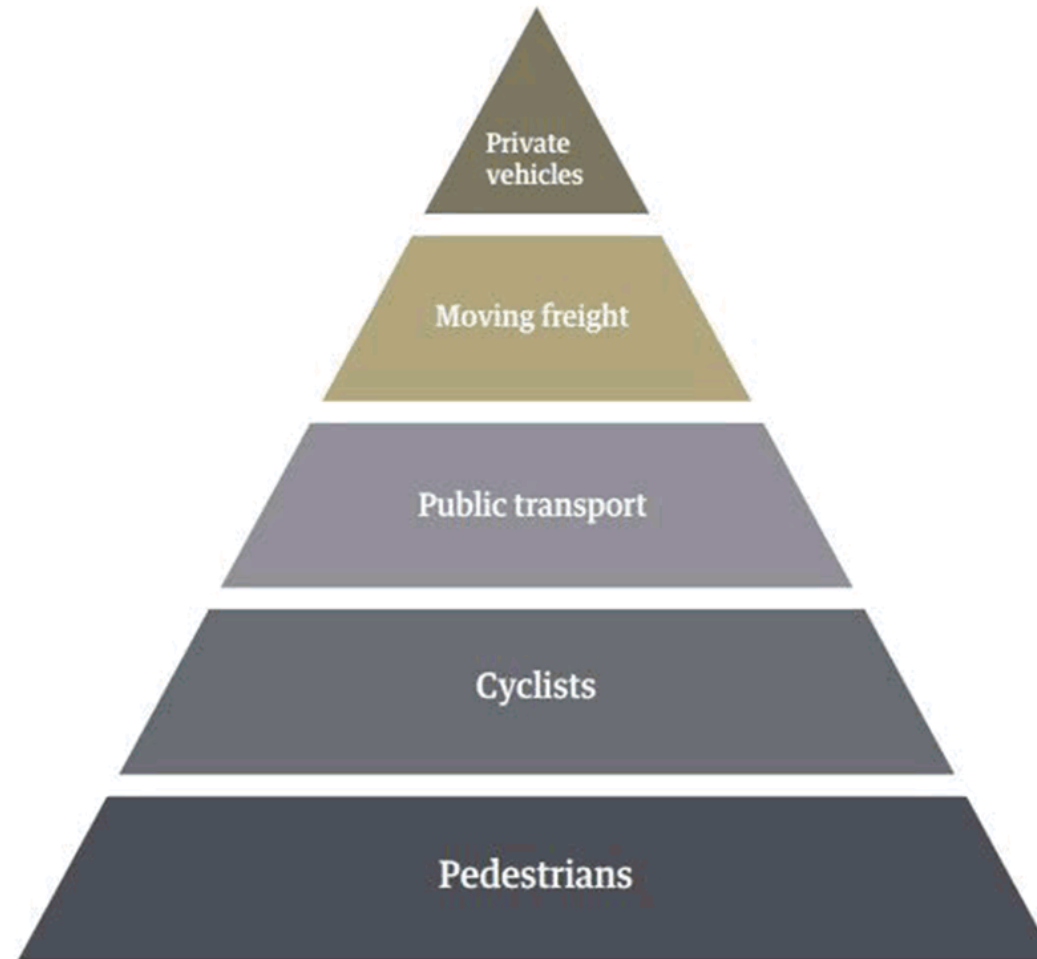


PHASE 2—BUILD RAPID ELECTRIC MASS TRANSPORT



- High capacity—fast, comfortable & emission-free
- Likely require a new tunnel through Mt Albert to allow quick & easy access to Newtown, Zoo, Eastern suburbs and airport
- Will reduce pressure on the Basin

Sustainable transport hierarchy



HOW DO WE PAY FOR IT?



- National land transport fund
- Private investment eg PPP
- *Decongestion charge, or
- *Electronic variable road pricing
- Value uplift capture
- WCC & GWRC rates
- Farebox recovery

* DISINCENTIVE MEASURES TO REDUCE PRIVATE CAR TRAVEL INTO THE CITY

IN SUMMARY---12,000 MORE VEHICLES



EV proposal for Cul de Sac end of Bruce Ave TR 95-18

Meeting submission opposing this proposal
Thursday 13th December, 2018

“City councillors raised concerns of favouring EV owners”

- We agree with the views expressed in Tuesday 11th December stuff article
- It highlights the numerous flaws contained within this proposal and the negative impact on the residents and ratepayers

Source: <https://www.stuff.co.nz/national/powering-parks-for-the-privileged->

The proposal states it values resident input

- **What your neighbours write during the consultation will influence whether the charger is installed.**
- **Exact placement** of the charger **takes into account various factors** including **the impact** of **nearby residents**
- **Neighbours will play an important role, especially in streets where there is pressure on car parking.**
 - **NO resident of the cul de sac supports this proposal**

This is the experience

- *Existing carpark used by multiple cars*
- *Bruce Ave is unique, in that there are several cars to one park at most times of the day*
- *Overflow cars park on the one and only footpath on this narrow one way street, or up to three streets away*
- Anytime a non garage resident drives into the street, it's with a sigh of relief if there is a free space.

These EV parks will cause ill will

The applicant thinks there is a better solution.....

- I had originally suggested somewhere near the Brooklyn shops, but *that idea was deemed impractical by the WCC officer because it would occupy car parks for long periods of time (several hours daily or overnight)*. The cul de sac at the end of the street was selected by the WCC officer after a visit to the street.
 - The same reasoning from the officer applies with more adverse effects for the residents of Bruce Ave, no restriction on the time a car can park.
 - **24/7 access results in preferential treatment**

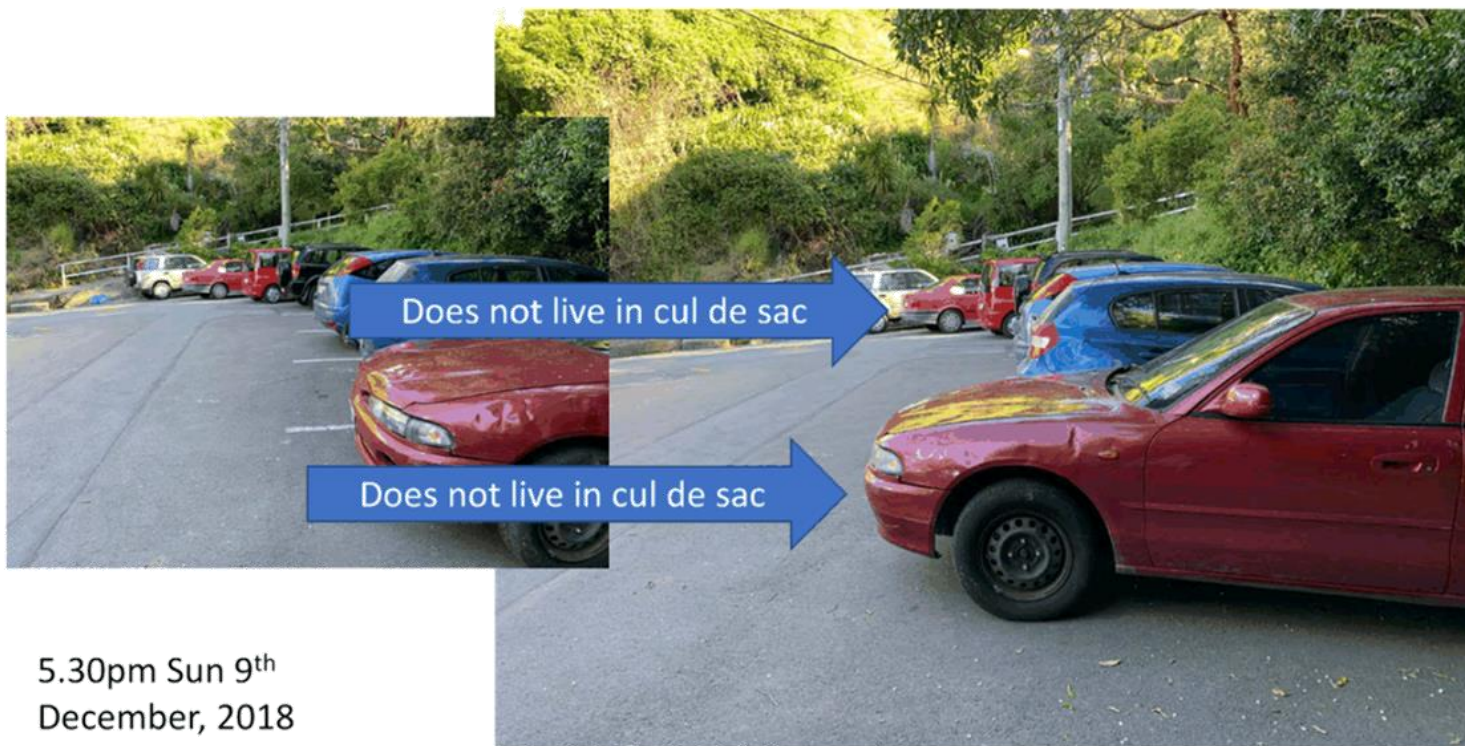
The reality of the Bruce Ave experience is demonstrated in the following photos

Full house



For residents of Bruce Ave, this is not an uncommon situation. It only takes a family event, a trades job or similar for this to be the norm.

Cars of residents outside the cul de sac often take up valuable space



Even the odd freedom campers find the street convenient for an overnight stay

5.30pm Sun 9th
December, 2018

Vehicles parking behind cars



Residents and parking pressures – the fines tell the story

- There is not enough parking in the cul de sac. This proposal will further disadvantage residents
 - Below is a recent history of fines from this street generated by parking problems. That's a lot of revenue from a small street

Bruce Ave, Brooklyn:

Year:	Infringement fee totals:
2013	\$1,00.00
2014	\$5,040.00
2015	\$8,880.00
2016	\$2,220.00
2017	\$7,620.00

Source: IRO7368: Official Information Request

Neighbours with garages are against

- It's a telling story when even our cul de sac neighbours with parking garages or platforms submit 'no' to this proposal, they understand current pressures on parking in the street and worried at how this will affect both their neighbours, friends, family and trades.

More of this to come if EV stations are installed



And fines

Bruce Ave, Brooklyn:

Year:	Infringement fee totals:
2013	\$1,00.00
2014	\$5,040.00
2015	\$8,880.00
2016	\$2,220.00
2017	\$7,620.00

Tow Trucks

If another EV is purchased?

- Regardless of whether another EV is purchased, **two** carparks will be permanently removed.
- If EV charging stations are installed they will draw more vehicles into the street
- Effectively removing public car spaces for preferential use

Response to officers recommendations: We disagree with his comments

- It is **factually wrong** that people who live in the cul de sac support this proposal. Residents/owners who oppose this installation show in **RED** on this map



Alternatives to consider

- Brooklyn shops
- Brooklyn Penthouse theatre car park
- Helen Street
 - Wide
 - little congestion
 - many houses with off street parking
 - more central to the catchment
 - footpaths on either side

Summary

- There is no support from the Bruce Ave Cul de sac **residents** for this proposal. NIL support*.
- Given the criteria for approval “**taking into account various factors** including **the impact nearby residents**, we expect this proposal won’t be **approved for the cul de sac end of Bruce Ave**
- 7 parking spaces, 4 off streets to accommodate 14 households
- **Lack of understanding of structure of Wellington Streets by the council**
- The cost is high and the benefit is low when the effect on residents is considered
- Solves one persons current problem to the detriment of the actual residents.

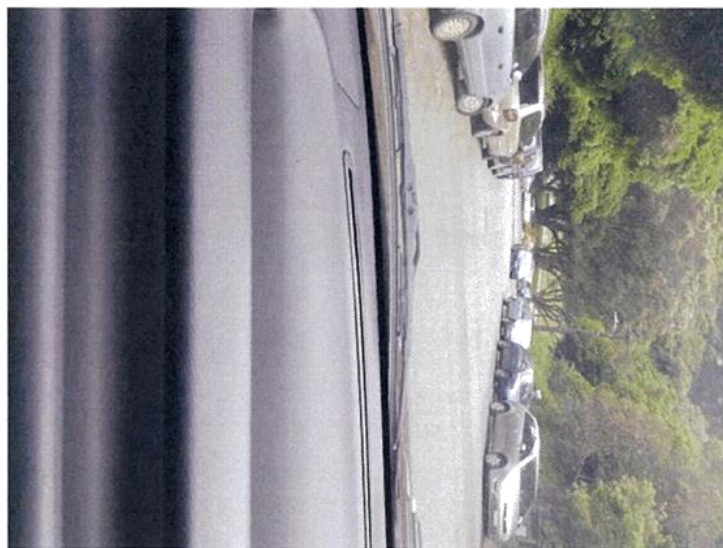
*1 rental household excluded as not spoken to

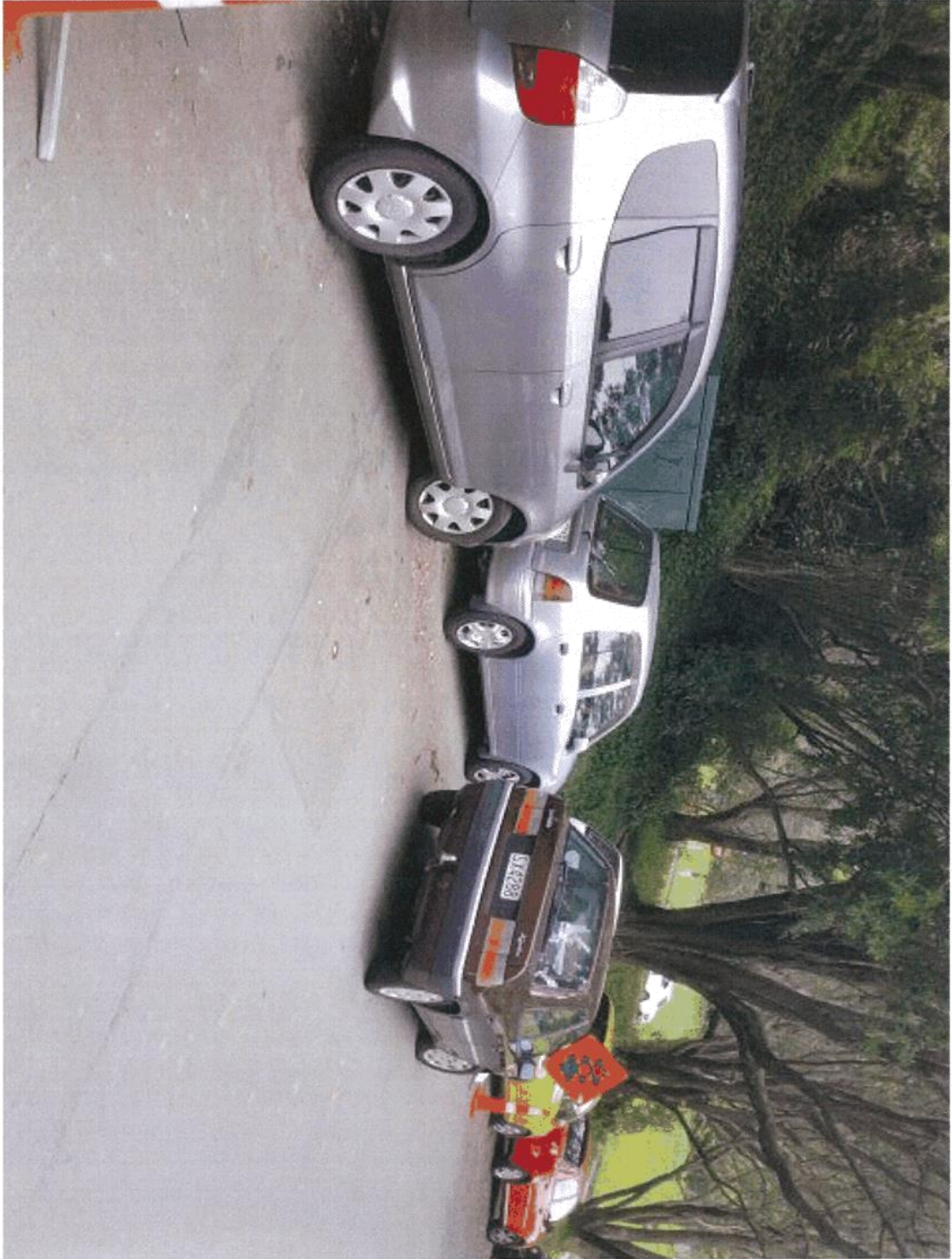
Thank you







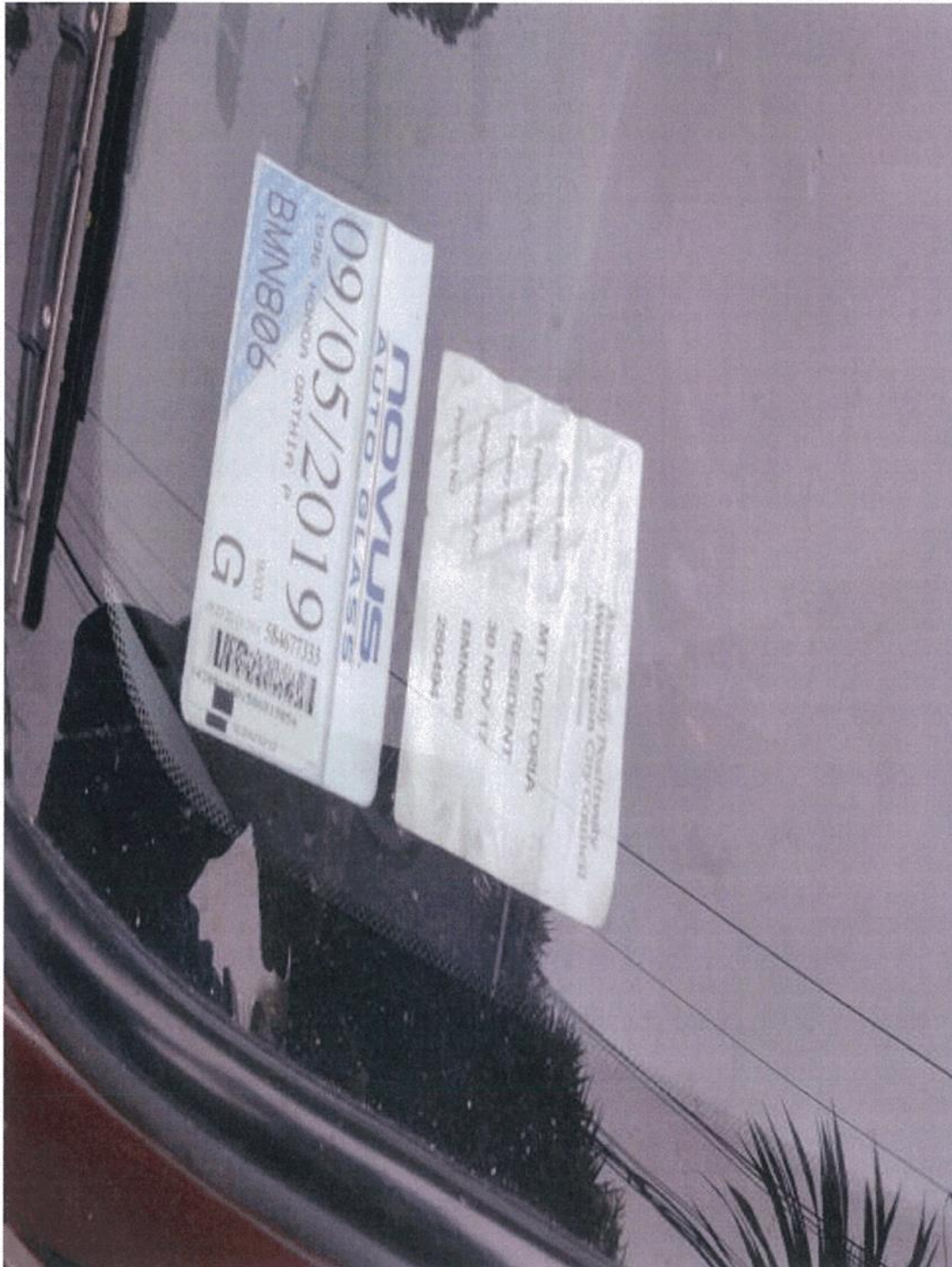












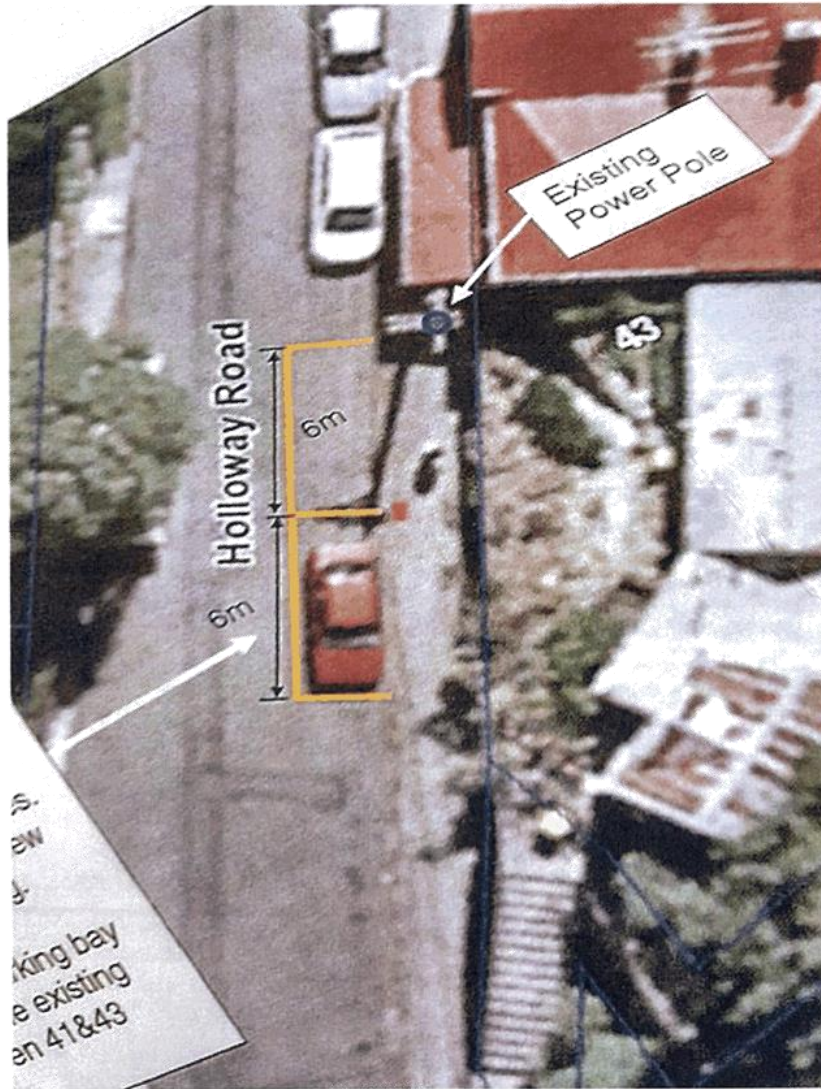


Josephine McLean Public Participation 13/12/18



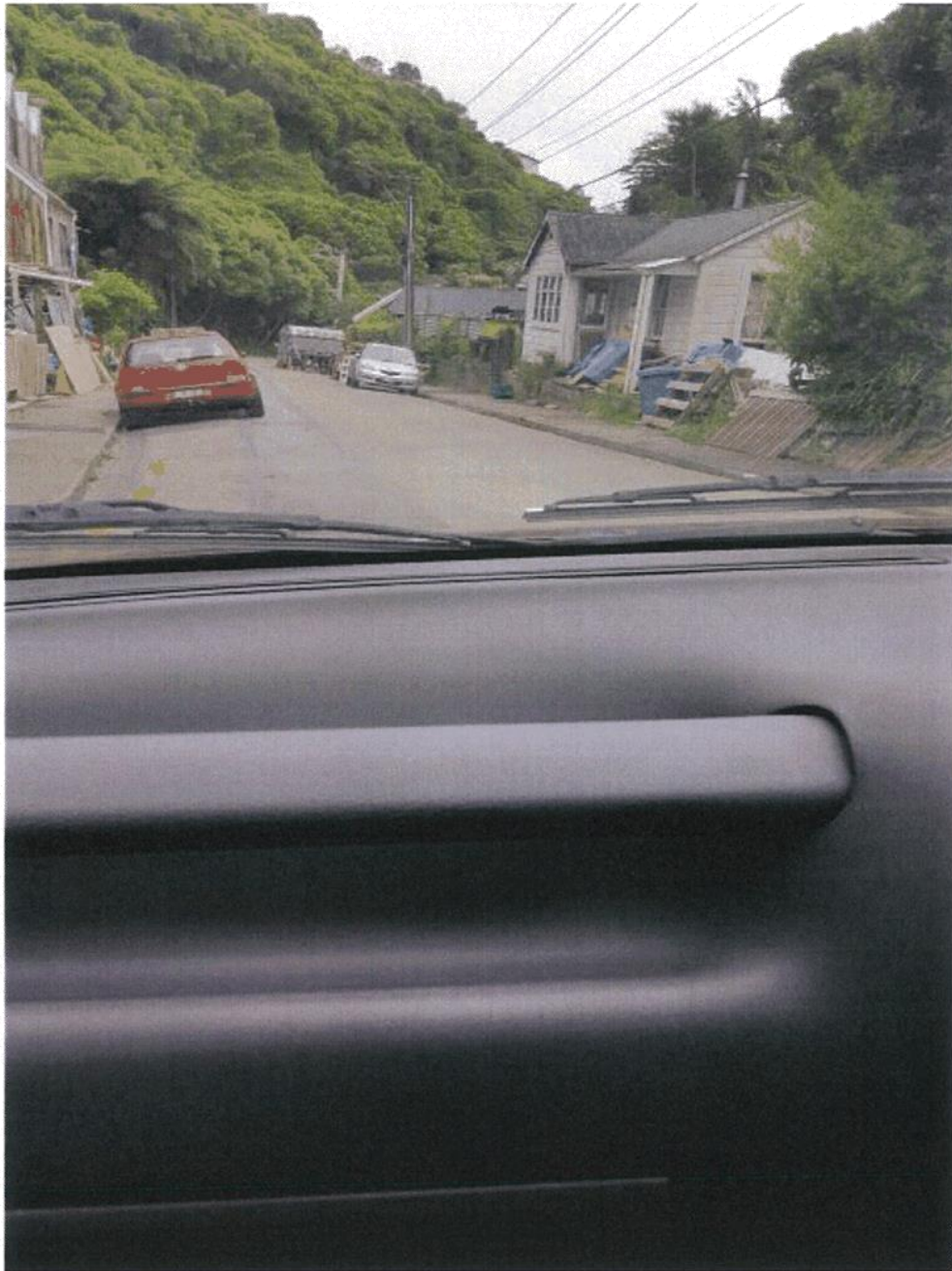




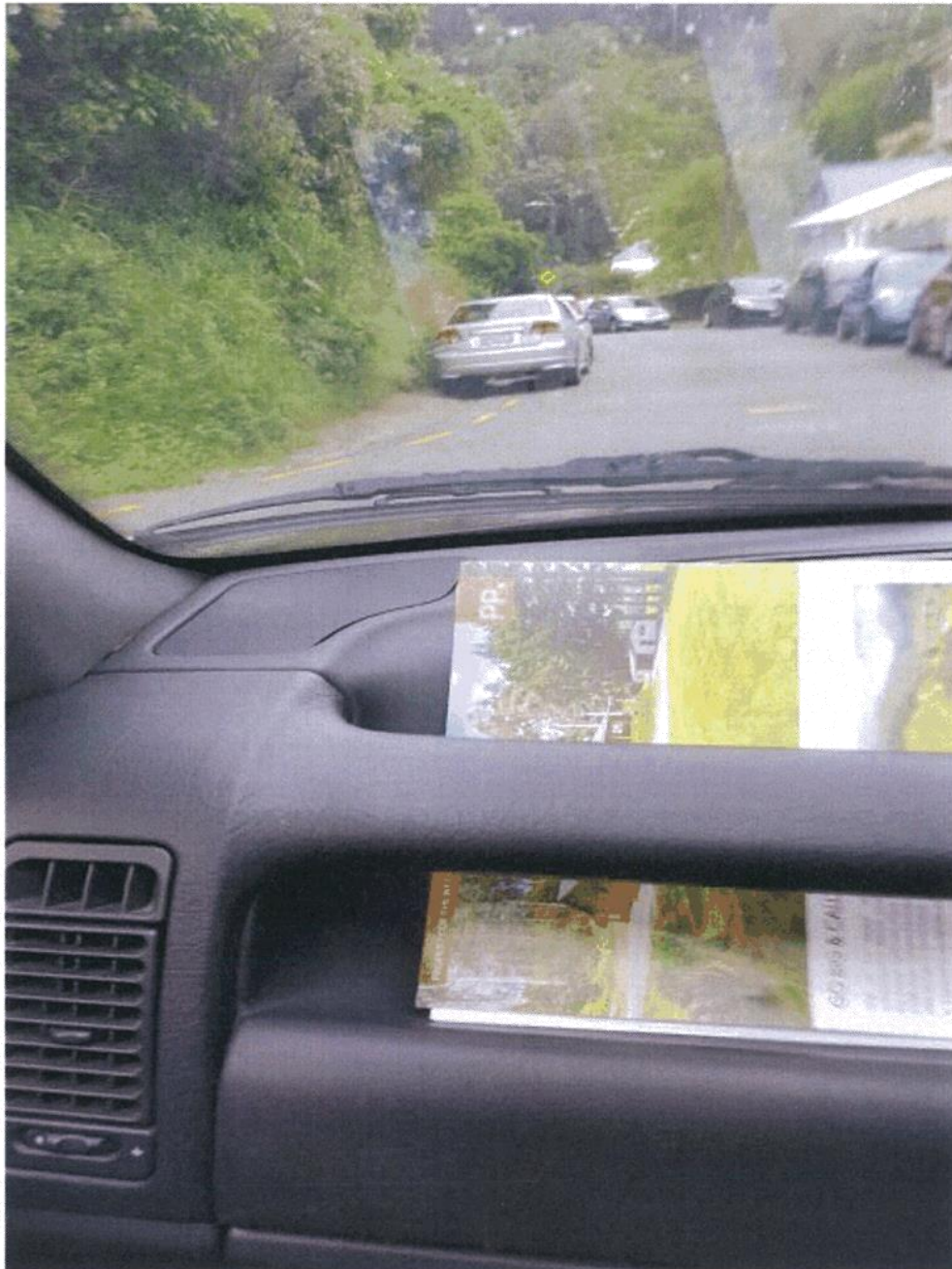












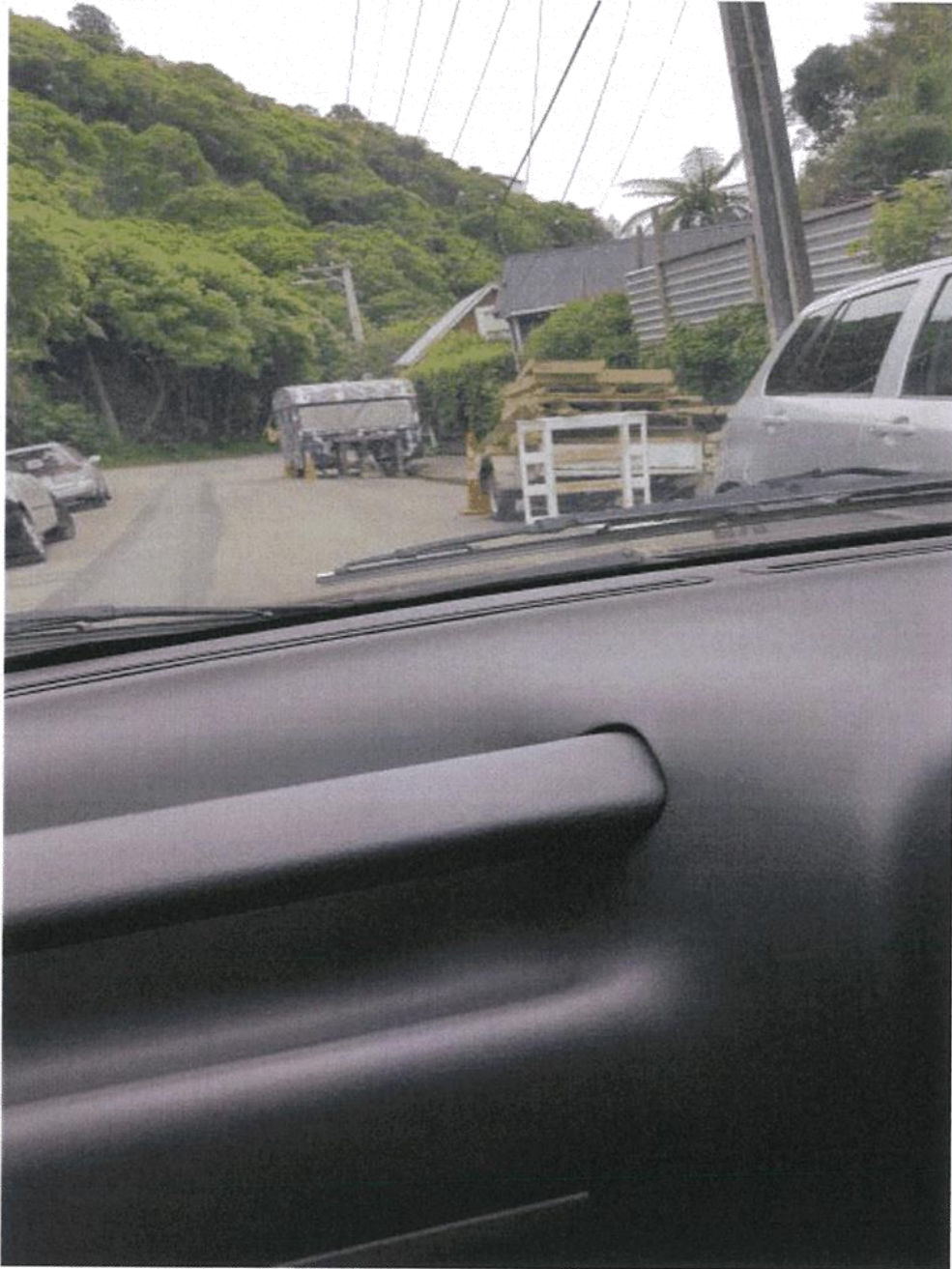














OIA-4251 - Holloway Road Wellington.xlsx



Vehicles on Holloway Road by vehicle type

Vehicle type	Count	Average age (years)
MOTORCYCLE	7	25.1
PASSENGER CAR/VAN	94	20.5
MOPED	4	4.0
TRAILER/CARAVAN	6	20.6
GOODS VAN/TRUCK/UTILITY	5	28.2

Vehicles on Holloway Road by vehicle licence type

LICENCE_TYPE	Count	Average age (years)
LICENCE	93	16.8
EXEMPTION	23	35.7

Please note

- This data is provided from the motor vehicle register database (MVR) extracted 10/10/2018
- Data is limited to current vehicles registered to owners with addresses listed as on Holloway Road, Wellington
- Licence type refers to the current type of vehicle registration, whether it is a current licence or an exemption further information is available on the NZTA website <https://www.nzta.govt.nz/vehicles/licensing-rego/exemptions/>
- The age of the vehicle is calculated from 1 January of the year of manufacture until October 2018

PROPOSED ACCESS-WAY FROM OBAN STREET TO TRELISSICK PARK

Submission to Wellington City Council Meeting 13 December 2018.

From Peter Reimann - Trelissick Park Group.

Thank you for the opportunity to speak in support of the Council Officer's report.

Trelissick Park - A wonderful neighbourhood native bush wilderness asset, being restored by Trelissick Park Group volunteers since 1991, in collaboration with the City Council.

Proposed Entrance, Track and New Footbridge - To descend the road reserve, down the legal right-of-way between 112 and 114 Oban Street into the Park, then down a track to a proposed footbridge across Kaiwharawhara Stream.

History

- Advocacy since 1981, initiated by Wadestown Residents' Association, then with Ngaio Crofton Downs Residents' Association, Highland Park Progressive Association and 'umbrella' Trelissick Park Group.
- Alternative access routes over rail tunnels from Fort Buckley and from Sefton Street were investigated by WCC, but deemed not feasible, leaving only the Oban Street access.

Current Situation

- There is an existing track used for pest control access. Council Officers are happy with the route.
- \$50,000 of donations towards the proposed footbridge already secured.
- Viable footbridge design and price estimate received from Abseil Access.

Reasons for Access and Footbridge (mainly from survey responses)

Allows Nearby Park Access - This secures the "600 metres or a 10-minute walk" for access as per the Suburban Reserves Management Plan 2015 guideline.

New Walking Opportunities - Combining the Oban Street and Hanover Street entrances into the Park with a bush and street walk, or easy access to the bus on Ngaio Gorge Road, or shops in Kaiwharawhara, or a new area to visit.

New Access for Walking Groups - To link with other tracks in or beyond the Park.

New Commuting Route to City - From Ngaio/Khandallah, improving exercise possibilities.

Earthquake Escape Route from City - eg if Ngaio Gorge Road and railway closed.

Access for Pest Control, Restoration and Railway (from the valley via proposed footbridge) - About 5 hectares of native bush. Access for KiwiRail depends on footbridge location.

Concerns Raised from Surveys

Track Steepness - The existing track for pest control is no steeper than others in the Park.

Removal of Trees at Oban Street Entrance - The route proposed will have minimal effect on existing trees. There is an opportunity for landscaping enhancement.

Privacy (see also Appendix) - Public tracks running beside/between houses are commonplace in Wellington - a unique pedestrian-accessible city. Fencing or screening to agreed height and design would be provided on both sides of the legal right-of-way. Instead of 1.8 m wooden fencing, attractive options are hedging, a low white fence, a woven design, or a green wall for part or all of the route. A no-maintenance pergola for privacy below 112's bedroom window, is one idea.

Security - Channelling people between fencing should increase security for neighbours.

Parking/Traffic and Safety of Children – The WCC survey shows majority use by pedestrians, rather than people arriving in cars.

Off-Leash Dogs

- The off-leash area is only along the valley floor. The track entry will need a 'dog-on-leash' sign. The fencing will need to be dog-proof.
- If errant dog owners have dogs wandering 20 m off-track, the affected area would be around 15% of the total area of the slopes below Oban Street, so minimal disturbance to fledglings. Also, the fledgling season is limited to summer.

Environmental - Access for pest control and tree planting in a large and ignored area of the Park promises an improvement of the wilderness habitat/bird life - as happened with other new tracks.

We look forward to Councillors supporting Council Officer's recommendation to proceed with this project.

APPENDIX - ROUTE/LANDSCAPING AT UPPER END

The photo-map shows the lower end of Oban Street (at bottom), with L - R: 114, 114's garage, the legal right-of-way, 112 and 110.



The proposed location for the entrance is in the middle of the photo from the street. The 1.5 m wide legal right-of-way goes directly towards the power pole in the right-hand photo.



Fencing/Landscaping Ideas

Pergola under 112's window only (privacy)



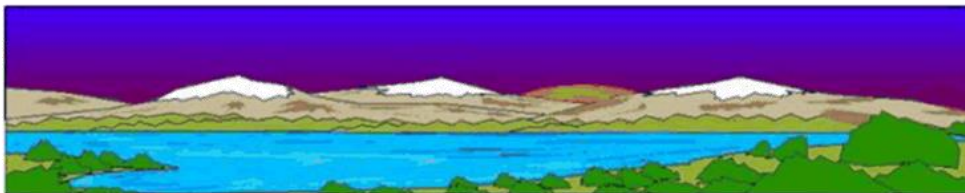
White fence needs unobtrusive mesh to contain any dogs errantly unleashed.



Examples of Other Entrances Near Houses

Clockwise from left: above Collingwood Street, Ngaio; from Thatcher Crescent, Crofton Downs; from John Witton Drive, Chartwell.





Verbal Submission to The City Strategic Committee 13th December 2018

- I appear before this committee as a Trustee of Public Access New Zealand (or PANZ), as Chairman of The Council of Recreational Associations of New Zealand (or CORANZ) and as an Executive Member of the local Akatarawa Recreational Access Committee (or ARAC)
- I thank the committee for allowing me the opportunity to make verbal submissions
- We only became aware of the report to be tabled before this committee on Tuesday evening so have not had opportunity to read the whole 554 pages in depth but have initial concerns regarding the coast road around Wellington South Coast from Owhiro Bar to Oteranga Bay (commonly referred to as the road around Red Rocks)
- We note that the proposal is that the Te Kopahou Reserve become part of the Outer Green Belt and that the Outer Green Belt be extended from the Cliff Top or Escarpment summits down to the High Water Mark.
- This notwithstanding, there is a legal road running around the South Coast that is held entrusted to Council as Road Reserve.

- This road runs immediately above the High Water Mark (or MHWS)
- It would seem inappropriate that an attempt be made to extend one reserve across the top of another – i.e. the road is held as Road Reserve and cannot be overridden.
- Attempting to define this road as some form of “Green Belt” appears to be one step removed from attempting to close it.
- We would draw your attention to two pieces of Common Law –
 - the Decision of the Environment Court in ARAC –v- Upper Hutt City Council of 2003 (MIS012/02) in which ARAC successfully opposed the attempted stoppage of a paper road. This stands as Common Law to this date.
 - Secondly, the decision in the High Court 1992 Air New Zealand –v- Wellington International Airport Ltd summarising the now Common Law definition of Consultation. “The definition of consultation is a genuine invitation to give advice and a genuine consideration of that advice. The effort made by those considering must be genuine, not a formality....” (CP403/91). Again this decision regarding Consultation remains definitive to this date.

- PANZ, CORANZ and ARAC oppose any attempt made by Council to close or stop the road around the South Coast, nor to change its designation from Road Reserve.
- We support enforcement of current legislation and would welcome any initiatives to reign in the small but annoying hoon element
- We understand many local Clubs have made significant contribution to cleaning the beaches, recovering stranded vehicles and assisting with many planting programs around the coast.
- We are certainly open to working closely with both Council and local Clubs to enhance the environment around the South Coast
- Whilst we wish to work cooperatively with Council, all of our Member bodies are willing to mount legal challenges should Council propel us along that path.

Outer Green Belt Management Plan Hearing Subcommittee

Membership:

The Subcommittee's membership will consist of the Natural Environment Portfolio Leader and four Councillors as appointed by the City Strategy Committee at its meeting of Thursday 13 December 2018. The Mayor is an ex officio member.

Quorum:

3

Chair:

The Chair will be the Natural Environment Portfolio Leader.

Frequency of meetings:

The Subcommittee will meet on an as required basis to hear submissions and to make any recommendations to the City Strategy Committee.

Sunset Clause:

The Subcommittee will be discontinued once required hearings have been concluded and recommendations made back to the City Strategy Committee.

Parent Body:

The Subcommittee reports to the City Strategy Committee.

Terms of Reference:

The Subcommittee will have responsibility and authority to:

- 1.0 Accept and hear submissions on the review of the proposed Outer Green Belt Management Plan and make recommendations for changes to the Plan to the City Strategy Committee.

Delegated Authority:

The Subcommittee will have delegated authority to carry out activities within its terms of reference.