

2015-25 Draft Long-term Plan

Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr
 Mrs
 Ms
 Miss
 Dr

First name Catharine
 Last name Underwood
 Street address 22 Taft St
 Suburb Brooklyn City Wellington
 Phone 04 8943717 Email KTEdanzat.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

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

strongly support
 support
 neutral
 oppose
 strongly oppose

Comments:
I am disappointed that the council believes grants to be based on white elephants. a nice document but not a lot of substance. - 23.7N

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

strongly support
 support
 neutral
 oppose
 strongly oppose

Comments:
Is that year on year? In which case the second year will be more than 3.9% - I do not support ratepayers money being spent on the air port runway

3) Should Council take action to improve our international air connections?

strongly support
 support
 neutral
 oppose
 strongly oppose

Comments:
I think the improvements should be in domestic connects to Auckland & Christchurch. I've seen no evidence that a large runway will bring benefits in a sensible time frame

4) Do you think Council should be supporting the tech sector to stimulate it to grow?

strongly support
 support
 neutral
 oppose
 strongly oppose

Comments:
The council should be supporting people to get to and from work - no matter where they work. Why focus on a tech sector. make it streamlined for anyone to do business here regard less of sector

5) Do you think Council should be supporting the film industry to enable it to stay local and grow?
 strongly support support neutral oppose strongly oppose

Comments: There's already a film entre - It's miramax. The council should make it streamlined & any sector/industry to do business. Yes we should encourage industries to stay here. 23.6y

6) Do you believe Council should support private owners with the strengthening of heritage buildings?
 strongly support support neutral oppose strongly oppose

Comments: The council needs to do something - they have stopped earthquake prone strikes on buildings. ~~with very little thought to the~~ we need to have strengthened buildings to be able to rent them ~~on~~ with invented buildings. City centre looks abandoned. 26.10y

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?
 strongly support support neutral oppose strongly oppose

Comments: The Town Hall should be strengthened. It is part of our heritage and a fantastic venue for concerts. The sound is the best. 26.14y

8) Should Wellington seek to remain the events capital of New Zealand?
 strongly support support neutral oppose strongly oppose

Comments: But haven't had an incept look at the expenditure.

9) Do you support our plan to provide a new and improved venue for concerts?
 strongly support support neutral oppose strongly oppose

Comments: What sort of concerts - Strengthen the Town Hall. Then there is the Town Hall, opera house, stadium, non-events centre, MTC. Put a roof on the stadium. 23.11y

10) Do you support upgrading sports facilities where need has been demonstrated?
 strongly support support neutral oppose strongly oppose

Comments: Support hockey turf, tentatively support assistance with funding for basin. Reason improvements - as long as there is no flyover. Why is the stadium partially in such a poor - How much with the cricket people put. 23.11y

11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?
 strongly support support neutral oppose strongly oppose

Comments: I feel the council should support the ones we have now to make sure they succeed. Observatory, with City to Sea Museum, Zealandia, Zoo, Mt Ararat, Botanic Gardens, Te Papa. 24.2y

12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?
 strongly support support neutral oppose strongly oppose

Comments: agree with retention of this should be part of business as usual as long as it means no selling off of public land with private use. agree with a non-council funded film museum but not art. 23.12y 3037

27.8y

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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

Comments:

yes for LED as long as it is like the lights used in Takapu to reduce light spillage + enhance biodiversity.
 - no to parking sensors. — 27.10 No

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

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

Comments:

I support the increase of cycleways, better bus services,
 - not necessarily faster as people miss out. — 27.3y 27.4y

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

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

Comments:

I support in a broad sense attempts to improve the urban scape.
 if regenerate means demolishing old bldgs then don't support — 26.7y

16) Do you support our proposal to improve public spaces such as laneways?

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

Comments:

What is a lane way? why not say alleyway or pedestrian access path / pedestrian path
 Lane way is an Inebland Festival - Public spaces should be b.A.U.

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

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

Comments:

Each suburb needs attention. — 26.3y

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

- strongly support
- support
- neutral
- oppose
- strongly oppose
- don't know

Comments:

Do you see other matters as priorities?

* maintaining the Campanan on site 10. — 28.14N
 * the retention of Council land as public space/land not to be sold off to developers / private.
 * the creation of cycle specific routes - separate bikes from pedestrians.
 * To return the old flight routes to as they were before the new GPS system. No suburbs now airplane free.

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 or Long-term Plan before?

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)

<input type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali) Please state:
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

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 Long-term 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)

1st fold here - fasten here once folded

Other issues/matters or general comments

* The council seems to be good at coming up with ideas but not so good at implementing them. What happened to the Blueskies competition? Why has nothing happened on the other T. Where is the maritime museum? 22.14

~~I am opposed to any building on Ilot Green. There are fewer + fewer inactivity parks. This is a nice space, spaces don't have to be used to be nice. Why around you 'sell off' the space to the right of the bridge. You can't see that except from the walkway?? Leave Ilot park alone.~~

~~The proposed spend on Frank's park is not wanted. Don't change the name. ~~make buses cheaper~~ Big more services back in house! get stuff done.~~

2nd fold here

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

26.9 N



FREEPOST 2199
 Draft Long-term Plan
 Wellington City Council
 Policy and Reporting (COPO01)
 PO Box 2199
 Wellington 6140

To Wellington City Council

Submission on Draft Annual Plan

From: Noeline Gannaway, 83 Wright St, Mt Cook, Wellington.

I am writing as an individual on Transport and Health issues - pesticides and fluoridation. *

Transport

Council's encouragement for cycling is excellent, and needs to be taken further. The Island Bay cycleway is a good start. For the safety of cyclists - and pedestrians - we need a cycle network throughout the city..

I recommend a lower speed limit - not over 30 K - in the CBD, as safer for pedestrians.

Free bus transfers should be available in the city. We ask for quiet and non-polluting modes of transport. Phase out diesel buses. Keep the trolleys as long as practicable. they should not be scrapped while they are serviceable. From reports, the long, bendy-buses sound to be unsuitable. Light rail would be ideal. A route through the CBD to the airport via the hospital makes sense.

Any transport plan should respect the integrity and amenity value of the Basin Reserve. The Museum Stand and Cricket Museum must be preserved, and all thought of a flyover should be dropped for good, as unnecessary and unwanted.

Health

Gardens throughout the city are a credit to Council workers. I urge that poisons not be used - in particular Roundup, the active ingredient of which (glyphosate) has recently been linked to human cancer. I recommend that Wellington City be declared a Roundup-Free zone. and that residents be warned of the danger of this herbicide.

* I am writing again to urge that you end fluoridation and supply pure water for the public good.

* Increasing scientific evidence shows more risks from fluoride: Last year it was re-classified by scientists as a developmental neurotoxin, meaning that fluoride joins chemicals like mercury, lead and arsenic that harm the brain

A recent British study showed higher rates of underactive thyroid in areas of greatest fluoridation. This can lead to weight gain, depression, fatigue and muscle pain. According to the lead researcher. "Councils need to think again about putting fluoride in the water. There are far safer ways to improve ^{dental} public health".

Yet another study has found a link between fluoride and Attention Deficit disorder in children. Fluoride can definitely affect the ^{thyroid} fluoride in children, especially where iodine is deficient. Drinking

fluoridated water is known to increase lead levels in the blood, and a number of studies point to lowered IQ in children exposed to fluoride.

Bone cancer (osteosarcoma) in young men is a particular risk after drinking fluoridated water at ages 6 to 10 years.

Medical research by the Irish scientist Declan Waugh comparing health in the Republic (where fluoridation has been mandatory for some 50 years) shows conclusively the damage to health in the South. For instance, the prevalence of asthma has increased by 500% since the commencement of fluoridation. Waugh said: "Scientific studies have clearly demonstrated that fluoride is a pro-inflammatory agent that can contribute to all inflammatory diseases, not just asthma". These findings led to the ending of fluoridation in Israel.

A with that in the unfluoridated North

In combination, fluoride and aluminium cause changes in the brain typically associated with Alzheimer's dementia.

Any hardening of tooth enamel by fluoride comes from topical application eg toothpaste, NOT from drinking fluoridated water.

It is unfortunate that doctors are not trained in recognising fluoride toxicity.

Councils should not continue to cater to industry by recycling this waste product.

Thank you for your attention. I would like to speak to my submission.

Yours sincerely

Noeline Gannaway 83 Wright St, Mt Cook, Wellington 6021 Ph. 384-2202

Noeline Gannaway 14 April 2015.

Speak!

2015-25 Draft Long-term Plan

Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Bryan*

Last name *CARVER*

Street address *10 Quebec St*

Suburb *Kingston*

City *Wellington*

Phone *04 3897432*

Email *bcarver@clear.net.nz*

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

strongly support support neutral oppose strongly oppose

Comments:

Support but with reservations!

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

strongly support support neutral oppose strongly oppose

Comments:

3) Should Council take action to improve our international air connections?

strongly support support neutral oppose strongly oppose

Comments:

Neutral because you may incur us as ratepayers in to great a debt by extending airport runway - it does not stack up.

4) Do you think Council should be supporting the tech sector to stimulate it to grow?

strongly support support neutral oppose strongly oppose

Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

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

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

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

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

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

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

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

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

- strongly support
- support
- neutral
- oppose
- strongly oppose
- don't know

Comments:

Do you see other matters as priorities?

Transport.
 Encourage business, factories, warehouses
 etc to remain in wgtn

2015-25 Draft Long-term Plan Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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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	Robin
Last name	Taylor
Street address	1 Ngatitooa St,
Suburb	Tawa
City	Wellington
Phone	04 232 6521
Email	lindistaylor@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	

Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?	<input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	I find the lack of connection between these questions and the topics numbered in the Document very troublesome
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?	<input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	
3) Should Council take action to improve our international air connections?	<input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	I am not persuaded by arguments for the extension of the airport. Need to consult closely, seeking response from major international air lines, before anything further.
4) Do you think Council should be supporting the tech sector to stimulate it to grow?	<input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

- strongly support support neutral oppose strongly oppose

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

- strongly support support neutral oppose strongly oppose

Comments:

If this means acknowledging the importance of rail transport & reinroduction to Wellington, & Greater Wellington, of light rail / trams, then I strongly support

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

- strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

- strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

- strongly support support neutral oppose strongly oppose

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

- strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

To part 11 of the document. I strongly opposed removal of trolley buses and overhead wiring. Needless cost, and wiring should remain for conversion of several routes to light rail which is the only enlightened method of relieving congestion in a city with narrow streets in which buses are a major part of the problem.

10-year plan

Have your say on ~~medium-density housing~~ and ~~town centre plans~~ submission form

(Tawa Library has no forms left)

We are keen to get your views on on medium-density housing. Leave this form at the drop-in centre, email us your thoughts housing.choice@wcc.govt.nz (no form needed) or fill in the form at wellington.govt.nz/housing-choice Submissions close at 4pm, Friday 17 April 2015.

Section one - your details

Enter your name and contact details

First name* Last name*

Street address*

Phone/mobile Email

* Mandatory fields
I am making a submission as an individual on behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission

Privacy statement
All submissions (including name and contact details) are published and made available to elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Section two - your views on medium-density housing

Question 1: Where should medium-density housing development happen in your suburb?

~~Blank area for question 1 response~~

Question 2: What standards should we have to manage the design of medium-density housing?
Some things to consider are maximum building heights, maximum site coverage, and distances between buildings and boundaries.

See over

addendum to submission made earlier today

Section three - your views on your town centre

Question 3: What do you like most about your town centre?

17 April.

Re Elott Green, Civic Centre

I am very strongly opposed to any kind of building on the Green. It provides valuable + other wise not very plentiful open space - green space

Question 4: What are the most important issues for your town centre?

in this area. Views towards the harbour from the square and the library.

It is not well used now, but that is because it has not been made attractive. Seats, niches, rows of trees, odd flower bed, sheltered corners.

Question 5: Are there any improvements you would like to see in your town centre?

But not for lease or sale for short-term gain.

Submitted @ 4:48 pm - Tawa Library

1st fold here - fasten here once folded

2nd fold here

Free Post Authority Number 2199

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



Freepost Wellington City Council
District Plan Team (COPO02)
Wellington City Council,
PO Box 2199, Wellington 6140

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr
 Mrs
 Ms
 Miss
 Dr

First name *Isabella*
 Last name *Cawthron*
 Street address *55 Motuhara Rd*
 Suburb *Plimmerton* City *Porirua*
 Phone _____ Email *isabella.cawthron@gmail*

I would like to speak at a submission hearing
 Yes No

I am making this submission as an
 Individual Organisation

Name of organisation _____



Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose
 Comments: _____

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?
 strongly support support neutral oppose strongly oppose
 Comments: _____

3) Should Council take action to improve our international air connections?
 strongly support support neutral oppose strongly oppose
 Comments:
This is the runway extension (assume - the logic doesn't stack up and the \$ could be better spent elsewhere

4) Do you think Council should be supporting the tech sector to stimulate it to grow?
 strongly support support neutral oppose strongly oppose
 Comments:
Yes but ^{support} carefully, with strong intervention logic and good research on what will make growth sustainable & LOCALLY beneficial

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

Make the data open! Build ^{data} infrastructure to optimise & promote reuse outside WCC

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Cycleways & bus priority - Strongly support.
"Vehicle network" - neutral! Overall

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

If it's sustainable - steps people toward more socially & environmentally sensible behaviour.

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

Yes! Esp cheap, cheerful & low-car
(NOT like over Cuba) like Bond & Leeds

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

Greenfield developments MUST maximise residents' sustainable choices - esp for transport. ~~There~~ No dormitory car-addicted sprawl suburbs!

2015-25 Draft Long-term Plan

Submission form

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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 GEOFFREY ROBERT	
Last name BURNS	
Street address 31 Beaconhill road	
Suburb Strathmore Park	City Wellington
Phone 027 877 2608	Email 2chemical.burns@gmail.com
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	

Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments: See other issues/matters or general comments at the end of these consultation survey questions	
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
3) Should Council take action to improve our international air connections? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
4) Do you think Council should be supporting the tech sector to stimulate it to grow? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	

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Comments:

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Comments:

Urban Growth Plan

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Comments:

Do you see other matters as priorities?

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Ron*

Last name *ENGLAND*

Street address *8/16A Lyndhurst Rd*

Suburb *T A W A*

City *W G T O N*

Phone *897.0583*

Email *r7were@gmail.com*

I would like to speak at a submission hearing

Yes

No

I am making this submission as an

Individual

Organisation

Name of organisation

Draft Long-term Plan consultation survey questions

- 1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
- strongly support support neutral oppose strongly oppose

Comments:

What is growth? Genuine Progress Index should be the measure not G.D.P. - which is just money flow and ~~is~~ pre-history

- 2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

strongly support

support

neutral

oppose

strongly oppose

Comments:

- 3) Should Council take action to improve our international air connections?

strongly support

support

neutral

oppose

strongly oppose

Comments:

Wellington has unique natural environment; (This is more important than more G.D.P.) That's what people come to NZ for, Evans Bay must be

- 4) Do you think Council should be supporting the tech sector to stimulate it to grow?

strongly support

support

neutral

oppose

strongly oppose

Comments:

sustained

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

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

Comments:

Improve Public Transport

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

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- strongly oppose

Comments:

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Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

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Comments:

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- support
- neutral
- oppose
- strongly oppose
- don't know

Comments:

Do you see other matters as priorities?

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Enter your name and contact details	
<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input checked="" type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr	
First name	JAN
Last name	MADDOCK
Street address	79A VIEW RD
Suburb	HOUGHTON BAY
City	WELLINGTON
Phone	04 934 0286
Email	djanni@paradise.net.nz
I would like to speak at a submission hearing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
I am making this submission as an <input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation	
Name of organisation	

Draft Long-term Plan consultation survey questions
<p>1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?</p> <p> <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input checked="" type="checkbox"/> strongly oppose </p> <p>Comments: THE APPROACH IS UNIMAGINATIVE + EXPENSIVE FOR RATEPAYERS.</p>
<p>2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?</p> <p> <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input checked="" type="checkbox"/> strongly oppose </p> <p>Comments: I WOULD HAVE LIKED A OPTION TO REDUCE THE RATES. 3.9% OVER 10 YEARS WITH COMPOUND INTEREST MEANS THE RATES WILL INCREASE BY A THIRD OVER</p>
<p>3) Should Council take action to improve our international air connections?</p> <p> <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input checked="" type="checkbox"/> oppose <input type="checkbox"/> strongly oppose </p> <p>Comments: THE CASE FOR THIS SIMPLY HAS NOT BEEN MADE.</p>
<p>4) Do you think Council should be supporting the tech sector to stimulate it to grow?</p> <p> <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input checked="" type="checkbox"/> strongly oppose </p> <p>Comments: I DO NOT WORK IN THE TECH ICT INDUSTRY + FAIL TO SEE WHY I SHOULD PAY RATES TOWARDS PRIVATE COMPANIES WHO ARE ALREADY MAKING SUBSTANTIAL PROFITS. FREE BROADBAND FOR RATEPAYERS I SUPPORT</p>

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

~~ASSOCIATE~~ DO NOT SUPPORT CAR PARKING SENSORS - DO SUPPORT LED LIGHTING WHY ARE THESE BANDED TOGETHER?

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

NOT IF IT MEANS SUPPORTING INTRAIL + ~~STREETCARS~~. CARS SHOULD BE MUCH MORE CATERED FOR THAN THEY ARE CURRENTLY. - EB CHEAP/FREE PARKING

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

~~THIS~~ CYCLEWAYS ARE VERY EXPENSIVE + USED BY A SMALL MINORITY OF WELLINGTONIANS. I DO NOT SUPPORT UNLESS ON MAIN ROADS GOING INTO TOWN. PERHAPS CYCLISTS WOULD CONTRIBUTE TO THE COSTS?

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

KILBIRNIE MY LOCAL CENTRE IS ACTUALLY WORSE SINCE THE COUNCIL UPGRADED IT. CAR PARKING IS APPALLING + IT TOOK SO LONG LOCAL BUSINESSES REALLY SUFFERED.

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

EXPENSIVE + READS LIKE A PLAN INFLUENCED BY POWERFUL LOBBY EMPLOYEES OF GROUPS.

Do you see other matters as priorities?

A LIVING WAGE FOR WELLINGTON CITY COUNCIL EMPLOYEES AND ALL THE SERVICES THAT THE COUNCIL OUTSOURCES.

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name Stephen

Last name McDermott

Street address 9 McParlane St.

Suburb Mt. Victoria

City Wellington

Phone 021.468836

Email stephen.mcdermott@studiospacific.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

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose

Comments:

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

strongly support support neutral oppose strongly oppose

Comments:

3) Should Council take action to improve our international air connections?

strongly support support neutral oppose strongly oppose

Comments:

4) Do you think Council should be supporting the tech sector to stimulate it to grow?

strongly support support neutral oppose strongly oppose

Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments: While I support the investment in the suburban centres I do not feel this should be at the expense of the the central city investment.

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

Wellington City Council – 10 Year Plan Response

Stephen McDougall

16-04-2015

I believe investment in key projects is critical to the short, medium and long-term viability of Wellington City. The city is in danger of being unsustainable and left behind by the draw of Auckland and energy and money going into the rebuild of Christchurch. I truly believe that if we do not act immediately with significant investment, the city will fall further behind. We are clearly in danger of losing our place as the most vibrant and culturally interesting city in New Zealand.

The key projects identified in the 10 year plan are all important to ensure Wellington remains current and an attractive proposition to new fledging and established businesses as well as individuals and families from other New Zealand centres and countries.

I believe some projects, however, have greater priority and urgency to ensure economic and social viability. The strengthening of the town hall should be a priority. It is a significant landmark building with world-class acoustics and must be retained.

An opportunity exists to redevelop the Capital E space as an extension to the convention hub, the Town Hall and Michael Fowler Centre. There is significant space within this venue, which would support the other two key venues and provide an additional exhibition and entertainment venue within the precinct.

I believe that it is critical that a world-class indoor venue is built in the CBD. I believe that the existing TSB arena is the appropriate site for this facility. I believe the existing building should be demolished and a new purpose built 8,000 - 10,000 seat building developed. The entry and lobby space should face over Waitangi Park and the sea. The servicing should be via the lane to the west and the stage back on to the existing retail and food and beverage outlets facing Queen's Wharf Plaza.

I believe that through careful planning and appropriate architecture the new venue could be a significant attraction for world-class events as well as retaining existing annual and biannual events. Without a venue like this in the inner city Wellington will lose its ability to attract events and consequently loses its position as events capital of New Zealand, a position that is currently at risk.

With regards to attracting new businesses and supporting existing ones, I believe that the city should build on our strengths and create niches. The city cannot afford to chase every business opportunity but should focus on the few industries that remain in Wellington and look towards building greater depth and expertise around these sectors. Supporting start-ups and SME's is crucial. This is particularly true when both Auckland and Christchurch are supporting business innovation by building bespoke stand-alone facilities with a view to attracting new start-ups.

I believe investment in a wider mountain bike trail network and related industry should be made. A relatively small investment would have a significant impact on making Wellington a key mountain biking destination. Mountain biking is now a very popular past time. Wellington's topography and natural landscape and its proximity to the CBD make it the perfect place for maintain biking. While already popular for Wellingtonians and visitors, a more developed industry would enhance and elevate Wellington as a key destination. This would have obvious benefits for many sectors within the city including hospitality, arts and culture. It is also worth noting that the existing trail network does not cater well for the beginner and intermediate rider. A better network of trails would do this and help to attract a wider range of riders, local and visiting.

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Ian Smith*

Last name *Smith*

Street address *1 Lucknow Terrace*

Suburb *Khandallah*

City *Wellington*

Phone *(04) 479-7124*

Email *iansmith@xnet.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

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose

Comments: *I am in favour of moderate growth, but not at the expense of the character of the city.*

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

strongly support support neutral oppose strongly oppose

Comments: *I would rather leave rates as they are, not only because I am a pensioner, but because I believe 'growth' is not necessarily beneficial. I would rather the city stay the way it is and use money to improve the way it is, not make it bigger. Is Auckland better because of its growth?*

3) Should Council take action to improve our international air connections?

strongly support support neutral oppose strongly oppose

Comments:

There is no certainty that airlines would utilise a longer runway. Thus, there is no certainty that more tourists would fly directly to Wellington. Until definite commitment is received from airlines this should not proceed

4) Do you think Council should be supporting the tech sector to stimulate it to grow?

strongly support support neutral oppose strongly oppose

Comments: *The Draft Long-term plan seems to be focused solely on the movie industry... implicitly more hand-outs for Peter Jackson and Weta Workshop. If they see better production opportunities elsewhere they won't hesitate to abandon Wellington whatever the Council puts in place. Similarly, money shouldn't be thrown at it and the 'creative' sector without some right to recoup some of the funding if the enterprise succeeds.*

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments: A personal lack of knowledge here

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments: There is now no mention of light rail. This in itself could be tourism benefit for the city (through NOT in a WETA Workshop way), as well as providing an extremely useful transport system. The Government seems to have bullied the Council out of considering light rail.

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments: Always remembering that open space can be beautiful in its own right. The Wharewaka may be an interesting building, but what a shame it destroyed what could have been one of the great city plazas of the world.

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments: What I know about the Bond St. Project seems to have been great. Hopefully similar schemes could be introduced to other areas. The Light Show revealed how interesting the lanes can be... especially if integrated with cafes, galleries etc. More fun and interesting designs for windbreaks at intersections; fun windspeed displays around town, even more wind sculptures.

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

A light rail system should be a priority... despite everything!
The conversion of Kent/Cambridge Terrace through to Newtown as a boulevard to encourage better retail and hospitality features in that area of the city. The removal of Chaffers New World would help.

The old National Museum should become an art gallery, NOT a museum glorifying war, i.e. another 'Jackson's M'.
Improving the street links between e.g. The War Memorial and Courtenay Place

2015-25 Draft Long-term Plan Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name BRIAN

Last name BURRELL

Street address 38 MAREWA ROAD

Suburb HATAITAI

City WELLINGTON

Phone (04) 386 3582

Email _____

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation _____

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose
 Comments:

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?
 strongly support support neutral oppose strongly oppose
 Comments:

3) Should Council take action to improve our international air connections?
 strongly support support neutral oppose strongly oppose
 Comments:

4) Do you think Council should be supporting the tech sector to stimulate it to grow?
 strongly support support neutral oppose strongly oppose
 Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

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

Comments:

ESPECIALLY IF IT RELATES TO OR IS ASSOCIATED WITH PUBLIC TRANSPORT IE BUS ONLY LANES TRAFFIC LIGHT PRIORITY - WELL-LIT BUS SHelters

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

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

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

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

Comments:

UPGRADED LIGHTING IS THE No 1 PRIORITY - AND IT BEING MAINTAINED IE THE LIGHTS IN URBAN HOUSE LANES HAD BEEN PAINTED OVER FOR YEARS

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

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

Comments:

A LITTLE UNSURE EXACTLY WHAT IS INTENDED BY "STRENGTHENING" BUT CERTAINLY SUPPORT KEEPING THEM IN "A1" ORDER

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

- strongly support
- support
- neutral
- oppose
- strongly oppose
- don't know

Comments:

Do you see other matters as priorities?

2015-25 Draft Long-term Plan Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name John

Last name Gill

Street address 12 Huia Road

Suburb Hataitai

City Wellington

Phone 0274 300 582

Email John.gillnz@gmail.com

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose

Comments: I oppose the proposed stadium, the airport extension, the cycle way + social housing. Council needs to focus

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?
 strongly support support neutral oppose strongly oppose

Comments: No need to increase rates has been proven.

3) Should Council take action to improve our international air connections?
 strongly support support neutral oppose strongly oppose

Comments: Case not proven.

4) Do you think Council should be supporting the tech sector to stimulate it to grow?
 strongly support support neutral oppose strongly oppose

Comments: no handouts to the film industry.

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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

Comments: *only if economically justified*

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

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

Comments: *only if economically justified*

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

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

Comments: *you have made a mess of Manners Street.*

16) Do you support our proposal to improve public spaces such as laneways?

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

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

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

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

- strongly support
- support
- neutral
- oppose
- strongly oppose
- don't know

Comments:

Do you see other matters as priorities?

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details	
<input type="checkbox"/> Mr	<input type="checkbox"/> Mrs
<input type="checkbox"/> Ms	<input type="checkbox"/> Miss
<input type="checkbox"/> Dr	
First name	ALEXANDRA
Last name	GRANVILLE
Street address	34 OWEN STREET
Suburb	NEWTOWN
City	WELLINGTON
Phone	027 259 1303
Email	
I would like to speak at a submission hearing	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	

Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?	<input checked="" type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	WE MUST PLAN FOR GROWTH.
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?	<input checked="" type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	A 0.8% THE DIFFERENCE IN RATES INCREASE IS WELL WORTH OUR WHILE, IF PRUDENTLY MANAGED AND IF IT MEANS THE DIFFERENCE BETWEEN MAINTAINING STATUS QUO AND ACTUALLY GROWING THE LIFE OF THE CITY.
3) Should Council take action to improve our international air connections?	<input checked="" type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	PARTICULARLY IF WELLINGTON IS THE FILM CAPITAL OF NZ, AND THE CONTINUED PROGRAMME OF MAJOR EVENTS SUCH AS WOW
4) Do you think Council should be supporting the tech sector to stimulate it to grow?	<input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	I THINK THE TECH SECTOR IS DEVELOPING NICELY.

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments: THIS IS ALREADY DONE ISNT IT?

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

PLEASE PUT MORE MONEY INTO THE ARTS AND ARTS VENUES !!

Wellington City Council 2015-2025 Draft Long-term Plan

Submission from

Stuart Maunder, General Director, New Zealand Opera

Email: stuart@nzopera.co.nz

"In any civilised community, the arts and associated amenities must occupy a central place. Their enjoyment should not be seen as remote from everyday life. Of all the objectives of my government, none had a higher priority than the encouragement of the arts - the preservation and enrichment of our cultural and intellectual heritage. Indeed I would argue that all other objectives of a government – social reform, justice and equity in the provision of welfare services and educational opportunities – have as their goal the creation of a society in which the arts and the appreciation of spiritual and intellectual values can flourish. Our other objectives are all means to an end. The enjoyment of the arts is an end in itself."

The late Gough Whitlam, former Prime Minister of Australia.

Opera performances take place in virtually every major city around the world and Wellington is no exception. Wellington City Council has generously supported NZO since the creation of the company in 2000. This submission asks that the Council continue to support New Zealand Opera in its mission to bring opera and related activities to the people of Wellington.

Opera, with its tradition of story-telling, bringing stories to life through drama and music, has been performed here for more than 150 years. It is an important contributor to the liveable, creative heart of the City and is also part of what makes Wellington a memorable place to live and visit. As Wellington's own opera company, New Zealand Opera is an important part of Wellington's arts scene and creative life: it is a highly regarded producer of bold, dynamic and innovative work that combines the talents of top Wellington, New Zealand and international artists, in order to present world-class opera to Wellington and its audiences. In its soon to be released Strategic Plan for 2016-18 New Zealand Opera has committed to providing more opportunities for Wellington residents to experience the power of opera in the heart of the city. The company's formidable raft of Education and Outreach work will continue to grow, generating knowledge, interest and involvement in the artform. The aim of NZO is to provide a sustainable base for the performance of opera in Wellington for the benefit of the community, both audiences and practitioners.

Our main-stage operas are significant events on Wellington's cultural calendar, offering exciting, highly visual theatrical experiences that invigorate people's

far have engaged with our more participatory and accessible initiatives and through their feedback we know that that engagement has contributed strongly to their sense of identity.

NZ Opera is committed to a connected creative sector, both at a national and international level. On an international level, NZ Opera regularly collaborates with other opera companies: *La traviata*, performed in Wellington in July 2014, is a co-production between NZ Opera, State Opera of South Australia and Opera Queensland; *La cenerentola*, about open in Wellington in May 2015 is a co-production between NZ Opera and Opera Queensland). Locally, Wellington offers myriad opportunities to explore and develop creative partnerships and collaborations. Many of the creative partnerships currently being explored are with Wellington-based collaborators (e.g. New Zealand Festival, Orchestra Wellington and New Zealand Symphony Orchestra, New Zealand School of Music, Toi Whakaari and Whitireia).

In Wellington alone during the three years from 2016 to 2018, NZO expects to demonstrate its contribution to the cultural life of the city by engaging more than 500 singers, musicians and art-workers to present more than 45 performances of opera and opera music to audiences exceeding 40,000, and to engage more than 10,000 participants in education and outreach programs.

In his preface to the review 'Securing the Future' in 1999 writer David Malouf notes:

'When we think of other places, France or Britain or Italy or the US, what comes first to our mind as characterizing their contribution to the world, their identity or style, is the arts they have produced... their orchestras and opera companies, their galleries, their music....

'From what visitors see of our cities, what they hear at the opera or in the concert halls, see on the walls of galleries or at dance and theatre performance, they go away with a very much more complex vision of what we are and have achieved – a place that belongs ...to the international present.'

The continued presence of New Zealand Opera will contribute to the urban regeneration of the city. The economic benefits of a healthy presence for opera in Wellington are demonstrable. In 2014 New Zealand Opera employed 86 singers, 108 orchestral musicians and hundreds of theatre workers. In 2015 we expect these figures will increase by 5% and continue to increase exponentially in the longer term. 10% of these practitioners will be visiting artists, temporarily housed, fed and watered in Wellington. 10,000 people attended the performances of *Don Giovanni* and *La traviata*; in 2015 we expect this figure to be exceeded by 5%. Our Education and Outreach activities will continue to target all age groups and areas, including outside the Wellington City Council environs. The planned presentation of youth operas will provide an exciting opportunity to expand the participation of young people in a creative education program that will continue to



Karori Event Centre

PO Box 17 403, Karori, Wellington 6147

chair@karorieventcentre.co.nz

Phone Secretary 476 7056

Karori Community Hall Trust

12 April 2015

Submission to the Wellington City Council Long Term Plan 2015 to 2025

From the Karori Community Hall Trust and the Karori Event Centre.

Subject: The Karori Town Centre Plan and the proposed Karori Event Centre.

In the LTP, the Karori Town Centre Plan proposal notes "The Events Centre has the potential to add to this cluster of public buildings and to the vibrancy of the town centre. The new building will need to be carefully integrated with its neighbours, with shared car parking areas and pedestrian routes".

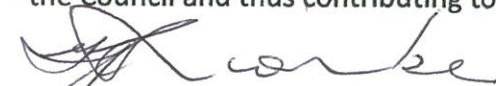
The Karori Event Centre will complete the provision of public buildings and facilities in the Heart of Karori. In 1999 the Council purchased the St Johns site with the intention of providing community centre facilities including a Community Hall.

In 2005 the Community Centre was moved into the extended New Venture Units building but the 1912 hall was found to be not suitable for moving. The St Johns Hall has been yellow stickered and Council intends selling the site and building. The need for a replacement hall has been documented and well supported by the community. Raised and promised funding has passed the half way mark.

The Resource Consent for the building of a replacement hall (Karori Event Centre) took full recognition of its integration with its neighbours. The Consent included an independent report on the provision of car parking. The planning of pedestrian routes is already part of the plans submitted for the Resource Consent and will be noted as the project progresses.

The sale of the St Johns site: The Trust is proceeding on the understanding that the proceeds of sale of the St Johns site will be applied to the Trust for the Karori Event Centre.

The Trust looks forward to completing the Karori Event Centre project in partnership with the Council and thus contributing to the life and wellbeing of residents of all ages.


Graeme Titcombe
Chairperson

Purpose: To build, equip and manage a multi-purpose Events Centre beside the Karori Community Centre as part of the Karori Community Centre facilities

Jon de Groen
 Civic Chambers Body Corporate Chair
 6B Civic Chambers
 25 Cuba Street
 Wellington 6011
 Tel. 027 211 1882

FREEPOST 2199
 Draft Long-term Plan Wellington City Council
 Policy and Reporting (COP001)
 PO Box 2199
 Wellington 6140

Dear Council

The Body Corporate committee has prepared this submission specifically on questions 6 and 7 of your questionnaire - the elements of the draft Long-Term Plan that directly affect all our owners.

The Body Corporate comprises 25 unit title owners: one retail owner-occupier and 24 apartment owners, of whom approximately half are owner-occupiers. Our building, constructed in 1927 and strengthened on its conversion to apartments in 1994-95, is registered as earthquake-prone. We are required to undertake major strengthening work by 2026. As a result of being classified Earthquake Prone, our QV's have halved, sales are almost unachievable due to buyer aversion and many owners are unable to raise the funds for their strengthening contribution due their required borrowing exceeding Banking parameters.

We would appreciate the chance to present on our submission if you would find that helpful.

6) Do you believe Council should support private owners with the strengthening of heritage buildings?
 Strongly support

We greatly appreciate the support we have already received from Council in terms of grants from the Built Heritage Incentive Fund, reduced consenting costs and access to advisers. However we are still faced with trying to raise at least \$2 million in loan funding towards a \$4 million strengthening project for which we are now seeking a revised resource consent. We know that Council faces major costs in relation to its own buildings, so it will be important to apply Council funds to the interventions that might have the biggest positive impact on city resilience.

We support the increased funding proposed for the Built Heritage Incentive Fund.

We would also like to see a – suitably managed and limited - guarantee scheme to support lending on projects with multiple residential owners.

The draft Investment and Liability Management policy appears to allow a suitably scoped guarantee scheme to be approved by Council as long as it contributes to meeting Council's strategic objectives and outcomes. It might be useful for the avoidance of doubt to include enabling building owners to complete strengthening as one of those objectives. We think such a scheme could be useful and would like to ensure that the policy allows such a scheme to be agreed by Council in the future. We hope to be able to provide a more substantive proposal once we have engaged with banks in relation to our strengthening project, but envisage something that would involve:

- A limited total guarantee portfolio outstanding at any time
- Any guarantee would be time-limited – effective at the start of project borrowing and to be released as soon as refinancing is available at completion of the project
- Those using the guarantee would pay a fee
- Targeted at bodies corporate that include residential owner-occupiers.

As we indicated in our presentation to Council in early 2014, we believe that help to raise the funding for strengthening will make more difference than rewarding strengthening after the fact with rates rebates. For owners in our building, a 3-year rebate following strengthening would probably be worth about a year's rates in total. This is about two or three percent of the amount they will each need to contribute to the strengthening programme.

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Support the strengthening with reservations about how to offset the cost

We expect widespread opposition to the proposal to lease the Michael Fowler Centre carpark for development given the current traffic and parking issues and the limited number of open spaces available in the area. (In recent years, for example, the carpark has been used as an "open space" during emergencies and for occasional crane, helicopter and large-scale bus marshalling operations as well as for the large vehicles loading sound and lighting equipment in and out of the MFC itself).

Our unit owners have a particular concern regarding this proposal. Development on the site would create noise, dust etc during construction. A substantial building would also, once built, reduce sun and light to the north side of our building and obliterate waterfront and sea-views enjoyed by 15 units. Not only would actual development reduce the values of the north-facing apartments, the possibility of such development will create a perceived risk of loss of value to our Building which will greatly inhibit our ability to get bank finance to support our own strengthening programme.

The consultation document appendix refers to the Council exercising control over the design, size and scale of any development. The expected contribution to

the Town Hall strengthening may not be forthcoming if development is as constrained as the draft plan and media coverage indicate, and we are concerned that this may mean that those constraints are abandoned. Media coverage indicated, for example, that the pohutukawa trees around the carpark would be retained. The footprint of any building would also be constrained by the presence of the large overflow tank constructed under the entrance to the carpark in the early 2000s, and by the need to retain large vehicle access to the Michael Fowler Centre. We would value a chance to discuss with relevant officers what conditions Council envisages attaching to the lease.

We will be happy to discuss our comments with you further.

Yours sincerely



Jon de Groen

2015-25 Draft Long-Term Plan

Submission by the Makara/Ohariu Community Board

Submitted by: Christine Grace
Makara/Ohariu Community Board
C/- 410 Makara Road
Makara
Wellington 6972
Phone: 04 476 8176
Cell: 0274 620108
Email: gracecp410@gmail.com

I am available to present the Makara/Ohariu Community Board's submission to a hearing.

This submission relates only to the Traffic/Roading aspect of the Long Term Plan.

In the 2014-15 Draft Annual Plan, there was agreement by Council to include an amount of \$100,000 in capital expenditure for minor road safety initiatives in Ohariu and Makara. A specific corner was identified in Ohariu Valley which the Board considered needed urgent attention, and in conjunction with the Traffic team, work is now to be undertaken and likely to be completed by the end of June 2015. This particular project will utilize the full amount provided.

The Board requests that a similar amount be carried forward again into future budgets, outside of normal ongoing maintenance, to identify further road safety initiatives in the area.

Within the Draft Long Term Plan within the Real Transport Choices the Council wishes to increase the uptake of cycling. The Board has noticed that there appears to have been a reasonable increase in traffic movements throughout both Ohariu and Makara over the past few years. This particularly involves many cyclists passing through both Makara and Ohariu, along with heavy vehicles. As a consequence of this and the safety issues that result, because of the intensified usage of what in many places are narrow and winding roads, the Board wishes to ensure that there is the ability and the financial backing for the Council to ensure that safety work, over and above the normal maintenance which the Council undertakes, can be implemented in a timely and appropriate fashion.

Thank you for the opportunity to make this submission.

Christine Grace
Chair

JOHN MONAHAN
48 MONORGAN RD,
STRATHMORE
WELLINGTON, 6022
16TH APRIL 2015

THE MAJOR OF WELLINGTON,

RE: 2015-25 DRAFT LONG-TERM PLAN

I HAVE ALWAYS ^{BEEN} UNDER THE IMPRESSION
THAT THE LEGISLATION GOVERNING THE
COLLECTION OF RATES BY COUNCIL IS TO
PROVIDE ITS CITIZENS WITH THE
ESSENTIAL SERVICES THEY NEED.

I AM FOR THE STATUS QUO.
THE 2015-25 DRAFT LONG-TERM PLAN
SHOULD BE PUT ON THE BACK BURNER.
FIRST AND FOREMOST RATEPAYERS SHOULD BE
GIVEN THE RIGHT TO VOTE IN THE
PROPOSED REFERENDUM WITH REGARDS
TO WGTON CITY BECOMING A SUPER CITY

I HAVE MADE THE FOLLOWING
OBSERVATIONS FROM THE SIDELINE
LOOK ^{ING} ON AS IT WERE.

SOME OF THE INITIATIVES OUTLINED
SHOULD NOT BE TIED UP WITH
RATEPAYERS MONEY.

THEY SHOULD BE TIED-UP WITH PRIVATE ENTERISE.

I RECALL SEEN A MR YULE OF TAURANGA ON THE TV. I THINK HE IS THE MAYOR. AND AT THE SAME TIME ADVOCATES FOR ALL COUNCILS ACROSS N.Z. HE POINTED OUT THAT THE RATEPAYER BASE IS NOT SUFFICIENT ~~TO COVER THE THINGS THAT~~ CENTRAL GOV'T IS PASSING OVER TO LOCAL BODIES. HE MET MR KEY AND ~~SUGGESTED~~ A CITIZEN TAX. MR KEY SAID HE WAS NOT IN FAVOUR OF SUCH A TAX. BUT WAS HAPPY TO LOOK AT ALTERNATIVES.

WHEN MR RODNEY HUIE WAS MINISTER IN CHARGE, HE SAID ALL FUTURE RATE INCREASES ACROSS THE COUNTRY ~~WOULD BE~~ IN LINE ^{WITH} CPI INCREASES. YERIGHT

FINALLY, RATES INCREASES OF 3.9% ANNUALLY OVER THE NEXT 10 YEARS. MEANS THAT ^{MY} RATES WILL INCREASE FROM \$2,564 TO APPROX \$3500. AFTER ALLOWING FOR THE INCREASE OF GST, PLUS THE ANNUAL ACCUMULATIVE INCREASE. MEANS THAT A PERSON ON A MODEST INCOME LIKE MYSELF. PLUS AN AVERAGE BUNGALAR WITH A R.V. OF \$480,000. IS UNEXCEPTIONABLE. WHILE ANNUAL INFLATION IS BELOW ONE PERCENT THANK YOU.

JOHN MONAHAN
RATE PAYER



Wellington choice. Buy or invest

3 days remaining to tell us what you think

The City Council initiatives to grow next 10 years. V



A longer airport runway

Bringing in more international visitors, and enhancing business and education connections.



Film & tech industries

Wellington's future prosperity is dependent on our film and tech industries.

Personal submission on Wellington Long Term Plan

Ellen Blake
72 Majoribanks St
Mt Victoria
Wellington 6011

16 April 2015

I **support** the following areas in this order of priority:

9 Improved management of key infrastructure

Any savings made here should be reinvested to improve this key public infrastructure and not be added to the general pool

3 Inner City regeneration

Making places more pleasant for the increasingly densely populated inner city is a key to a great CBD. Please cheaply trial new design options before spending big on them.

I support assistance to maintain heritage buildings and an overall plan to identify what heritage in particular needs protection.

6 Strengthening suburban centres

Walkability needs to be the key consideration in these areas and needs to make suburban centres more pleasant for the people that live there. Good access to suburban services for the elderly is an important design consideration.

These lower priority projects should have a higher priority and proceed before other projects:

- infrastructure modelling
- supporting facility planning
- Venues review should be undertaken before any investment in new concert, convention or museum facilities starts

I **support in part** these areas:

10 Use of smart technology

I do support the LED light introduction and hope that this includes proper lighting of pedestrian areas that helps rather than blinds people – under verandahs, along the waterfront, along walkways including steps, and zigzags.

I do not support making parking easier for drivers (although there are some management benefits), this is certainly not a 'priority one' in a compact walkable city. This money should be spent to upgrade footpaths to meet the minimum standards in the NZ Pedestrian Planning and Design Guide. And if advanced technology is required then PUFFIN pedestrian

crossings, long 'green cross' phase crossings (eg Manners and Cuba St), and other smart pedestrian crossing innovations should be trialled.

4 Revitalise Civic Square

I support earthquake proofing our Town Hall.

It appears that WCC want to lease out all our public buildings including the place where they work – I do not support this.

I do not support these areas:

1 Longer airport runway

8 New visitor attractions

Using Maranui quarry for an education centre – what has happened to the 'wild and scenic' south coast idea with little development – now we have rate-payer funded camping, gentrified car parking and now this proposal

Not in 10 year plan

I support prudent financial management with the use of surplus monies to pay off debt, or properly fund existing programmes (eg, footpath maintenance to a minimum standard, parks management especially weeding existing plantings and other pest management to promote biodiversity, and school travel plans in every school, equitable management of our parks for walkers) and not spend in haste on ill-conceived new expensive projects (eg Victoria St).

I support the use of trials and pilot projects to gauge the efficacy of new major projects before serious infrastructure changes occur (eg use paint to trial bus only lanes and improved intersections, use planter boxes and paint instead of digging up underground services for tree pits, use planter boxes to control footpath parking)

I support WCC paying a 'living wage' to all its staff and contractors. A policy to employ (and contract) people from within our city preferentially would also keep the economic benefits in our area and ensure that these workers are invested in the outcomes.

I support a small refresh of Frank Kitts park keeping the good bits that are there now (the lighthouse slide and play equipment, the amphitheatre, sculptures) and redeveloping other bits to make the playground safer for children by removing car parking and separating large vehicles from children, planting a Wellington (not Chinese) garden that features Wellington coastal plants and extends into the sea to showcase Wellington flora and fauna like the blue penguins, eagle rays, and seals that occasionally show up.

This is a 10 year plan to 2025 and needs to include targets and performance measures so that we know when these projects are complete and that they have been done to a good standard achieving their objective. The targets should be ambitious, e.g 30% walk to work mode share, 80% sustainable travel to school.

General comment

I understand that existing programmes are not included in the 10-year plan document and this makes it really difficult to comment on this plan.

It is also unhelpful to have a printed document (11 options) that is different from the online discussions (28 options).

I would like to be heard in support of my submission.



tourism
INDUSTRY

ASSOCIATION NEW ZEALAND

**Submission to the
Wellington City Council
on the
Draft Long-term Plan 2015 to 2025
17 April 2015**

EXECUTIVE SUMMARY

1. The Wellington City Council plays a central role in regional economic development and the promotion of Wellington as a vibrant destination to both domestic and international visitors.
2. The Wellington City Council Long-term Plan (LTP), 2015 to 2025 places a strong emphasis on the importance of the visitor economy to the city through the range of initiatives that are proposed.
3. The visitor industry acknowledges the fiscal challenges facing the Council, but makes a contribution to the funding of the regional tourism organisation, Positively Wellington Tourism, through a downtown levy on tourism businesses.

RECOMMENDATION

4. TIA recommends the Wellington City Council support and progress the visitor growth initiatives that have been specifically noted in this submission.

INTRODUCTION

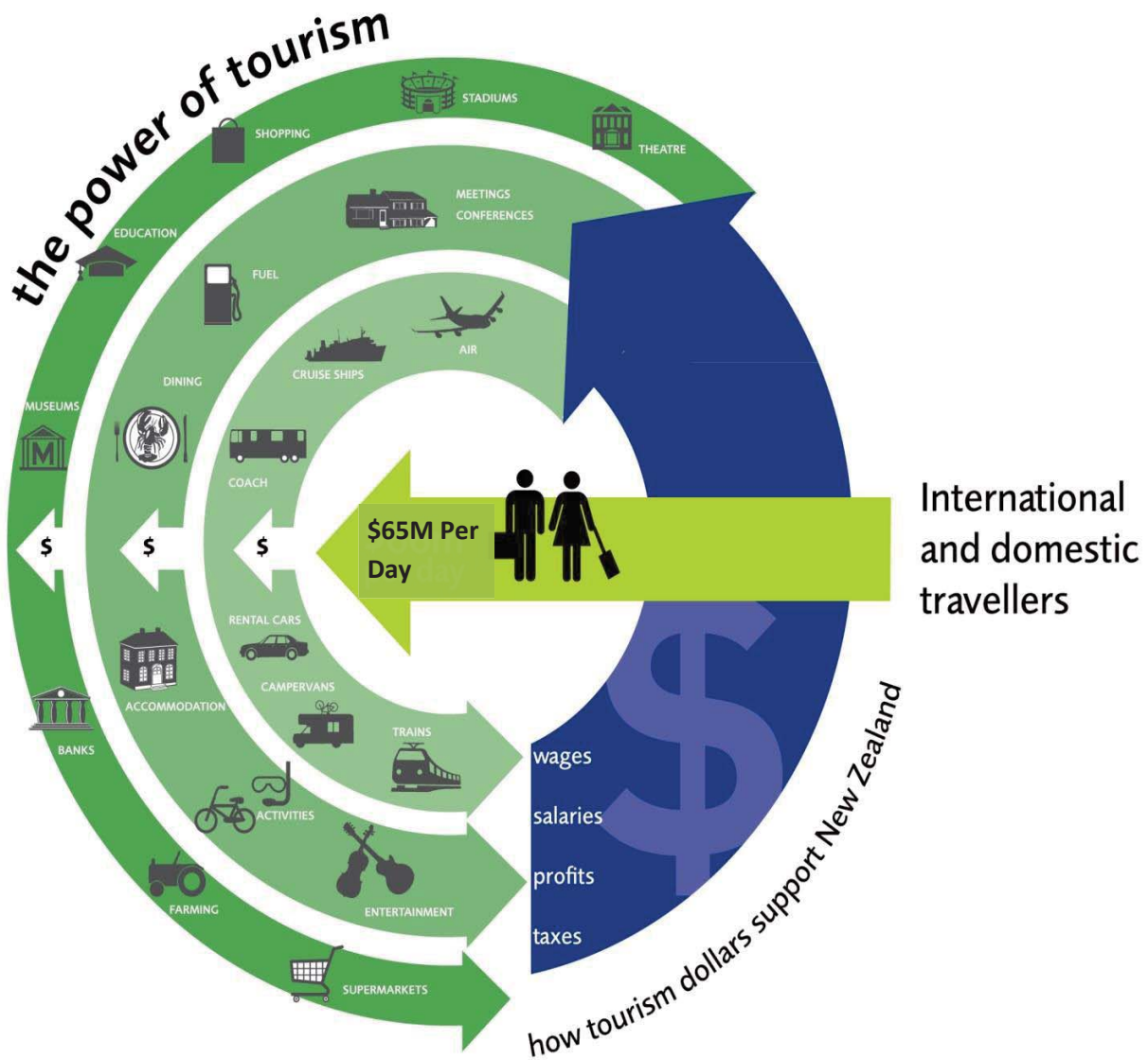
About TIA

5. The Tourism Industry Association (TIA) is the lead association that represents the interests of about 1,500 tourism businesses in New Zealand. TIA represents a range of tourism-related activities including hospitality, accommodation, adventure and activities, attractions and retail, airports and airlines, as well as related tourism services.
6. The primary role of TIA is to be the voice of the tourism industry. This includes working for members on advocacy, policy, communication, events, membership and business capability. The team is based in Wellington and is led by Chief Executive, Chris Roberts.
7. This submission does not address all aspects of the consultation document, but instead focuses on those areas TIA believes are most likely to provide a benefit to the visitor industry in Wellington and therefore the city's economy.
8. Any enquiries relating to this paper should in the first instance be referred to Simon Wallace, TIA Policy and Insight Manager at simon.wallace@tianza.org.nz or by phone on 04 494 1842 or 0272 489 375.

BACKGROUND

9. Tourism for New Zealand is big business as the country's second largest export sector. The brand positioning built by a vibrant tourism industry has become an important source of national confidence and identity and a front window for "Brand New Zealand". Indeed, the clean and pure offer that is synonymous with New Zealand tourism has been widely adopted and used to promote New Zealand exports in a range of other industries as well.
10. The tourism industry delivers the following value to New Zealand's economy:
 - Tourism is a \$65 million per day and \$24 billion a year industry.
 - The tourism industry directly and indirectly supports 166,800 full-time jobs, 8.3% of total employment in New Zealand.
 - Tourism is one of our biggest export industries, earning \$10.3 billion or 15.3% of New Zealand's foreign exchange earnings.
 - Domestic tourism contributes \$37 million in economic activity every day or \$13.4 billion per annum.

THE POWER OF TOURISM



COMMENT

11. The Tourism Industry Association New Zealand (TIA) welcomes the opportunity to submit on Wellington City Council’s Draft Long-term Plan (LTP) 2015-25. TIA’s comments on the LTP are made with respect to the potential benefits for tourism from the initiatives that have been outlined.

Value of the visitor economy to Wellington

12. The visitor industry is a critical component to Wellington City’s economy. According to the Regional Tourism Estimates (RTEs) produced by the Ministry of Business, Innovation and Employment (MBIE), international tourism expenditure was worth \$440 million and domestic tourism \$1.03 billion in the year to the end of March 2014.

13. In terms of jobs, the tourism sector accounts for 6.3% of employment in the city. These jobs are a mix of low-skilled labour intensive roles right through to higher skilled technical and middle management positions. Indirectly, the visitor industry supports jobs in other sectors in the city, including trade based industries like plumbing and construction and professional services such as banking, accounting, insurance, advertising and marketing.

Tourism 2025, dispersal and seasonality

14. In 2014, TIA released Tourism 2025 (www.tourism2025.org.nz) an industry-led government supported economic growth framework which has set an aspirational goal of reaching \$41 billion in annual tourism revenues by 2025. To achieve that, the industry must grow international tourism at a rate of 6% year on year and domestic tourism at a rate of 4% year on year. The industry's focus is on growing value faster than volume.
15. Dispersal is a key objective of the Tourism 2025 framework as well as being at the heart of TIA's own three year strategy (2015 to 2018). However, getting a more seasonal spread of international visitors to more regions like Wellington requires a multi-faceted approach. It needs Tourism New Zealand to adjust its strategic focus, but it also needs Wellington to continue promoting itself in the off-season while also taking a bigger role in destination management.

Looking at the LTP and the sustainable growth agenda

16. The LTP proposes 11 key projects as detailed below. Not all the projects discussed have relevance to the visitor economy so TIA has provided comments on those that we believe add value to the visitor economy in Wellington.

Bringing in more international visitors, and enhancing business and education connections

17. In a general sense, TIA supports airport infrastructure developments that will enhance the visitor experience and grow sustainable air connectivity. The extension of Wellington Airport's runway must be subject to a robust business case.
18. International students have been identified in Tourism 2025 as a target for value opportunity. Today New Zealand has close to 100,000 international students and the government has targeted export education as a key area for export earnings growth. The visitor industry in Wellington needs to leverage not only the opportunity that international students offer, but also that of their family and friends who spend an average \$3,600 during a visit to New Zealand.

Supporting smart and sustainable economic growth

19. TIA supports the initiatives in this area, in particular those relating to Wellington's screen production sector. The benefit to the Wellington region from film production work was estimated at \$711 million in the 2013/2014 year (source: Statistics NZ) and this has had a spin-off for the visitor economy in the city.

A national music hub, more activity, and a strengthened Town Hall

20. A strengthened Town Hall and/or expedient moves to develop a replacement facility are the most pressing priority in this area in order to bring back a number of concerts and events that Wellington has lost due to the unavailability of the facility. The Town Hall has been an iconic venue that has in the past been an attractive venue because of its charm and character.

Reigniting our sense of place through events and public space improvements

21. TIA is strongly supportive of the emphasis the LTP places on major events, not only because Wellington has been very successful over the past decade in attracting and staging events but because they are effective in attracting visitors and in the shoulder and off-peak visitor periods. But the competition to host major events is intense, especially from Australia. It is right then to focus on increased funding in this area so Wellington can still attract high calibre events.

New and improved venues for music, sport and conventions

22. We have already signalled our support for a convention centre in Wellington in a submission to the Wellington City Council last year [http://www.tianz.org.nz/content/library/Wellington Convention Centre Proposal 15 August 2014.pdf](http://www.tianz.org.nz/content/library/Wellington_Convention_Centre_Proposal_15_August_2014.pdf) Business events have been identified in Tourism 2025 as a high value segment and a growing opportunity for New Zealand's tourism industry. It is also a segment that is not as strongly driven by seasonality and so helps drive capacity and productivity in the shoulder and off-peak visitor seasons. To capitalise on this opportunity, convention centres capable of hosting large scale meetings are needed.
23. A convention centre in Wellington that is appropriately funded and located will not only complement the International Convention Centre planned for Auckland, it will position other parts of New Zealand to also host international scale conventions and incentive meetings.

Celebrating Wellington's culture and environment

24. TIA is strongly supportive of the initiatives proposed in this section as they have the potential to not only grow visitation to Wellington but also improve the quality of visitor experiences. The prospect of an international film museum for the capital was raised earlier in the year and was described at the time by Sir Ian McKellen as "a living museum on the scale of the great exhibitions in Hollywood" (source: stuff, 17 February 2015). An attraction of such scale and quality would surely draw more visitors to Wellington. The expansion of the Museum of Wellington City and the Sea, the new National War Memorial Park and an Ocean Exploration Centre would add to Wellington's cultural and environmental appeal as a destination.

Wellington Regional Economic Development Agency (WREDA)

25. In a submission to the Greater Wellington Regional Council (GWRC) in August last year, TIA indicated its support for the establishment of the Wellington Regional Economic Development Agency (WREDA). It said it would not only deliver efficiencies but provide for a more effective and co-ordinated approach to economic development for the wider Wellington region. It will be essential that WREDA has strong tourism capacity at both the governance and managerial level so that the visitor growth objectives of the LTP can be achieved.

The benefits of local government investment

26. As noted, the benefits from tourism to Wellington are wide-reaching in that it makes a significant contribution not only to regional economic development through the generation of jobs and income but it also adds to the social vibrancy of the community. Only a fraction of the spending is made by the visitors in places commonly considered visitor specific such as accommodation, activities and attractions. It is much more widespread than this and takes place in shops, cafes, restaurants, supermarkets, petrol stations, roadside stalls and elsewhere.
27. Aside from job creation, so-called 'visitor assets' can often bring great benefits to the local community and ratepayers, not just visitors, including museums, stadia, parks and gardens and conference facilities. For example, Shed 6, a Council owned conference facility may help attract meetings and conventions to the city, but it is mostly used by Wellingtonians.

The funding challenge - how the visitor industry helps in Wellington

28. Notwithstanding the direct value that visitor spending brings to Wellington, the industry is aware of the fiscal challenges faced by local government and particularly the pressures that growth in visitor numbers is placing on facilities. In addition to commercial rates paid by tourism businesses, the regional tourism organisation (RTO), Positively Wellington Tourism, receives funding through an extra rate on downtown commercial property owners, largely hotels, for the purpose of promoting Wellington.

CONCLUSION

29. TIA believes the consultation document on Wellington City Council's Long-term Plan 2015-25 outlines some strong initiatives that will not only support the growth of the visitor economy, but they will also support the sustainable growth of the city's regional economy. The visitor industry is an indispensable stakeholder of local government, but we need each other. Visitors are not dispensable either - they bring economic and social benefits and vibrancy to the city as well.

End.

Nancys Stitch Studio
 261 Thorndon Quay
 PO Box 245
 Wellington 6140
 04 473 4047
 nancys@nancys.co.nz

17 April 2015

Wellington City Council
 PO Box 2199
 Wellington 6140

Email growthplan@wcc.govt.nz

Our 10-year plan
Wellington Urban Growth Plan

We are pleased to have the opportunity to comment on Wellington City Council's 10-year plan and Wellington Urban Growth Plan.

Some of the points we make here were introduced in our submission to the Regional Land Transport Plan.

We are a retail business on Thorndon Quay at the Northern end of the Wellington CBD. We have been operating on Thorndon Quay for 7 years and want to see it continue to grow as a living community of retail, trade supplies, design studios, churches, child care, dance studios, apartments, cafes offices and computer, sewing machine and vehicle repair much like the 'activity street' definition under the RLTP.

In this submission we are addressing the Real Transport Choices in the WUGP and in particular bus priority measures and cycling and walking improvements.

We wish to gain more clarity about the respective roles of SH1, Aotea Quay and Thorndon Quay. We are assuming that you regard SH1 as the preferred option for single occupant commuter cars.

We ask the council to support NZTA in smart motorway plans, in particular traffic light managed on ramps, a 30km speed limit on Thorndon Quay would help commuters identify the hierarchy of routes.

As part of the bus priority measures is Aotea Quay going to be part of the plan?

Are walkers expected to be on both Thorndon Quay and Aotea Quay? We see the need for improved pedestrian access to the Interislander and suggest that a foot bridge from north Thorndon Quay would better support walkers from the friendlier Thorndon Quay rather than the urban desert of Aotea Quay. Thorndon Quay already gives better and safer access to the northern suburbs

Are cyclists to be provided for on both Thorndon Quay and Aotea Quay? If you do hope one day to bridge the gap from Aotea Quay to a water side cycle way then what happens soon on Thorndon Quay is a temporary step rather than the final version of a section of the Great Harbour Way. We understand from the corridor plan, the costs and other impediments in realising this section of the Great Harbour Way as an actual "harbour way". We feel that we have to record our concern that the respective costings of cycle improvements do not yet take into account the detrimental effects on existing businesses for what might only be a temporary solution.

We like what we see of the proposal for North Lambton Quay (p16 WUGP IP) and hope that it will be more attractive for the people that use it and less attractive to traffic intending to pass through Thorndon Quay northwards without stopping. For the same reasons we would support further traffic calming on Bunny St in front of the Railway Station.

We note the several references to a Port Access Plan and a Port Precinct Plan (p39 WUGP), and it is important that decisions made now on what Thorndon Quay looks like makes sense with respect to the roles of the SH1 motorway and Aotea Quay so that we get a State Highway (motorway) and a mayor road (Aotea Quay) and a predominantly local road (Thorndon Quay).

We would be concerned if all three routes would be approved routes for HPVMs to the Port in particular.

Because our submission is about getting the most from the use of the road space, we express cautious interest in the concept of wireless carpark sensors, particularly if the system allows for 'dynamic pricing' and drivers paying for the actual time that they use and signs/apps showing parking availability.(Section 10, Our 10-year plan)

Nancys Stitch Studio would appreciate the opportunity to appear in support of this submission. Please contact Leslie Brown, email@ljbrown.net.nz or phone 021 527696.

Yours sincerely

Mary Self (Director)
Nancys Stitch Studio



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17 April 2015

Wellington City Council
P O Box 2199
WELLINGTON 6140

Attention Lucie Desrosiers

E-Mail; growthplan@wcc.govt.nz

Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan

CentrePort welcomes the opportunity to provide its views on the Council's proposed Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 and Implementation Plan (The Plans).

CentrePort comprises two key entities which are impacted by The Plans the Port and Commercial Property. Our submission will address the respective entities separately to the extent that their interests, as provided for in The Plans, are diverse.

The Port

The Port is one of the largest ports in New Zealand and a key part of the national and international supply chain of the country.

The Central New Zealand economy which CentrePort serves represents 27% of New Zealand's GDP and 1.1 million people. CentrePort is a significant contributor to the economic performance of the City and wider Region, supporting nearly \$2 billion of GDP. CentrePort continues to invest in the economic prosperity of the region. With the freight task in the lower North Island forecast to increase by 50% in the next 30 years, investing for growth is a key focus.

It is pleasing to note the emphasis, detailed in The Plans, highlighting the importance of the Port. The Plans highlight the following;

- Help in implementing the delivery of the Roads of National Significance (RoNS), a vital freight route for the region
- Work with NZTA in the delivery of the Petone to Grenada Link Road, a vital freight route and industrial corridor
- Acknowledgement of the port as critical city infrastructure and a key economic hub
- Acknowledgement of the Port as a key lifelines network facility
- The need to improve the access to the port for both freight and passengers

- Development of a Port Precinct Plan to improve connections with the central city
- Understand the movement of urban freight

To ensure that all of the above is delivered efficiently and effectively it is essential that CentrePort is engaged by the Council as a key stakeholder in the economic performance of the city. CentrePort would like to stress the importance of a cooperative environment being established between the Council and CentrePort in ensuring the outcomes are both sensible and efficient.

Whilst the city has benefited from the repositioning of the port over recent decades (with the release of the Wellington Waterfront Area for civic and commercial development uses) the port needs to continue to function at its current location and requires network connections (Road and Rail) and a continued and stronger acknowledgement of its economic role in the city and wider region.

The City clearly recognises the implication of not having an international airport. As Wellington already has an international seaport it is vital that the Council supports the retention of the seaport's international status. In particular CentrePort requires support from the Council to secure resource consent to deepen the shipping channel to accommodate bigger ships.

Commercial Property

CentrePort's commercial property is primarily located within the Harbour Quays precinct at the northern end of Wellington's waterfront and Central Business District. This area of land formerly used for operational port purposes, was reassigned for commercial development in 2003.

Settlement of district plan provisions

In 2006 CentrePort lodged with the Council an application for resource consent for the construction and use of a new six-storeyed commercial office/retail building in the Harbour Quays area. Vibrant Wellington lodged judicial review proceedings, and in order to settle these proceedings and following careful negotiation, CentrePort and Vibrant Wellington agreed a limit on additional commercial office activity within the Harbour Quays area to 25,000m² of net leasable area and that the planning provisions would be amended to provide for a cap on office development (excluding any redevelopment of Shed 35 and Maritime House) to be the sum total of:

- (a) The existing occupied commercial office space; and
- (b) The amount of net leasable area to be built within the BNZ Building; and
- (c) The agreed further allowance of 25,000m².

To put the position in perspective, and putting aside the positive contribution that the Harbour Quays commercial developments make to the city, the additional 25,000m² of net leaseable commercial office space that the agreement provided for equates to 1.7% of the current Wellington central city area commercial office stock which is at a level that could hardly justify

the claim in The Plans “that further port area office development could adversely affect the vitality of the central city”.

Existing development

CentrePort has undertaken a number of development and infrastructural investment in reliance upon this framework amounting to \$100’s of millions of dollars. The completion of Harbour Quays is an expectation and requirement under CentrePort’s relationship with the Accident Compensation Corporation who have a joint financial interest in the Harbour Quays existing commercial office buildings. Any attempt by the council to change the existing provisions relating to future development within Harbour Quays will have serious financial consequences for a number of stakeholders including CentrePort’s shareholders (The Greater Wellington Regional Council and Horizons Regional Council) and will be strongly resisted. The council should be providing stability for investors not promoting instability.

Existing cap on office development

Plan Change 48 (Central Area Review) to the Wellington City District Plan introduced an overall cap on the quantum of additional commercial office space at Harbour Quays. Rule 13.1.1 of the Wellington City District Plan provides that in order to be a permitted activity within the Port Redevelopment Precinct the area of net lettable floor space occupied by office activities must not exceed 68,200 square metres. Rule 13.4.6 of the District Plan provides that office activities within the Port Redevelopment Precinct with a combined total area of net lettable floor space in excess 68,200 square metres are a discretionary activity. Similarly, rule 13.4.12 of the District Plan provides that the construction or alteration of and addition to buildings and structures, for office activities within the Port Redevelopment Precinct that does not meet the conditions specified in 13.2.3.9 (which relates to the cap) are discretionary activities.

The Position in The Plans

The Harbour Quays development precinct has been instrumental in improving the entry perspective to the city. It has also continued the trending of releasing waterfront space for public access and use as well as commercial development which is recognised worldwide as important to the vibrancy and success of waterfronts. The Plans highlight the role of the city controlled Wellington Waterfront development in its mix of civic and commercial developments but then questions the adverse effect of the Harbour Quays commercial office development component, within the mixed use Harbour Quays development Plan, on the vitality of the city. It is important that the Council maintains consistency in its planning responsibilities and that the public processes that have resulted in agreed outcomes (as outlined above) are not compromised. **The need to include in The Plans “Port Precinct” focus to “Address impacts of port area office development on the central city” is not warranted and should be removed.**

The Plans state more specifically that *“there has been concern that further port area office developments could adversely affect the vitality of the central city. We will work to ensure that this is not exacerbated.”* CentrePort strongly opposes the inclusion of this intent in The Plans. The concern expressed is unfounded, and in any event this matter has been carefully considered and addressed in the district planning framework. It is not appropriate for The Plans to comment on this matter given that the matter is controlled through the District Plan, and CentrePort and other parties have relied on the existing position. In addition, it is particularly important that amenity and linkages to existing development at Harbour Quays are improved rather than unnecessarily compromised.

CentrePort sees, in a holistic sense, the Wellington Waterfront as a contiguous development area (i.e. the city controlled Wellington Waterfront and the CentrePort controlled Harbour Quays) and is working towards an integrated and seamless accessibility of the two areas to the public for the overall wellbeing of the City and its inhabitants. CentrePort’s strategic objective for Harbour Quays will enhance the whole waterfront experience and on this basis it would be very much in WCC interest to work with CentrePort rather than take a confrontational restrictive approach.

Conclusion

CentrePort seeks, as a key infrastructure provider and stakeholder in the economic performance of the city, a greater level of cooperation and liaison with the city. It is of concern that we have such issues inflicted via policies and plans with next to no consultation. We welcome the opportunity to work more closely with the Council in a climate of mutual respect and support.

It is important for the Council to understand the need for stable city planning with a long term focus of 20 to 30 years out on the understanding that investors and developers are making significant long term financial commitments in reliance of those plans.

CentrePort requests the opportunity to make oral submissions in support of the matters raised in this submission.

Yours sincerely



Blair O’Keeffe
Chief Executive

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: Submission re 10-Year Plan

From: Michael Gibson [<mailto:michaelpcgibson@hotmail.com>]
Sent: Thursday, 16 April 2015 2:45 p.m.
To: Kevin Lavery
Subject: Submission re 10-Year Plan

BASIN RESERVE

I fully support the Plans for the Basin Reserve - a world-class cricket ground & possibly the best in the world.

SIGNED

Michael Gibson



www.swimwell.co.nz

19th April 2015

Dear Councillors and Mayor

In support of a reintroduction of the Schools Pools Partnership Funding, I would like to share with you our experiences and discoveries, during the last five years, of being involved in both lobbying for and being a recipient of the original programme.

We are currently redeveloping the Wellington East pool , which is a full 33 yard pool (similar in size to Freyberg Pool) for use by 4500 schoolchildren and community groups.

The funding we received from the Schools Pool Fund gave us the incentive to carry on and raise a further \$500,000 towards the cost of the project. Without that original funding we could not have gained traction and credibility to attract such a level of support from other funding agencies.

The cost of rescuing a school pool and bringing it up to a sufficient standard ,to allow year round use for future generations, tends to be more than the grants available. Therefore each project may need to fundraise to reach the necessary level of funding required. The introduction of a new round of Pool funding will assist that process and encourage agencies to support a viable project rather than view it as a 'pie in the sky ' venture.

The costs of employing consultants , engineers, fire engineers , architects etc can put off any school board or organisation looking to renovate a school pool. Generally the design process has to be completed before an organisation has a true picture of the overall cost of the project. Making available funding to either assist with those costs or providing the necessary expertise will greatly increase the chances of a successful project

We have been involved in looking at other projects and offering assistance in some circumstances, based on the experience we have gained, due to each project having a similar set of challenges to overcome. There are a number of potential projects in the community that could benefit the goals of the programme.

A re-establishing of the Schools Pools Funding would further encourage other organisations (including our own) to initiate new projects and rescue pools that might otherwise be demolished.

Kind Regards.

Steve Hind

Chairman
The Swimming Trust of Wellington



EST. 1884
KILBIRNIE SCHOOL
 Whāia te iti kahurangi

20 April 2015

Re: Submission School Pools Partnership Fund

Attention: Paul Eagle

As one of the few Wellington schools that has managed to retain its school pool (due largely to a significant amount of energy and fundraising support from our school community) Kilbirnie School can endorse the huge benefits of having a local facility on two fronts:

- From a learn to swim perspective. Our junior students have swimming lessons at the pool instead of walking to the Kilbirnie Regional Aquatic centre - while it is only a short walk; it takes over 2 hours out of the school day each week to get there and back. Having the lessons onsite means that smaller groups of students are taken out of class just for the time that their lesson occurs.
- From a community perspective. The swimming pool is open in the weekends and holidays over summer and local families (not just school families) can purchase keys from the school to access it at any time. As well as providing a small income to cover running costs, it also provides a focal point for the community to build connections leading to a stronger, more resilient community.

Kilbirnie School thinks that the Council's School Pools Partnership has been and could continue to be successful in encouraging more Wellingtonians to be water safe, and also build stronger links with the community.

The school has previously applied for, and missed out on funding from, the Council's School Pools Partnership to assist with major capital expenditure associated with running the pool. We would like to see that the Council re-establish a contestable fund for School Pool Partnerships of \$2m to be allocated over 4 years from 2015/16.

Kind regards

Chris Montgomerie
 Chairperson
 Kilbirnie School Board of Trustees

Mike McGimpsey
 Principal
 Kilbirnie School



Wellington City Council School Pools Partnership Fund Application

April 2015



Board of Trustees
Newtown School

Contents

Contents	2
Executive Summary	4
1. The Current Swimming Pool Facility.....	7
Background.....	7
Pool Facility.....	8
2. Rationale for Maintaining the Newtown School Pool	10
School Perspective.....	10
Other Schools	10
Wider Community Usage.....	11
Overall Usage.....	13
3. Pool Upgrade Project.....	14
Project Scope	14
Project Design.....	14
Project Budget	15
4. Proposed Operating Model	20
Partnership with Private Lesson Provider	20
Licence Granting Shared Occupation of Part of School Site.....	20
Rental Basis.....	21
Operating Costs	21
Maintenance and Servicing	21
Insurance	21

Responsibilities 22

 Day-to-Day Management and Operation of the Facility 22

Risk Management 22

Monitoring and Reporting 23

5. Alignment with Council Pool Fund Criteria 24

 Contribution to achieving Council’s outcomes and fund objectives 24

 Community Usage 24

 Location 25

 Newtown School 25

 Ministry of Education 26

6. Conclusion 27



Executive Summary

Newtown School (“the School”) currently has an indoor, heated swimming pool which is used to provide school swimming lessons to its over 310 students. In addition, around 200 students from St Anne School as well as Capital Kids Cooperative use the pool for their swimming lessons.

A commercial swim school operator, Aquazone Swim School (“Aquazone”) provides around 35,000 private swimming lessons a year in the pool.

The roof structure of the building that houses the pool is in very poor condition, with excessive condensation damaging the structure and giving the building an estimated remaining life of only a few years.

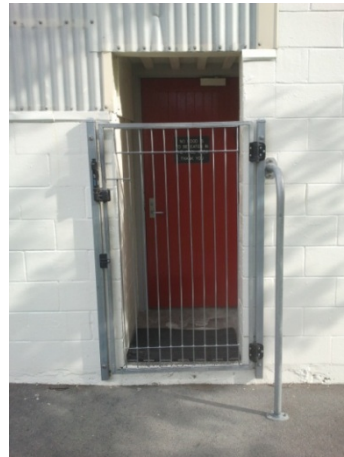
Because of the high level of commitment to the pool in the community and the large number of children reliant on the pool for learn to swim opportunities, the Newtown School Board of Trustees (“the Board”) decided to proceed with a project to upgrade the pool. Its objectives are:

- To upgrade the pool so that it can continue to be used for school and private swimming lessons;
- To continue an on-going operating model with Aquazone.

The Board has sought cost estimates from several companies for the pool building upgrade. Ashby Property Services Ltd was selected to undertake this work.

Below is the report of the building inspection:

- The exterior fabric of the building is deteriorating in a number of areas, the polycarbonate panels to the central lightwell require replacement, the clear corrugated roof coverings need to be renewed as does the translucent sheeting on the northern wall.
- The interior of the building suffers badly from poor air extraction with a significant build up of condensation.
- The concrete pavement around the pool structure is unsealed and aging with continuing loss of the cement fines, it is cracked in a number of places and there are issues around the plywood trench cover which is warping and causing trip hazards in places.
- There is no wheelchair access to the building and this causing/results in accessibility issues for parents bringing pre-school children to the complex in pushchairs and buggies.
- The width of the front entrance (0.80m) and fire exit (0.60m) will need to be increased for wheelchair access.



The work for wheel chair access is extensive which include parking, ramps to the pool, widening doors, modification of current toilets and changing rooms. The school has estimated work based on previous work done around the school for wheel chair access. The photos above show current access.

The Board has also decided to add the upgrade of the existing concrete floor area to the project scope.

Ashby Property Services has now developed plans for the upgrade of the swimming pool facility. These provide for:

- Replace polycarbonate panels to roof lightwell and translucent roofing to main roof structure.
- Replace translucent cladding to north wall.
- Introduce twin-walled polycarbonate insulating sheeting to underside of exposed clear roofing, central lightwell and wall.
- Supply and install a swimming pool heat exchanger with ductwork and extracts.
- Replace timber duct cover with removable steel plate and repair /surface the concrete floor with a proprietary industrial non-slip epoxy resin product
- Construct compliant wheelchair ramp from Minerva Street with handrails and form a kerb ramp and landing at the entrance to the building .

The proposed work will entail a large upgrade to the facility, giving the pool facility an expected life of 50 years, i.e. effectively that expected from a new building. The estimate for the total cost of upgrade work is 434,381 (inclusive of GST). The Board is seeking a one-off grant for the sum of \$434,381 from the Wellington City Council (“the Council”) towards this project.

The Board has an agreement with Aquazone to, if the upgrade project goes ahead, sign a lease for 10 years with favourable rights on renewal. The operating model utilises the expertise of Aquazone to provide expert day-to-day management of the pool facility as well as trained swimming instructors. The Board believes this project fully complies with the criteria and specific criteria for the WCC School Pools Partnership Fund. Key points are:

- The project will ensure the continuation of over 35,000 learn to swim opportunities a year contributing to Wellington City Council’s objective of improving opportunities for people to take part in learn-to-swim programmes.
- The continued availability of the Newtown School pool addresses the forecast shortage of learn-to-swim opportunities, particularly in locations that are convenient for schools and in the busy after school hours.
- Current high participation in learn-to-swim opportunities at Newtown School demonstrates it is accessible and meeting community demand.

- The pool is owned by Newtown School and managed through a lease arrangement with Aquazone Swim School. This arrangement ensures sound governance from the school, expert operational management from the swim school and the lease arrangement covers some on-going costs related to the pool.
- The project is fully supported by Newtown School and Aquazone and also has support from other schools that use the pool for their lessons.

The Board understands that \$434,381 is a significant grant to seek from Council, but it believes the Newtown School pool currently makes an important contribution to availability of learn to swim opportunities in Wellington. The Board wants to ensure the Newtown School pool continues to operate and provide opportunities for the children of the Central and South Suburbs of Wellington to learn vital swimming and water safety skills.

1. The Current Swimming Pool Facility

The Newtown School pool, which was built and covered by the community, is in poor condition with excessive condensation causing significant damage to the building structure. Without upgrading the Board believes the pool will be unable to be used for much longer.

Background

The Newtown School pool, built in 1954, is 14m x 4.5m in interior dimensions and is 0.93m in depth, making it an ideal children’s learner pool. It is thought that both the original building of the pool and the later covering of the pool were community initiated and funded projects. While the Ministry of Education owns the land on which the pool sits, the Board is responsible for insurance of the pool building indicating that the School, rather than the Ministry, owns the building.



Pool Facility

The major issue with the facility is the lack of an insulation and vapour barrier envelope, and control of the temperature and humidity of the air in the pool area. Without these there will continue to be excessive condensation with subsequent rapid deterioration of parts of the building and a considerable waste of energy.

The general assessment of the interior of the pool area is that it is unpleasant and humid and suffers from the combined effects of poor insulation, inadequate ventilation and the lack of an effective vapour barrier. These issues contribute to both the unpleasantness of the environment and the accelerated rate of deterioration of building fabric, structure, fittings and equipment.

The roofing itself is showing signs of corrosion. Corrosion is advanced in the case of the steel frames which show significant signs of rusting particularly on their upper surface.



Based on the condition report the Board believes the building will continue to deteriorate and become unusable without significant work.



Kia Maanu, Kia Ora!
Active Post  **Water Safety**
New Zealand Post  NEW ZEALAND



2. Rationale for Maintaining the Newtown School Pool

The Newtown School Pool currently provides over 35,000 swimming lessons each year to Newtown School students, students from other schools and through private lessons with Aquazone Swim School. The school community believe the pool is valuable and strongly support upgrading the pool so it can continue to be used.

School Perspective

Newtown School is committed to providing aquatic education to its students and the Board believes it is important that the School continues to do this. Assessments carried out by Aquazone, as part of the School's learn to swim programme, indicate a wide range of swimming experience and ability. In 2014 Aquazone estimated that:

- 48% of Junior students (Years 1 & 2) cannot float
- 56% of Middle students (Years 3 & 4) cannot swim more than one length of the school pool (approximately 14 metres)
- 90% of Senior students (Years 5 & 6) cannot swim 200 metres

Having a pool on-site is a huge advantage to a school, particularly in terms of the time saved. For Newtown School students, a 30 minute swimming lesson requires a total out of class time of around 45 minutes. This compares very favourably to the out of class time and other logistics of bus travel to a pool some distance away. As part of the options analysis carried out by the Board, it was estimated it would take some 1 ½ to 2 hours to take students to lessons at the nearest public pool.

The School currently uses the pool to provide two to three weekly swimming sessions for each student at school every school term. Depending on the school roll, this amounts to 270 students having an average of 100 sessions per year giving a total of **27,000 sessions** per year. The School is considering increasing its usage of the pool and sharing it with other schools.

The School's current usage of the pool amounts to less than 30% of the total usage. The Board and the school community see the pool as an important community asset. Many of the School's students and children from other nearby schools attend private lessons with Aquazone at the pool. Aquazone report that the majority of children attending their lessons come from Newtown, Island Bay, Lyall Bay, Hataitai, Mt Victoria, Brooklyn and Berhampore. With convenience and accessibility a factor for many parents, there is some risk that even if other lesson providers were able to cater for this group, parents and their children would not travel further for lessons.

Other Schools

St Anne is already using Newtown pool each winter and other schools are also considering using the pool for their Middle classes, as well as the Junior classes.

While the pool is being used to appropriate capacity in the weekends and afterschool time, there is potential to continue building the number of other schools using the pool for school swimming lessons through Aquazone. There is probably capacity for another 20 school classes per week to have a term of lessons.

1. To improve opportunities for people to take part in learn-to-swim programmes:

- ❖ Because of Newtown and St Annes schools low decile (Decile 4) and from low socio-economic families, most children in this area (over 600 children) would never learn to swim properly, if at all without the pool. The cost of transport for both schools to go to Kilbirnie pool is too high and the cost of an after school learn to swim programs is too high for most families.

- ❖ Access to a low learn to swim cost with Aquazone via KiwiSport program

Wider Community Usage

Newtown School lessons account for less than 30% of the usage of the school pool. Since 2007 the Board has had an operating agreement for the pool with a private swim school operator, Aquazone. The Board believes this is an arrangement that both works better for the school in managing the pool and it also provides more benefit to the community than other types of community assets. The School community would prefer that the pool is used to teach children to swim than for purely recreational purposes and that as a supervised activity this is also a safer use of the pool than unsupervised community access. In addition, it is felt that the pool is better suited to swimming lessons for primary school age children than recreational usage because of its small size and shallow depth. The Wellington Regional Aquatic Centre, which is located in Kilbirnie, is better suited to recreational swimming, particularly for older age groups.

In the time that Aquazone has been operating in the Newtown School pool there has been strong and continuing demand for private lessons. The number of lessons has grown in recent years but Aquazone and the Board believe the pool is probably now being used to its appropriate capacity in the popular after school time. Aquazone is also operating out of a second pool at Miramar North School since 2008.

During term time Aquazone currently uses the pool for school and private lessons:

Monday to Thursday	3pm to 7pm
Friday	12pm to 7pm
Saturday	8:30am to 3.30 pm
Sunday	9:00am to 2.30pm

Private lessons cater for pre-schoolers (11%) and school age children (89%).

Aquazone also provides holiday lessons for both weeks of the three mid-year school holidays and two weeks in the summer holidays (some time in the summer holidays is required for pool maintenance, such as painting).



Overall Usage

In total, Aquazone currently provides over 35,000 lessons per year in the Newtown School pool.



3. Pool Upgrade Project

The Board proposes a project to upgrade the pool facility so that it can continue to be used for an anticipated lifetime of 50 years.

The total project is estimated to cost \$434,381 with the Board seeking \$434,381 (based on quotes made in 2014 – this figure may need to be adjusted to take into consideration increased building costs) in funding from the Wellington City Council School Pools Partnership Fund. If the Board is able to obtain sufficient funding the project will be carried out over the September 2014 school holidays with completion expected in December 2015.

Project Scope

An important consideration in this decision (apart from strong community demand) was that the addition of disability access and accessible change/toilet facilities, meaning this part of the building could not be completely excluded from the scope anyway.

The Board believes it is important that the project is completed in one stage. This project is large and complex and requires significant commitment and effort from the Board and School management. The School also has a number of other high priority property projects to schedule (rebuilding the school) so it is unlikely that the pool facility would become a focus again in the foreseeable future. On this basis, the Board believes it is not feasible to break the project into stages or to leave necessary pieces of work out of the scope to be dealt with later.

Project Design

The design in consultation with representatives of the Board and Aquazone, has been decided as follow:

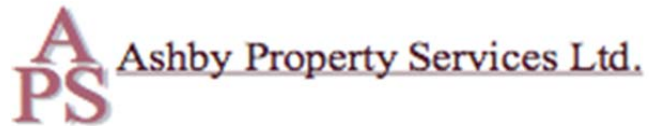
- Replace polycarbonate panels to roof lightwell and translucent roofing to main roof structure.
- Replace translucent cladding to north wall.
- Introduce twin-walled polycarbonate insulating sheeting to underside of exposed clear roofing, central lightwell and wall.
- Supply and install a swimming pool heat exchanger with ductwork and extracts.
- Replace timber duct cover with removable steel plate and repair /surface the concrete floor with a proprietary industrial non-slip epoxy resin product
 - ◆ Construct compliant wheelchair ramp from Minerva Street with handrails and form a kerb ramp and landing at the entrance to the building
 - ◆ Replace polycarbonate panels to roof light well and translucent roofing to main roof structure
 - ◆ Replace translucent cladding to north wall
 - ◆ Introduce twin-walled polycarbonate insulating sheeting to underside of exposed clear roofing, central light well and wall
 - ◆ Supply and install a heat exchanger with ductwork and extracts (using existing chimneys?)
 - ◆ Replace timber duct cover with removable steel plate and repair / surface the concrete floor with a proprietary industrial non-slip epoxy resin product.
 - ◆ Construct compliant wheelchair ramp from Minerva Street with handrails and form a kerb ramp and landing at the entrance of the building

- ◆ Upgrade the changing rooms with new benches, individual showers
- ◆ Upgrade electricity
- ◆ Pool tank to be re-painted with water proof epoxy paint

While the project design was constrained by financial and space considerations the Board believes the project will provide a significantly better facility for all users.

Project Budget

Ashby Property Services advise that in the current environment cost estimates are proving to be accurate indicators of actual costs.



Newtown School

Pool Upgrade

10th March 2014

Appropriate Order Cost Estimate

Description	No.	Unit	Rate	Cost

The existing building is comprised of concrete block walls, steel portal frames, metal and translucent roofing/siding, concrete floor slab. The work is to refurbish the building by fitting of insulated roofing system, new heating plant to control the interior environment, reorganise some of the interior planning, redecoration including new floor finish and disabled accessible ramp from Minerva Street.				
Demolition and removals - roofing	1.00	Sum	\$2,000.00	\$2,000.00
Removal internal partitions, cut opening in exterior wall for new door, remove sanitary fixtures (retain shower and HWC)	1.00	Sum	\$2,500.00	\$2,500.00
Kingspan R100 60mm thick insulated roofing panel and Danpalon translucent roofing	260.00	m2	\$195.00	\$50,700.00
Danpalon siding to replace translucent material	20.00	m2	\$195.00	\$3,900.00
Gutter / spouting alterations to suit new roofing	44.00	lm	\$70.00	\$3,080.00
Reline box gutter abutting parapet wall	24.00	lm	\$50.00	\$1,200.00
Acoustic ceiling - Ripplesound and Autext blanket	80.00	m2	\$180.00	\$14,400.00
New internal walls comprising 90x45 framing and wet wall linings, timber doors and vision panel	10.00	lm	\$500.00	\$5,000.00
New exterior door to filter plant incl trim opening in concrete block, door and hardware	1.00	Sum	\$2,000.00	\$2,000.00
Prepare the existing concrete and overlay with Sto Degadur including non-slip finish.	180.00	m2	\$175.00	\$31,500.00

Coving of the above to 150mm height to walls and pool perimeter.	180.00	lm	\$80.00	\$14,400.00
Stainless Steel trench cover	1.00	Sum	\$2,000.00	\$2,000.00
New timber bench seats and coat hooks	14.00	lm	\$300.00	\$4,200.00
Decoration including painting of walls, structural steel, doors, windows	1.00	Sum	\$15,000.00	\$15,000.00
Allowance to refurbish the pool linings (fibreglass) and repaint the walls and top cap (epoxy paint)	1.00	Sum	\$15,000.00	\$15,000.00
Plumbing including new toilets, wash basins, shower	1.00	Sum	\$6,000.00	\$6,000.00
Drainage - adjust sanitary fixture locations	1.00	Sum	\$4,000.00	\$4,000.00
Electrical including new distribution boards (2x), meter board, int/ext lighting, power	1.00	Sum	\$10,000.00	\$10,000.00
Electrical - upgrade submain	1.00	sum	\$20,000.00	\$20,000.00
New pool heat exchanger including ducting, locate remote from building on concrete slab and wire mesh enclosure	1.00	Sum	\$40,000.00	\$40,000.00
Pool heating - for electrical heat pump	1.00	Sum	\$14,000.00	\$14,000.00
New fire protection system & alarm panel	1.00	Sum	\$15,000.00	\$15,000.00
New security	1.00	Sum	\$4,000.00	\$4,000.00

Disabled carpark - road marking	1.00	Sum	\$1,500.00	\$1,500.00
Access compliant ramp from Minerva Street incl new steps, paving adjustments and handrails both sides and altered gate	1.00	Sum	\$20,000.00	\$20,000.00
Signage	1.00	Sum	\$4,000.00	\$4,000.00
Pool cover	1.00	Sum	\$4,000.00	\$4,000.00
Main contractor P&G and Margin	0.10	%	\$309,380.00	\$30,938.00
Totals				\$340,318.00
Contingency	1.00	Sum	\$34,000.00	\$34,000.00
Building Consents, planning	1.00	Sum	\$15,000.00	\$15,000.00
Professional Consultants	1.00	Fee	\$30,000.00	\$30,000.00
				\$-
Ashby Property Services Ltd	1.00	Fee	\$15,000.00	\$15,000.00
Totals				\$434,318.00

Replacement/upgrade of pool equipment since 2007: (with Aquazone part or full contribution in conjunction with Newtown School Board of Trustees)

- Internal walls painted (August 2007, Aquazone)
- Heat pump (December 2007, Temperature solutions)
- Blue matting on pool surround (2008, Aquazone)
- 6 water proof light tubes installation (April 2008,Aquazone)
- Sand replacement in the filter + Filter n°1 lid (2009, Clorogene Supplies)
- Fibreglass (January 2010, Denis Jefferies)
- Changing room heaters (April 2010, Aquazone)
- Heater booster (June 2010, Aquazone)
- Filter n°2 lid (2009, Clorogene Supplies)
- Changing room water proof light switch (July 2010, Newtown school)
- Pool blanket cover (October 2010, Chem 2000 ltd)
- Electrical board in pump room upgraded (October 2010, Temperature solution and Nick Toulis)
- Vacuuming valves (July 2012, Clorogene Supplies)
- 2 Tank filters (July 2012, Clorogene Supplies)
- 3 water proof light tubes installation (April 2013, Aquazone)
- Pumping and pipe replacement 2014/14
- Flooring Surface repaired 2014
- Plastering to steps and pool ongoing 2014/2015

4. Our Operating Model

The Newtown School Board of Trustees has managed the pool through an operating agreement with Aquazone Swim School for the past 8 years. This arrangement ensures professional day-to-day management of the pool, the availability of expertise in swimming instruction, and provides the best means of fully utilising the pool to provide the maximum possible learn to swim opportunities to the local community.

Partnership with Private Lesson Provider

Partnership with a private swim school operator achieves two important objectives:

1. Outsourcing day-to-day management and operation of the pool facility, including pool related compliance/management functions such as water quality testing, pool and pool facility cleaning, water and pool heating costs and on-going supervision of pool users.
2. Maximising usage of the facility, so as to achieve the broad social objective of increasing learn to swim opportunities, both for students of the School and for local community users, including other schools.

It is important to note that item one above is best achieved if the private swim school operator is granted use of the facility through a licensing arrangement. In this case, responsibilities for various tasks, costs and monitoring and compliance requirements can be clearly allocated to the operator, or left with the School, as appropriate. The commercial terms of the lease then document both these responsibilities, as well as the basis for establishing and reviewing the rental and the allocation of costs for both operations and maintenance.

Licence Granting Shared Occupation of Part of School Site

The formal commercial agreement between the Board and Aquazone will take the form of a “Licence Granting Shared Occupation of Part of School Site”. This contract sets out the basis on which Aquazone undertakes to manage the facility on a day-to-day basis. The Licence has been approved by the Ministry of Education, as required by Section 70B of the Education Act.

Key features of the Licence are as follows:

- The Board grants Aquazone a non-exclusive licence to occupy the facility, upon the terms and conditions set out in the contract, primarily for the purpose of a swim school for the benefit of the School and the community generally;
- The term of the licence is 10 years with favourable rights on renewal;
- Aquazone pays an annual rental to the Board (determined in line with the approach set out below);

- The rental is reviewed bi- annually to reflect movements in the Consumer Price Index and changing estimates of the running cost;
- Specifically, Aquazone shall have day-to-day management responsibility for carrying out, and meeting all costs associated with, the following functions and requirements:
 - Complying with the requirements of all Acts and regulations such as the Health and Safety in Employment Act 1992 and any regulations made there under;
 - Maintaining the water quality in the swimming pool in compliance with NZS 5826:2010 and Unit Standard 20046;
 - Operating the pool in compliance with the Board’s Swimming Pool Policy;
 - Staffing, including obtaining police vetting checks of all its employees;
 - Maintaining service logs to record all repairs and regular servicing of the pool tank and plant and equipment;
 - Insurance covers, including public liability insurance.
 - Maintaining a certificate of registration of a public pool.
- In return, Aquazone shall have the right to open and operate the facility during the hours set out in the Licence.

Rental Basis

The basis for rental and operating costs agreed to by the Board and Aquazone comprises the following:

Operating Costs

Aquazone and Newtown School share the normal operating costs for the facility, including:

- Electricity and water usage, based on actual consumption as per metered readings;
- Chlorine and chemicals;
- Water testing.

Maintenance and Servicing

Aquazone contributes towards the costs of the maintenance and regular servicing of the facility’s plant and equipment.

Insurance

Aquazone is responsible for arranging and meeting the cost of the following covers:

- public liability insurance;
- own contents held in the pool building.

The Board is responsible for arranging and meeting the cost of the following covers:

- plant and equipment replacement and mechanical breakdown;
- insuring the building and the swimming pool tank.

The anticipated initial annual rental is based on estimates of these costs, at this point in time, but this will be adjusted prior to execution of the final contract, if they change prior to commencement of the Licence.

Responsibilities

Day-to-Day Management and Operation of the Facility

As the operator of the facility on a day-to-day basis, Aquazone takes responsibility for ensuring that the Board complies with the following:

- Operation of Swimming Pools Standard, as set out in NZS: 4441:2008;
- Water Quality Standard NZS: 5826:2010
- Management and Storage of Hazards Standard NZS:5826:2010
- Health & Safety in Employment Act 1992 and regulations
- Fire Safety and Evacuation of Buildings Regulations 1992

Risk Management

The operating model revolves around the partnership with the commercial operator. This provides the Board with access to expertise in areas such as water quality testing that is simply not available to many schools. Indeed, this is a prime reason why many schools have chosen to close their pools in recent times.

The Board's primary risk exposure is therefore to losing the commercial operator, including the financial failure of the operator. As part of this project, the Board has ascertained that there are several commercial swim school operators in the Wellington market that could be interested in forming a similar partnership with the Board.

Aquazone is required to maintain service logs and other records that show that regular maintenance of the facility and its plant and equipment are being carried out.

The Board is responsible for maintaining insurance covers that mitigate against the loss of, or mechanical breakdown of, the plant and equipment. The Board also insures the pool building against significant damage or loss due to vandalism, fire or natural disasters.

Monitoring and Reporting

The Board's Property Committee will be responsible for oversight of the swimming pool facility after completion of the upgrade project. This will include reviews of the costs incurred in operating the pool, including metered usage of utility services, chemicals and regular servicing maintenance, as recorded in the service logs.

The Property Committee will also be responsible for reviewing the estimated replacement costs of the facility's plant and equipment. These reviews will be incorporated into two-yearly reviews of the annual rental paid, so that sufficient income is received to ensure the facility is self-funding over the course of its expected lifetime. The Property Committee will also report, annually as required, to the Wellington City Council on usage of the facility.



5. Alignment with Council Pool Fund Criteria

This project aligns with the criteria and specific criteria of the Wellington City Council School Pools Partnership Fund.

Contribution to achieving Council's outcomes and fund objectives

Wellington City Council's 2010/2011 Annual Plan identifies three priorities:

- To make the most out of existing pool space
- To improve opportunities for people to take part in learn-to-swim programmes
- To provide more facilities to meet the needs of aquatic sport.

The Council's School Pools Partnership Fund aims to improve access to and uptake of learn to swim aquatic education, aquatic sport and casual aquatic enjoyment by the local communities of Wellington City.

Upgrading the Newtown School pool meets the first two of Council's priorities and the aim of the School Pools Partnership Fund as it will enable an existing school pool to continue to provide over 35,000 learn to swim opportunities a year. Without upgrade the Newtown School pool will not be able to be used for much longer, reducing the number of learn to swim opportunities available in Wellington by over 35,000 a year.

The Board believes that both the *availability* of learn to swim opportunities and their *accessibility* are key to the popularity of the Newtown School pool. High uptake of both school and private lessons at the pool demonstrates strong demand from the local community.

Community Usage

The Newtown School pool is the venue for over 35,000 swimming lessons a year and only 30% of these are provided to Newtown School students. The remainder are either other schools having lessons in the school pool or private swimming lessons through Aquazone. The pool is fully utilised seven days a week and, with the combination of term and holiday lessons, most weeks of the year.

While this project does not add to the total availability of learn to swim opportunities in Wellington City, this application would if it proceeds would add 35,000 swimming lessons a year to the total availability of learn to swim opportunities.

Through its agreement with Aquazone, Newtown School makes the pool available during the school day when not required for Newtown School lessons. This time is used for pre-school swimming lessons and school swimming lessons for other schools. Aquazone is working to expand the usage of the pool by other schools during this time, providing these lessons at a very reasonable cost. This is an area where we expect to see an increase in the number of lessons provided

Location

The Newtown School pool is located in Newtown and consequently almost all the people who have lessons at the pool are residents of Wellington City.

The pool is well located for providing access to target users who are primary school aged or younger children. Its location within a school means children from Newtown School are easily able to access after-school private lessons and these are also convenient for children from nearby schools, such as Mt Cook, Clyde Quay, Island Bay and Lyall Bay School. However, Aquazone does also have children taking private lessons at the Newtown School pool from schools further away.

The Newtown School pool is currently being used by St Anne School and further schools are considering using the pool in 2013. Capital Kids Co-operative also use the Newtown School pool for lessons and are 15 minute walk away.

Newtown School

Newtown School established in 1879. The School has established practices for governance, management, planning, reporting, financial management and employment practice. Under the Education Act the Board of Trustees is responsible for governance of the School. The Board of Trustees employs a Principal who has responsibility for management of the School.

- The 2013 Annual Report has been provided.
- The Board is not aware of Newtown School having received funding from Wellington City Council before.
- The Board of Trustees, the Principal (who is a member of the Board of Trustees) and the School Lead Team support this application. A copy of the Board resolution, is be provided
- This funding application covers the full project to upgrade the pool facility. The Section titled, “Proposed Operating Model” outlines how the upgraded pool facility provides for both day-to-day operation of the pool as well as providing for funding maintenance and capital replacement costs.
- The requirement to report annually to Wellington City Council on the usage of the pool will be the responsibility of the Board’s Property Committee.

Expertise in management of the pool facility and in teaching swimming skills is provided by Aquazone who have been providing swimming lessons and operational management of the Newtown School Pool for 7 years.

The Newtown School Vision is “E Tu Kahikatea, hei whakapae ururoa. Awhi mai awhi atu, tatou, tatou e.” The Charter recognises the School’s Treaty of Waitangi obligations and the importance of Tikanga Maori and Te Reo Maori in the school.

Newtown School works to ensure that Maori students (whether mana whenua or tauiwi) have the same access to educational opportunities as other students and achieve the same outcomes. Students in Maori Immersion have swim instruction in Te Reo Maori only. Provision of top quality school swimming lessons contributes to this objective in the learn-to-swim and water safety part of the curriculum.

If the School receives a grant of \$434,381 from the Wellington City Council School Pools Partnership Fund, the School will not apply for further funding from the Fund.

Ministry of Education

Newtown School retains ownership of the school pool once upgraded. The Board currently has an Operating Agreement in place with Aquazone which was signed in December 2013 and is due to expire at the end of 2014. This agreement is not on a Ministry of Education Licence to Occupy Agreement because we are still working with the Ministry to update their agreements to reflect our situation. The Ministry has approved the current agreement, the intended terms of the new licence and the Board lodging this application and has undertaken to work with the Board to develop a Licence Agreement that better reflects the reality of the partnership model.

The Board has worked closely with the Directors of Aquazone, to agree on the terms that will apply to the lease if the pool is upgraded.

- A contract confirming our mutual understanding is attached (licence to occupy)
- Newtown School Board has agreed the school apply for funding from the Wellington City Council to upgrade the pool (from March 2014 minutes).

'The Newtown School Board of Trustees apply to Wellington City Council for funding to upgrade the Newtown School pool. Moved by Mark seconded by Mark.'

6. Conclusion

The Newtown School pool building is continuing to deteriorate to a point that the Board believe it may not be able to be used after 2015/2016. The pool is currently used for over 35,000 swimming lessons a year for both school and private lessons and there is strong community support for retaining the swimming pool. Consequently the Board believes it is important that the pool is retained so that it can continue to provide learn to swim opportunities for Wellington children.

To retain the pool the School must undertake an upgrade project to repair the roof of the pool. Cost estimates give a total project cost of \$434,318. This project upgrades the full facility, giving the pool an expected life of 50 years - that expected from a new building.

Given the number of learn to swim opportunities provided by the Newtown School pool, which will be lost if the upgrade is not undertaken, the upgrade project is vital.

Our Board of Trustees is open to the idea of opening the pool up to the opportunity of the public being able to use the pool, either in public sessions or close sessions ie. Muslim womens groups

Newtown School also has an operating model of partnership with Aquazone, which has proven itself over the last 7 years. This model provides the school with expertise in both swimming pool management and swimming lessons. Providing over 35,000 learn to swim opportunities a year, the Newtown School pool upgrade project fits well with Council's objectives in this area and the aims of the School Pools Partnership Fund.

Providing over 35,000 learn to swim opportunities a year, the Newtown School pool upgrade project fits well with Council's objective in this area and the aims of the School Pools Partnership Fund. Newtown School supports the objectives of the Fund and shares the concerns of Water Safety New Zealand about declining swimming skills in New Zealand children and the impact this has on drowning rates.



Creative Capital Arts Trust

107 Cuba St
PO Box 6546, Marion Square
Wellington
Phone 831 0581

Creative Capital Arts Trust

Submission on the Wellington Council 10-Year Plan 2015

The Creative Capital Arts Trust (CCAT) is an umbrella organisation which was established in 2011 to facilitate the delivery of key arts events in Wellington and create a reliable resource for the emerging arts sector in Wellington.

CCAT aims to provide a professional and sustainable body delivering fresh and vibrant arts events supported by a variety of funders and engaging a wide range of audiences, including visitors to Wellington. The core objectives of CCAT are: To facilitate the delivery of arts events in Wellington which provide a platform for innovative new work and help to develop the skills of emerging artists; To create highly accessible and diverse arts festivals which help develop emerging audiences; and To facilitate events which encourage more people to participate in the arts.

The CCAT delivers the New Zealand Fringe Festival and CubaDupa.

We would like the opportunity to present on our submission to Council.

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

We strongly support the Council's ambitions to invest for growth.

A more vibrant artistic and social environment is attractive to the sort of people Wellington needs to build its economy. There is also a virtuous cycle as more people and more activity means more support and participation in the arts. CCAT would like the opportunity to grow FRINGE, CUBADUPA and arts events that fit with its remit and will provide an economic benefit to the city.

FRINGE is generally considered a community event and is funded as such, but it is important to recognise its place in the ecosystem of arts events in Wellington and to understand that it feeds more polished events with talent that has been able to enter the events scene in a supportive environment, as well as helping them practice and refine their performance skills.

We support the approach of economic growth to the extent the arts are recognised as a crucial part of that growth and recognising that the current levels of support of emerging artists' events are maintained.

Should Wellington seek to remain the events capital of New Zealand?

We strongly support Wellington seeking to remain the events capital of New Zealand.

We believe we have proved through the success of the inaugural CUBADUPA festival and the enduring FRINGE festival that Wellingtonians have a strong appetite for participatory and accessible artistic events.

The "event" aspect of both festivals is important. Both in their success and as we seek to build their economic benefits. Globally such events are growing sources of attraction for out of town visitors as well as for locals to spend time in their own city rather than travelling. They also contribute to Wellington's brand as the Culture Capital and home to exciting and diverse artistic events.

Attracting and retaining the businesses and talent needed to support economic growth is dependent on providing a lively, diverse experience in the city. We need to keep challenging ourselves to deliver better events with more variety to ensure a consistent level of activity and celebration in the city.

Wellington's image has changed considerably since the 80's, when it was known as a city of bureaucrats and walkshorts. This reputational uplift has hugely gained from Wellingtonian's love of performing arts and the events; artistic and sporting; which have flourished here.

We believe that Wellington needs to ensure its place as the Events Capital of New Zealand by producing more events like CUBADUPA that are fresh, participatory and all about Wellington and Wellingtonians' proud sense of place.

What CCAT has seen over the last three years is a large growth in the numbers of people participating in FRINGE (on the stage and in the audience) and the overwhelming response from participants and the people to CUBADUPA.

We are also seeing a growing level of commercial support, engagement and interest including from Wellington's crucial tertiary education sector. Strong evidence that it is not just us who recognise the economic benefit of the events we oversee.

The board of the Creative Capital Arts Trust: Tim Brown (Chair), Miranda Clayton, Nick Simcock, Nigel Moody, Philippa Bowron

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: For attention of Councillors - 2015 LTP Submission: The Citizen trust.

----- Original Message -----

> From: donandjenny (donandjennyroy@clear.net.nz)

> Sent: 20/04/2015 9:01 p.m.

> Subject: For attention of Councillors - 2015 LTP Submission: The Citizen trust.

>

> Dear Councillors,

>

> I am writing to express my support for Councillor Woolf's proposal that Council's 2015 Long Term

> Plan includes a long term lease on Site 9 at North Kumutoto for the establishment of a Citizenship

> Centre for New Zealand children.

>

> Although reluctant to support any building on this waterfront site, I believe that in the inevitability that

> it will be built on, then the Citizen Centre is an appropriate use of the site.

>

> Yours faithfully,

>

> Jenny Roy.

>

> Jennifer Roy.

> 94 Homebush Road,

> Wellington 6035.

>

> (04) 479 7715

Antoinette Bliss

From: Ingrid Gotlieb <igotlieb@clear.net.nz>
Sent: Tuesday, 21 April 2015 9:56 a.m.
To: BUS: Long Term Plan
Subject: Civic Square

Since the Civic Square site is exposed to the Wellington weather I suggest having a number of beautifully designed glass house structures built as extensions to existing buildings. These will provide light and warmth and shelter while having clear views/connections/open to the square.

As part of new cafes they would places people could come and spend time in. In fine weather walls/windows or doors/ ceilings could open in fine weather.

The glasshouse structures could be spaces for community workshops/ talks. They could also include plants and sculptures.

Ingrid Gotlieb

Sent from my iPod

Antoinette Bliss

From: Wellington Boardriders Club <wellington.boardriders@gmail.com>
Sent: Monday, 20 April 2015 9:02 p.m.
To: BUS: Long Term Plan; Councillor Ray Ahipene-Mercer; Councillor Paul Eagle
Subject: Late submission on long term plan

Hi all

I've only just found out that the council was encouraging people to express their views regarding the long term plan. I've just visited the site today which states that the public consultation phase it is now closed.

I'd like you to accept a late submission on behalf of the Wellington Boardriders Club - a group of Wellington surfers that unites, develops and represents the Wellington surfing community.

The club has a neutral stance on all proposals with the exception of the airport runway extension. The club opposes the extension until a full and satisfactory environmental assessment has been carried out and WIAL and the council have a plan in place which guarantees that wave quality will not be negatively affected and factors surfing into the extension's design.

The extension's construction should be carried out in a way that prevents any negative impact on the surf spots currently in Lyall Bay and also creates surf breaks on either side of the extension as it will be destroying a current break in front of the current runway called airport rights. You can view footage of the wave that breaks directly where the runway will be here: <https://www.youtube.com/watch?v=Y2hixX0O-YQ>

It broke well and was surfed during our large swell last week.

I'd like you to confirm that you will include our feedback and I'd also like the opportunity to present our submission in person.

Have a great week

James Whitaker
President
Wellington Boardriders Club
021580155

Antoinette Bliss

From: David Broome <broomeinwelly@gmail.com>
Sent: Monday, 20 April 2015 4:41 p.m.
To: BUS: Long Term Plan
Subject: Medium-density housing in Karori

David Broome
46 Homewood Crescent
KARORI 6012

Telephone: 0224672484
Email: broomeinwelly@gmail.com

I AM SUBMITTING AS A INDIVIDUAL ON BEHALF OF TWO OTHER PEOPLE

Medium-density housing in Karori**OBJECT**

- Karori is unsuited to planned medium-density housing. Ad hoc infill housing is supported as this tends to be in keeping with the architectural venacular
- The basis for objection is that there is only one major road into and out of Karori with choke points at Karori Tunnel and Curtis Street Wilton
- Passenger bus services are already at overload during peak conditions
- Road traffic peaks have worsened leading to increased delays. This, in turn, creates a personal safety risk for emergency services especially with respect to seismic risk
- There is an absence of land for additional primary and a potential secondary school too.
- Medium-density housing should be developed in areas of ready access to rail, buses and major arterial routes, for example, Newtown.

What standards should we have to manage the design of medium-density housing?

- Medium-density housing should be developed in areas with ready access to rail, buses and major arterial routes, for example, Newtown/Johnsonville/Tawa.
- Karori is unsuited unless there is considerable road widening or other arterial routes developed.

What do you like most about your town centre?

- That it is like a genuine town centre with an absence of empty shops.
- Marsden Village still feels and is a village but increasing traffic volumes, which would be exasperated by medium-density housing, is forcing too much traffic through 'the village'.

What are the most important issues for your town centre?

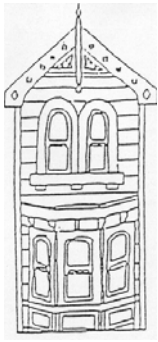
- Traffic volume caused by housing (militating against medium-density housing)
- Lack of public transport (militating against medium-density housing).

Are there any improvements you would like to see in your town centre?

- More restaurants/cafes
- Larger supermarket
- Large DIY retailer
- Town hall.

Thank you

David Broome



Newtown Residents' Association

www.newtown.org.nz

PO Box 7316 Newtown Wellington 6242
 newtownwellington@gmail.com 04 389 7316

Submission on the Wellington City Council Draft Long Term Plan 2015-2025

The Newtown Residents' Association has been an Incorporated Society since July 1963. We are residents and business owners from Newtown and the surrounding suburbs, who take a keen interest in the community and local issues.

On Sunday 30th November we held a community meeting to discuss aspects of the Long Term Plan and develop input into it. We also reviewed the plan at our regular monthly meeting in March and discussed this submission at the April meeting. Views provided by residents via email and social media have also been included to develop this document to outline to our elected representatives our stance on the direction Wellington should take.

OVERVIEW

The primary theme of the Long Term Plan is 'Invest for Growth'. We believe that Wellington should only be investing in projects that generate growth that promotes greater equality and a more livable city for all, rather than solely "trickle-down" growth.

COUNCIL SERVICES

We believe that the current rates level for residential rates should be maintained, taking inflation into account. However, we should reassess the commercial to residential ratio, particularly the ability of small or startup businesses to pay. We should continue to offer rates remissions and postponement for those who are in hardship, making sure this is targeted at those who truly need it.

We support the Council's intention to "focus on strong, resilient infrastructure; we don't aim to reduce services. (p8)." We should not be cutting services that are valuable to the community. We agree with the need to ensure value for money and the best use of resources, not by reducing services but ensuring efficient and effective spending, with no waste. The financial strategy associated with the LTP speaks of "savings in excess of \$50 million" to be made from reorganising services (p3). However we are concerned that the attempt to make savings could lead to an increasing deterioration in services.

We have observed that some Council services have already diminished, either in quantity or quality, since these services were contracted out. In our area we have observed that street cleaning, pavement cleaning, emptying rubbish bins, weed control and drain maintenance have suffered. Drains are getting blocked from

rubbish in gutters and overflowing, a particular issue with the increasing number of high rainfall events. It seems that in the current service model contractors only attend to specific problems notified by the public. In the past there was regular proactive attention to street cleaning, as an example, and we had a much better service.

Non-negotiable services include clean water; good sewerage that does not pollute our environment; effective and sustainable networks for the movement of people around the city in the form of decent roads, footpaths and cycleways; a healthy natural environment near its citizens; safety and security; the provision of public housing. As management of the sewerage treatment plant will soon return to the Wellington City Council, we encourage Council to ensure they are ready with forward thinking staff and technology to ensure capability and environmental sustainability.

We would like to see an increased WCC focus on recycling, with the provision of recycling bins on the streets and the periodic collection of green/garden waste and larger discarded items such as electronic goods.

We feel that it is very important for children to learn to swim and swimming be available as a form of exercise. We feel that a ratepayer subsidy towards the cost of visiting a swimming pool is therefore important for children, beneficiaries and those on low incomes.

We believe that libraries need to be open outside of normal working hours. If necessary, to ensure libraries are accessible in some evenings and on weekends, the library could open later on some working days. Our local library has a late night and Saturday morning opening, and we want to retain this. We feel that exhibitions should also be open outside regular working hours.

We think it is valuable for the community to have places to play as well as places for competitive sport, to encourage healthy lifestyles. As such, retaining our existing playgrounds is important.

We think it is important that the Zoo continues to be subsidized to enable access for families who otherwise might not be able to afford it. We suggest adding discounted Zoo entry to the Leisure Card and expanding subsidies that encourage using public transport to get to the Zoo. We think investing in the educational aspect of the Zoo is important.

We support the continued partnership with Zealandia.

ECONOMY

As stated above, we believe that we should only be investing in projects when it can be demonstrated that they will promote greater equality and a more livable city for all. The plan holds out the vision of “making all residents more prosperous, so they can reach their potential and live enjoyable and fulfilling lives. (p7)” This goal is admirable, but the means of achieving it are not obvious, particularly for those who are elderly, disabled, or unskilled. The most obvious initial effect is to increase rates, adding to rather than reducing the financial burden for residents.

We think that it is vital to seek wider public input into deciding whether investing in all the “big ideas” within the next years is really feasible, and if not, which should be a priority. We express concern that Council have already invested in conference facilities, before public had the opportunity to evaluate all of these ideas as a whole.

Investing in developing a Liveable City with Better Transport Options is a priority. We have doubts over the value of investing in the Airport Extension, the Film Museum and the Conference and Concert Venues at this point in time. We think that investing in a Marine Education Centre is important.

We need to consider the social impact a runway extension would have on South Wellington. Investment in an airport extension requires thorough consultation and the development of a robust business case with better research around any negative impacts. Particular care needs to be made regarding the validity of projected benefits and in addressing safety and noise concerns.

Concert and conference facilities should be pursued only if the business case outlines how they will become self-sustaining, and only if it will come from revenue raised from the commercial and tourism sectors rather than rates paid by residents. We also believe it is important to consider the impact this may have on existing facilities.

We support the proposal to upgrade the Basin Reserve. However we note that the question of whether to restore or to demolish the Museum Stand is contentious, and ask for specific community consultation about this and other aspects of the upgrade before any decisions are made.

We need to invest in consultation and engagement to ensure that any development in transport is valuable. We think that priorities need to change, to focus on pedestrians, cyclists of all ages, and buses and trains.

The bus service is extremely important to us as many of our residents rely on public transport. We are concerned that a plan headed up “Real Transport Choice” has apparently decided to remove the No 18 bus between Miramar and Karori, which is well patronized and the existing first choice of the many University students and staff who live in the southern suburbs. We do not feel the proposed new services adequately meet the needs of those who currently use the No 18 route and therefore believe this service should be retained.

We believe that council should share the cost of promoting tourism with the commercial sector, as tourism is of benefit to small businesses and venues.

The goal of “making all residents more prosperous” will certainly not be achieved if workers continue to receive less than a living wage. We commend the WCC on its policy of paying its workers living wage rates. We also note the proposal on p9 of the Draft Plan for a living wage rate for Wellington Zoo and Museums Trust. We ask for a firm commitment in the Plan for extending living wage rates to all employees of Council Controlled Organisations and workers for third parties contracting to Council.

URBAN LANDSCAPE

We need to recognize Wellington's special character and decide on our values and how these will be protected as the city grows.

Increased density will require protected green spaces to ensure livability and will require a focus on walkability as well. We think that increasing density is possible without building high-rise buildings.

Protecting the Town Belt is vital. We need to ensure all residents, and particularly children, can experience the outdoors within the city. We support the policy of having outdoor recreation space available within 600m or a 10-minute walk of every household, as detailed in the Suburban Reserves Plan. We also believe that people should be able to grow their own food, and support an increase in community gardens and/or the establishment of allotments where housing density precludes residential gardens.

Ensuring the enduring provision of council-run social housing is non-negotiable. We demand a non-conditional assurance that the future of Wellington City Council social housing in Newtown and Berhampore is secure and housing stock will not be sold to fund other projects. A wider public discussion should be held on increasing housing stock.

We believe Council should be granting rates rebates to owners who are unable to afford the cost of earthquake strengthening in buildings that preserve context and history. We would also like to see the provision of interest-free loans when rates rebates are not sufficient for the task.

A stronger focus on the effects of climate change is immediately required. We must pay particular attention to predicted sea level rise and begin to mitigate this. Natural hazards are also increasing in severity and frequency, and ensuring our city is resilient from disaster needs to be a priority.

WITHIN NEWTOWN

We think it is important to retain and enhance the limited green spaces in Newtown to make best use of them. Our submission on the Draft Suburban Reserves Management Plan had a number of proposals including increased pocket parks, dog exercise areas and improved access to the Town Belt from Adelaide Road.

We need to place appropriate trees in plots along our footpaths. Many trees that were planted decades ago are now too large and need to be replaced, and trees that died or were damaged have been removed and the plots sealed over. This needs to be rectified. We would like edible planting to be prioritized.

We believe spaces that Council currently own need to remain in Council ownership. Council urgently need to address the toilet facilities provided within Newtown. The one block of public toilets are constantly in poor shape and insufficient for the current population of Newtown.

We recommend improvements to street cleanliness, maintaining the level of service removing tagging and graffiti and increased opportunities for recycling waste.

The maintenance and improvement of walkways, footpath surfaces and guttering is important. We would like to see the brickwork theme completed from Mansfield Street to the John Street area, as per the original consulted on and agreed Riddiford Street Staged Improvement Plans, and a covered walkway from the Newtown Shops to John St developed. Centre islands in busy streets are important and should be maintained and increased. Walkways between streets need better lighting and need hand rails installed, as several are currently unsafe for those with decreased mobility.

We would like attention to improving street lighting in Newtown. We understand that a lighting audit was previously carried out in Newtown and several failings identified, however lighting has not been improved since then, and we would like this rectified.

We need to continue to implement commuter cycleway options between Newtown and the city, as well as investigating and implementing cycleways for recreational cyclists. Parking facilities for bicycles is an important component of this.

We think that investigating ways to limit traffic to the CBD is important, and consideration should be given to having hubs where people can leave their vehicles and use public transport to travel onto the CBD. Service cabling should now be laid underground as trolley buses are being replaced, and the speed limit through the Newtown Shops, Constable St and Daniel St to John St should be lowered to 30kmph.

Parking is a continuing difficulty for Newtown residents and businesses, with much of the on-street parking taken up by hospital staff avoiding paying for parking in the hospital grounds. We understand that when the WCC granted consent for the new hospital it required that the plans include adequate parking. We would like the WCC to take this up with the Capital & Coast District Health Board, with a view to maximising parking on the grounds rather than maximising profit from parking fees.

We wish to establish a well-resourced and effective Community Board for the southern ward areas of Wellington, with emphasis placed on ensuring Community Centres and Community Services and Courses are fully supported and resourced.

NEWTOWN'S CONTRIBUTION to the REGION

Section 5 of the LTP is headed “Reigniting our sense of place.” It speaks of the contribution festivals make to the quality of life in Wellington. For twenty years our Residents’ Association has been hosting the Newtown Festival, and in particular the Newtown Festival Street Fair, which this year had 100+ performances on twelve stages, 400+ stallholders (a third local, a third from the wider Wellington region, and the other third from all over the country) and an estimated 80,000 Fairgoers.

We can affirm that the Festival has greatly enhanced our sense of place and

community and believe that this has spread beyond our suburb. We think it would be appropriate for the LTP to include continued support for staging the Festival and increased support for promoting the Newtown Festival as the popular iconic regional event it has established itself as over the last 20 years. The backing of WCC for promotion is very important for attracting and retaining sponsors for this not-for-profit event.

CONSULTATION

We stress the need for early engagement, rather than just consultation on plans. The Council began its consultation about the Long Term Plan with a meeting with the Federation of Progressive and Residents' Associations in September, and we feel that this was too late. We should have had the chance to start discussing residents' views on the Long Term Plan earlier. We also feel that Council needs to take into account holiday periods when planning consultation periods. We are disappointed that Easter school holidays took up a large portion of the current Long Term Plan consultation period.

We feel that seminars and workshops on aspects of the Long Term Plan should be run with high school and university students, to engage them with determining the direction that Wellington will take and to encourage them to take a stronger interest in the city that they will inherit.

We also feel that Council should provide communities with the resources to develop their own ten-year plans, although communities need to be able to drive these initiatives in ways which work for them and take into account differences between Wellington's suburbs.

We request the opportunity to make an oral submission about the Long Term Plan.

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: For attention of Councillors - 2015 LTP Submission: The Citizenship Trust

----- Original Message -----

> From: Mani Maniparathy (maniparathy@gmail.com)

> Sent: 21/04/2015 2:25 p.m.

> Subject: For attention of Councillors - 2015 LTP Submission: The Citizenship Trust

>

> *Dear Councillors*

>

>

>

> *I am writing to express my support for Councillor Woolf's proposal that Council's 2015 Long Term*

> *Plan includes provision to gift a long term lease on Site 9 at North Kumutoto for the establishment of a Citizenship Centre for New Zealand children.*

>

>

>

> *I believe that the Citizenship Centre:*

>

- *> is a very appropriate use for site 9 on Wellington waterfront;*
- *> will make a valuable long term contribution to New Zealand and to Wellington city; and*
- *> will be appreciated by school children, their schools and parents all over the country.*

>

> *I trust that you will support Councillor Woolf's proposal.*

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>

> *Yours faithfully*

>

> *Mani Maniparathy*

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NZ Climate & Health Council

www.orataiao.org.nz

17 April 2015
Wellington City Council

Submission on WCC's Draft Long Term Plan 2015-2025

Primary contact point for correspondence and feedback:

Liz Springford phone 04 9709 126 or 021 0617 638, email: liz.springford@gmail.com

OraTaiao: The New Zealand Climate and Health Council includes more than 300 senior doctors and other health professionals across New Zealand advocating climate action for important health and equity gains now – and over the decades ahead.

Thank you for this opportunity for OraTaiao to make a written submission on the Council's Draft Long Term Plan. We would also like to make an oral presentation to the Council.

Yours sincerely,

Liz Springford, BA, MPP(merit), Policy Analyst, Wellington
Executive Board Member, OraTaiao: The New Zealand Climate and Health Council

Dr R Scott Metcalfe, MB ChB, DComH, FNZCPHM, Public Health Medicine Specialist/Chief Advisor,
Wellington; Executive Board Member, OraTaiao: The New Zealand Climate and Health Council

Mr Russell Tregonning, MB ChB, FRACS, FNZOA, Orthopaedic Surgeon/Senior Lecturer School of
Medicine, Wellington; Executive Board Member, OraTaiao: The New Zealand Climate and Health
Council

for OraTaiao: The New Zealand Climate and Health Climate Council

www.orataiao.org.nz

1. Changing climate context

- Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service? **Oppose**
- Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'? **Oppose**

OraTaiao welcomes the Council's energy and concern for Wellington's future, and effort to create conversations, involving as many Wellingtonians as possible in this planning process.

OraTaiao strongly supports the Council in planning for a positive future for Wellingtonians – a city that's good to raise a family, where everyone feels welcome and can be part of a community, where it's easy to do business and find good staff, where households can be supported by decent stable jobs that pay at least a living wage, where learning is rewarding and valued, keeping healthy and active is easy, where everyone can have fun and relax, enjoying the arts and the outdoors, and maybe even our wind – these are aspirations to share as a city. The challenge is choosing the right projects to fund at the right level to get there.

Climate wellbeing

OraTaiao strongly opposes funding or supporting in any way those projects that will increase our climate-damaging greenhouse gas emissions. We strongly believe the Council's priority must be creating the infrastructure to support the just transition to a low emissions economy, with particular attention to the most vulnerable households in Wellington. We consider better understanding the implications of climate changes – not just sea level rises and extreme weather events – for our Wellington economy and communities as critical. This will help determine how much financial risk to take with financing new projects over this decade and beyond. At the moment, the Long Term Plan projects seem to be considered within a business-as-usual approach, including rating capacity.

We suggest taking a broader approach to Wellington's future growth, not just relying on gross domestic product (GDP) changes that are simply a measure of money flows, not whether the profits are flowing offshore, nor whether stable living wage jobs are created. GDP was never intended as a measure of city health, wealth or wellbeing, and other measures such as the Genuine Progress Indicator (GPI) have evolved instead. Obviously, climate emissions are another complementary measure in plans to future-proof Wellington.

Why Wellington?

From a climate perspective, taking the pressure off Auckland as NZ's most popular place to move to, set up business, and find a job, could help reduce urban sprawl and transport pressures. 'Why Wellington?' is a question worth exploring – what could encourage moving to Wellington as a positive alternative to Auckland for overseas arrivals, businesses and other NZers? Wellington already has a story worth telling of a welcoming compact city where it's easy to get around and enjoy a diverse range of cultural activities. How can we make our city even more attractive – and ensure that with a growing population, we contain the city, concentrating living close to the centre with people-friendly space to move easily around? How do we encourage movement from Auckland without inheriting Auckland's housing and transport problems? How do we reduce the need for air travel and the consequent wasted hours and high emissions? Could Wellington become a centre of international excellence for teleconference connectivity? Is Wellington an easy city to quickly settle

into, welcoming diversity? What connections do we need to make with businesses and potential migrants to tell our story? Can we play our part in welcoming climate refugees?

Climate changes integral to planning

Although the airport runway and cycleway projects drew the greatest online feedback, we believe the top priority for the Council's Long Term Plan is the project to better understand the implications of our changing global climate. This is urgent – and integral to decisions about the runway extension, cycleways, Council borrowing, rating capacity, and other infrastructure projects and priorities. Climate change impacts on Wellington are likely to be much more than the physical changes of rising seas and more extreme weather events.

We agree with Mayor Wade-Brown's statements back on 16 May 2013: *"Cities rather than countries are taking the lead on climate change issues,"* and *"We need to take a climate change lens to all of Council's activities and programmes."*ⁱ

Climate change impacts more than extreme weather events

Climate changes are increasingly affecting the global economy and society. Climate changes have much wider implications than local extreme weather events – although we already know these can be costly. Much bigger economic and societal impacts on the Wellington region are likely to result from the economic fall-out and heightened conflicts arising from a world struggling with extreme weather events, crop failures, water shortages, changes in disease patterns and resource shortages.

NZ exposed to global economic and security impacts

New Zealand is vulnerable to climate changes both here and amongst our trading partners – we are a small open economy heavily dependent on stable environmental and climate conditions and thriving economies able to buy our products. As the home of NZ's capital city with much of the public service employed here, what happens to NZ's economy affects our region's economy and residents. Looking just at the cost of extreme weather events here misses the interconnectedness and wider implications of our changing climate. That is why better understanding the implications of climate changes for this city, NZ and globally, and how these impacts could interact is critical to making decisions about increasing debt levels and ratepayer liabilities.

Health gains in short and longer term

Climate change has profound adverse effects on human health, which is widely recognised by a number of renowned authorities in health^{1,2,3}. The Lancet, one of world's leading medical journals, calls climate change 'the biggest threat to global health in the 21st century'^{4,5} – climate change certainly threatens our economic and societal wellbeing. Conversely, well-designed climate action means better health and wellbeing in the short and longer term, from helping keep us keep active to warming our homes, and significantly reducing taxpayer-funded health care costs.^{6,7}

Cheaper to mitigate now

Internationally recognised economists Lord Nicholas Stern⁸ and Ross Garnaut⁹ have already established that the cheaper option is to mitigate, adaptation is more expensive and ultimately impossible – there are physical, physiological, societal and economic limits to adaptation. We don't have a choice, we must rapidly reduce emissions as our best chance of securing our region's future.

ⁱ <http://wellington.govt.nz/your-council/news/2013/05/wellington-city-energises-smart-climate-action>

Invest in low emissions infrastructure

The Council decides significant investment in long-lived infrastructure that potentially locks the city into GHG-intensive pathways which will be costly in the long-term (for example transport infrastructure, public buildings and land use choices). This also makes early action with a long-term view a highly cost-effective option. The World Bank notes: *'Decisions taken today lock in the futures of many cities. The infrastructure of 2050 is being built today, yet the world of 2050 will be very different from today.'*¹⁰

Mitigate fast so that we can still adapt

The longer we delay emission reductions the harder it will be to adapt – and less likely that we can reduce emissions in time to prevent severe economic and societal impacts. The bottom line is how to implement major emissions reductions soon enough so that it is still possible (albeit challenging and expensive) to adapt to climate changes. There is a 20-30 year time lag from emissions we release into the atmosphere^{ii,11} – this means the impact of this year's emissions will be experienced by most Wellington residents alive today. In other words, most of us have a direct stake in rapidly reducing emissions.

Future-proof businesses and households

The Long Term Plan must ensure that Wellington plays a fair part in rapidly reducing global emissions. This also means Wellington will future-proof businesses and households as a smart, innovative low-emissions economy, and with careful policy design, enable important health co-benefits for everyone.

A realistic approach to climate changes in this Long Term Plan is essential, including a prudent approach to increasing ratepayer financial liabilities.

Triple mitigation action

We believe the Council's mitigation action must be three-pronged:

- (i) rapidly reducing the Council's own emissions footprint (and using this experience to work with businesses and other organisations);
- (ii) helping create regional infrastructure to support low-emissions living; and
- (iii) actively and vocally opposing all infrastructure, initiatives and investments that will lock in high emissions living and risk escalating emissions regionally, nationally and globally.

Emission reductions globally

The internationally agreed limit is 2°C average global warming. The Intergovernmental Panel on Climate Change (IPCC)'s Fifth Assessment Report released in September 2013^{12,13} presented a global carbon budget of less than half a trillion tonnes till 2050 for a two-thirds chance of staying within the 2°C limit. Public safety planning usually involves better odds than two-third.

Small island states (including our Pacific relatives and neighbours) threatened with eviction by rising sea levels are calling for a limit of 1.5°C average warming. This suggests the preferred global budget is much much lower than a half trillion tonnes. This also reminds us that what matters is the total quantity of emissions. So the faster we reduce emissions, the better. The global atmosphere has real physical limits for a safe and adaptable climate.

ⁱⁱ Perhaps 60% of global warming from emissions occurs within 25 to 50 years (Hansen et al. Science. 2005). Within their lifetimes, people currently aged in their early 30s and younger – some 45% of New Zealanders – may therefore experience around 2/3rds of adverse climate effects from this year's excess emissions.

A global justice approach to NZ emissions reductions

One approach to global fairness is the Greenhouse Development Rights framework^{14,15,16,17}, which aligns with the latest IPCC Fifth Assessment Report¹⁸ and is based on the principle of justice that NZ's (and indeed Wellington's) climate action should not increase world poverty. The GDR results assume that around half NZ's emissions reductions will happen domestically, and half will be offshore reductions funded by NZ. International aviation and shipping emissions are excluded from the calculator.

The GDR Climate Equity Reference calculator (<http://climateequityreference.org/calculator/>) gives various options to calculate 'fair share' including extent of historic emissions (past culpability) and per capita levels of income (current capability). Choosing a mid-range option, plus conservatively limiting historic 'polluter-pays' responsibility to 1990 onwards, and choosing a strong 2°C pathway (good odds – i.e. better than two-thirds – that we limit global warming to 2°C and undefined odds of limiting warming to 1.5°C), the GDR gives NZ a target of 34Mt CO₂-equivalents for 2020.

This appears to equate to a 58% reduction on NZ's 2013 gross emissions by 2020ⁱⁱⁱ – with half the emissions reductions within NZ and half offshore funded by NZ, so NZ needs to plan for a 29% reduction in gross emissions within NZ by 2020.

What's Wellington's share of emissions reductions?

Wellington has shown leadership by developing a Climate Change Plan back in 2010, and updating the Plan in 2013. But there are two key limitations with the base data:

- (i) International aviation & shipping emissions are left out – which for the Wellington region is like Waikato not measuring its dairy emissions. This makes it hard to conclude that although as of 2010 the city's emissions had roughly stabilised at 2001 levels (despite GDP and population growth of 29% and 20% respectively), that Wellington is on the path to a lower-emissions economy yet^{iv}. Given the high emissions impact of international travel and the rise in cruise ships and overseas flights, our Wellington emissions may be increasing substantially, but we just don't know.

International travel emissions were left out of the original Kyoto international treaty^v, but because of international aviation and shipping's disproportionately high emissions and role in our Wellington economy, these need to be estimated and included, even if this is simply halving the arrival and departures statistics to share emissions allocation between Wellington and the overseas destination/departure location. Wellington airport should be able to easily provide this data for the Council.

- (ii) The other limitation is that emissions are measured from 2000/01, not 1990. We understand that data was not easily available for the 1990s. But this later baseline makes it difficult to quickly compare the Council's city targets of 30% reductions by 2020 and 80% reductions from 2000/01 levels with targets that use 1990 baselines (eg GDR's NZ 'fair shares' calculations of 2014's mid-range 44%^{vi} reduction on 1990 emission levels by

ⁱⁱⁱ NZ actual gross GHG-e 2013 = 81.0Mt CO₂e (NZ Greenhouse Gas Inventory 1990-2013 <http://www.mfe.govt.nz/sites/default/files/media/Climate%20Change/ghg-inventory-1990-2013.pdf>), GDR 2020 allocation = 34Mt; required reduction 2020 allocation vs 2013 actual = $(81.0-34)/81.0 = -47 \div 81 = -58\%$

^{iv} <http://wellington.govt.nz/your-council/news/2013/05/wellington-city-energises-smart-climate-action>

^v Likewise, international transport emissions do not appear to be included in GDR 'fair shares' framework, but globally for the small proportion of the world's population who can afford to fly, the emissions impact is big.

^{vi} 49% at NZ's latest revised 1990 66.7Mt from NZ's 2013 Greenhouse Gas Inventory released 10 April 2015

2020^{vii} (49% using the latest NZ 1990 emissions figure of 66.7Mt from NZ's 2013 Greenhouse Gas Inventory) or 2009's 40% emissions reduction on 1990 levels by 2020¹⁶, [Error! Bookmark not defined.](#)⁴⁹ – or indeed NZ's current unconditional commitment to 5% emissions reductions from 1990 levels by 2020^{viii}).

As a rough back-of-envelope calculation, if we assume Wellington's emissions increased at a similar rate as NZ's from 1990 to 2000/01 (we estimate 19.2%^{ix}), this gives a base rate of emissions of 1.10Mt in 1990 for Wellington city.^x Assuming Wellington reduces emissions at the same rate as NZ (although there are potentially good arguments for Wellington doing more), this means the GDR fair shares approach is a reduction of 22% (0.24Mt) within Wellington on its assumed 1990 levels, to reach 865,800 tonnes by 2020 (0.87Mt)^{xi} – the other 22% (0.24Mt) half of the above 44% GDR 'fair share' reduction being offshore funded by NZ. This equates to 34% reduction within Wellington on its 2000/01 levels^{xii} – compared with the Council's current city target of 30% reductions by 2020^{xiii}, with 'fair shares' requiring further 34% of emissions reductions funded offshore, at an unknown cost per tonne, probably by central government. These calculations however do not count Wellington's sizeable emissions from international shipping and especially international aviation which are projected to grow considerably.

Internationally, local government has a critical role in ensuring a successful, equitable and timely transition to a low emissions future and adaptable climate changes. We believe studying international innovations is essential for developing Wellington's future policies and actions – especially studying those cities making serious emissions reductions and/or moving quickly to emissions neutrality. This is an ongoing project well-worth ratepayer funding, and fits with Wellington's involvement in the UN 100 Resilient Cities project (<http://www.100resilientcities.org>).

To some extent, whether the Council chooses to increase our current emissions target for 2020 to a fairer share or not, is probably irrelevant over the ten year life of the Long Term Plan, as in either case, the policy action will be the same. Rapid reduction of gross emissions is needed – and prudence in considering any projects that increase rates without contributing to future-proofing Wellington as a low emissions economy or strengthening vulnerable households. Projects that increase emissions are obviously off the table.

^{vii} <http://climateequityreference.org/calculator/>

^{viii} On the latest NZ Greenhouse Gas Inventory figures released on 10 April 2015 for 2013, NZ 5% conditional reduction commitment on 1990 levels now equates to reducing 2013 gross emissions by 28.5% by 2020. Because of our projected forest harvesting, net emissions become increasingly irrelevant to the point where around 2020, net emissions equal gross emissions, then net emissions exceed gross emissions through to 2025 or so (from graph presented at COP21 Lima late 2014 by NZ Climate Change Ambassador Jo Tyndall – refer Appendix 1)

^{ix} New Zealand's Greenhouse Gas Inventory 1990-2012 (<http://www.mfe.govt.nz/publications/climate-change/new-zealands-greenhouse-gas-inventory-1990%E2%80%932012>) 60.6Mt total GHGe in 1990, 70.9 in 2000, 73.6 in 2001, change 2000/01 vs 1990 = $\text{mean}(70.9, 73.6) - 60.6 = +11.6\text{Mt}$, % change $+11.6 \div 60.6 = +19.2\%$

^x Wellington city GHGe 1.3107Mt CO₂-equivalents in 2000/01 (URS New Zealand Ltd. Greenhouse Gas Inventory for the Wellington Region, 2014. <http://wellington.govt.nz/~media/services/environment-and-waste/environment/files/greenhouse-gas-inventory-web.pdf>); NZ 1990 GHGe 83.9% of 2000/01 ($60.6 \div \text{mean}(70.9, 73.6)$); estimated Wellington city 1990 GHGe = $1.3107 \times 83.9\% = 1.100\text{Mt}$.

^{xi} Wellington city est. 1.1Mt CO₂-e GHGe in 1990, GDR 'fair shares' -44% for NZ by 2020 compared with 1990 baseline (<http://climateequityreference.org/calculator/>) with half funded offshore and half within NZ (ie -22%), $1.1\text{Mt} \times (1-22\%) = 0.87\text{Mt}$ within Wellington emissions target at 2020.

^{xii} Wellington city 1.31Mt CO₂-e GHGe in 2000/01, GDR 'fair shares' 0.87Mt emissions within Wellington at 2020, emissions reduction within Wellington by 2020 vs 2000/01 = $0.87\text{Mt} - 1.31\text{Mt} = -0.445\text{Mt}$, % reduction = $-0.445/1.31 = -34\%$.

^{xiii} For interest, using the assumed Wellington 1990 baseline of 1.1Mt, 80% reductions on 1990 levels by 2050 become 222,000 tonnes by 2050 – which is 83% on 2000/01 levels by 2050 rather than the Council's current city target of 80% reductions from 2000/01 levels by 2050.

2. Airport runway extension

- (3) Should Council take action to improve our international air connections? **Strongly oppose**

OraTaiao strongly opposes the Council helping the airport finance a runway extension. Although we note the Council's Climate Action Plan 2013 outlines intentions by the international aviation industry to reduce aviation emissions over the coming decades, the bottom line is that right now each overseas flight adds enormously to the overall emissions footprint of each passenger. And increasing overseas and domestic flights is the only way the airport is going to be able to repay its share of runway expansion costs – at the cost of much more greenhouse gas emissions.

Aviation causes perhaps near 4%-5% of global warming (through both CO₂, non-CO₂ greenhouse gas emissions, and altitude effects) and aviation GHG emissions will likely double or even quadruple by 2050.^{xiv,19} And it is but a minority of people in the world who can afford to fly.

Comparing emissions numbers

To put this in perspective, we calculate from the region's Greenhouse Gas Inventory's Appendix B that 19% of Wellington City's emissions come from domestic aviation (0.244521 Mt ÷ 1.301739 Mt = 0.18784 for 2012/13). The Climate Action Plan likewise states 18% (for 2009/10). The region's Greenhouse Gas Inventory reports Wellington City's per capita emissions were 6.6 tonnes in 2012/13 (5.8 tonnes in 2009/10, according to the 2013 Climate Action Plan). So for the average Wellingtonian, 1.23 tonnes of their emissions came from domestic flights in 2012/13 (19% × 6.6t). The Greenhouse Gas Inventory does not include international aviation or shipping – the same as if Waikato was to exclude dairy from its emissions calculations.

Planning for rapid emissions reductions for Wellington - or expansion?

The goal of Wellington's Climate Action Plan 2013 is to reduce city emissions by 30% on 2000/2001 levels by 2020, and 80% of 2000/2001 levels by 2050. But at the same time, the Council is proposing to help fund a runway extension that will mean a much greater volume of international and domestic aviation emissions to pay for it – the airport expects passenger numbers to double from 5 million to 10 million per year. This is aside from the considerable carbon costs of runway extension work needed for the larger planes wanted. Although Air NZ has made efforts to reduce emissions and direct flights are more fuel efficient, the bottom line is that each return flight to Hong Kong is 4.0 tonnes per person and Singapore 3.6 tonnes^{xv} – compared with the average Wellingtonian's annual emissions of 5.8 tonnes in 2009/10 which the Climate Change Plan targets to radically reduce by 2020 through to 2050. Yet the emissions impacts of return flights to Singapore and Hong Kong are 12-22 times more than our domestic flights at 0.29 tonnes return to Auckland per person or 0.18 tonnes to Christchurch return. The numbers matter.

^{xiv} International shipping contributes 2% of global greenhouse gas emissions, while according to analysis for the UN International Civil Aviation Organization (ICAO), aviation currently contributes around 2.0-2.5% of current total annual global CO₂ emissions, but says "discussions over such proportions are of limited value. What is important is the total of emissions over time." They project, in the absence of policy intervention, aviation CO₂ emissions alone increasing 2 to 4.5 times by 2050 ("*aviation emissions of CO₂ are projected to increase over 2005 levels of 0,2 Gt C yr⁻¹ by 1.9 to 4.5 fold (0.37 to 0.89 Gt C yr⁻¹) by 2050*"). In addition, with high-altitude flights near or in the stratosphere means non-CO₂ altitude-sensitive effects may increase the total impact on human-made climate change significantly, perhaps close to a 4-5% cumulative effect (ie near 4-5% of radiative forcing). The IPCC has estimated that aviation's total climate impact is some 2-4 times that of its direct CO₂ emissions alone (excluding the potential impact of cirrus cloud enhancement). UK government policy statements have stressed the need for aviation to address its total climate change impacts and not simply the impact of CO₂. See ICAO 2010, IPCC 1999, Environmental Change Institute Oxford University 2005, Owen et al 2010, HMSO 2003.

^{xv} Return flights to Beijing or Los Angeles are 4.5 tonnes per person, Heathrow 7.9 tonnes. source of return flight CO₂ emissions per passenger calculations: <http://www.carbonzero.co.nz/EmissionsCalc/tourismeditor.aspx>.

False economy to create jobs by climate damage

Subsidising high emissions industries (and in the case of airlines, an extremely high emissions industry) in the name of jobs is giving with one hand and taking with the other. Climate changes are bad for our environment-based NZ economy and bad for the global economy (which also means bad for our NZ economy) – and that means bad for jobs, especially in Wellington with public service jobs financed by NZ taxpayers. Climate changes are also worse for those who are already vulnerable – and surely those are the high priority households we want to create decent living wage jobs for? Subsidising industries for jobs is only justifiable for industries that are low or zero emissions – and even then, carefully scrutinised as a sound investment.

Doubtful investment even for climate deniers

Even for ratepayers who are convinced that climate change is not happening and is just a very strange and complicated UN conspiracy, the numbers still don't seem to stack up on this investment. Why isn't a commercial bank lending money if it's such a good financial investment? The runway extension does not have the support of central Government (despite funding other emissions-intensive projects like RONS and off-shore oil exploration).

Airport already at financial edge?

The airport already seems to be pushing the boundaries on how much it can charge for services, and was recently forced to reduce charges (albeit to upper limit of charging) after a Commerce Commission case relating excessive profits. As well as increasing emissions from a much greater tonnage of flights needed to pay for the runway, this may well increase the numbers of Wellingtonians flying overseas and spending their discretionary income offshore, blunting the impact of any increased tourism on admittedly low-wage jobs.

It's not just about size

Air NZ has recently pulled long-haul flights from Christchurch, and there are factors governing airline decisions other than length of runway or Wellington's difficult wind (where extensions will not mitigate hazardous turbulence over Newlands^{xvi}). Ultimately there will be increasing pressure to rapidly reduce international aviation emissions. It's not that long ago since the British government attempted to tax long-haul flights out of the UK to discourage these flights and reduce emissions.

The Council needs to think very seriously about the climate impact, financial liability and physical viability of this proposed runway extension over the decades to come. Globally, we expect to be living in a world by 2050 where annual climate-damaging emissions are close to zero – as does the Council with a Climate Action plan to reduce emissions by 80% by 2050. Building a runway extension, before renewably-powered planes are here, totally undermines the Council's good climate work.

Prime seaside location – for climate changes and rising seas

There are also serious questions about the viability of building any extension out into the tumultuous Cook Strait – we've already seen in the last few years and days, the damage from stormy seas to seawalls and car-parks. Given the lag time of 20-30 years from increasing emissions to climate impacts, these storms will get worse. Estimates of sea level rises are also rising with better modelling and delays in emissions reductions – flooding of the existing runway may be likely before this century ends.

^{xvi} <https://www.niwa.co.nz/publications/wa/water-atmosphere-9-december-2013/fear-of-flying-into-wellington>

3. Healthy transport, healthy city

- (14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys? **Strongly support active and public transport improvements, strongly oppose expansion of private vehicle transport**

Zero emissions transport system?

OraTaiao supports the rapid expansion of active and public transport networks so that more Wellingtonians are able to use their legs and/or share transport for more trips more often. We would like to see ambitious targets set for active and public transport use, together with a rapid move to renewably-powered public transport and provision of a fleet of car share cars in every suburb. We would like to challenge the Council to use this Long Term Plan to move towards a zero emissions transport system by around 2025.

Green light for cycleways ready to build

What that means now is rapid progress towards a safe segregated cycle network across our city. Projects like Island Bay that are ready (or close) to be built should be given the green light. These are important demonstration models for Wellington of what safe segregated cycleways look like, how they work and how they encourage more cycling by a wider range of people. We need safe cycling for both commuters and community cyclists – especially school children. Bike tracks in schools is a great initiative to build confidence, but we also need safe cycling to and from school which increases children's physical activity and independence without crowding the school curriculum.

Support and speed up the cycling revolution

Safer traffic speeds can be introduced now for the CBD and other key routes where cycleways are needed because of high speeds or volume of traffic at peak periods. At the same time, speed up the funding and building of a cycleway network for all Wellington's major routes. On-road cycling in quieter streets can also be made more attractive by careful design, as well as excellent initiatives such as the Lyall Bay Leonie Gill pathway. Perceptions of safety are essential to encouraging more and more Wellingtonians to get active, get healthy and feel great. There's clearly a revolution building as more of our city takes to cycling – the Council has the chance to support and speed this up, by creating a much safer cycling environment for everyone.

An easy and attractive city to live and move around

Looking forward to 2025, what will Wellington feel like? A modern city where people can enjoy walking easily around the CBD, it's easy to get anywhere by bike, families and children enjoy being active, attractive reliable renewably-powered public transport serves most needs of most people most of the time, a car share car is within 5-10 minutes' walk away, there is less private car ownership and use (so less congestion and streets and buildings clogged with infrequently-used parked cars), less physically mobile Wellingtonians are well-supported to move round more easily, and with sensible urban planning, distances between work, home and study are reducing.

Everyone wins from putting public and active transport first

Or will Wellington become more car-dominated like Auckland, with more household time and finance caught up in commuting and car ownership? We have a stark choice in transport planning, which is hidden by the WCC LTP transport question. By basing transport planning around car use, everyone loses – as increasing road space for cars encourages more cars and more congestion over time, space for safe attractive cycling and walking is reduced, and public transport, which depends on numbers for viability and range, is undermined. Conversely, basing transport planning on an attractive, safe, comprehensive network of public and active transport reduces the numbers of

moving and parked vehicles, so that travel by car becomes faster and easier for the journeys when a private car makes the most sense.

Three-way transport action

The Council also has a three-way role in rapidly reducing land transport emissions:

- (i) rapidly reducing the Council's own emissions footprint (and using this experience to work with businesses and other organisations);
- (ii) helping create regional infrastructure to support low-emissions living; and
- (iii) actively and vocally opposing all infrastructure, initiatives and investments that will lock in high emissions living and risk escalating emissions regionally, nationally and globally.

This includes actively and vocally opposing plans to expand roading from Ngauranga to Wellington Airport (including the Basin flyover) and calling for at least some of those funds to invest in renewably-powered public transport and attractive cycling and walking infrastructure. Otherwise, roading expansion simply increases car dependence and undermines the viability of the Council's public transport initiatives.

Actively opposing unhealthy roading expansion

The proportion of NZTA funding allocated to encouraging greater private vehicle use in Wellington far outshadows funding for public transport, walking and cycling. Yet concentrating on public and active transport is the best way to create less car dependence and more road space. Research shows high health returns on cycling infrastructure investment.^{xvii,20} Conversely, we are designing physical activity out of transport systems, creating very real health concerns where around half of adult New Zealanders do not get even a healthy minimum of 30 minutes of physical activity daily, with major costs.^{xviii,21}

Reclaiming Wellington

OraTaiao would like to see the Council work with Wellingtonians to reclaim Wellington transport and create a city that's attractive, active and easy to move around, a city that's more about community than cars. Rather than waiting on NZTA's court battles and years of congestion-causing roadworks, let's look at better solutions for eastern suburb people commuting into the city. Let's trial cheaper fares for the eastern suburbs and see how much we can grow the demand for public transport. Could extra express buses be put on in peak times? What about smaller buses much earlier in the morning and late at night for shift workers? How about guided bike trips round the bays for new cyclists to gain confidence? Could parking charges be reduced in the CBD for drivers who are car-pooling with two or more passengers? Would a traffic light system work at the Wellington Road/Ruahine Street intersection to give drivers confidence and certainty in moving across during

^{xvii} Comprehensive modelling published by OraTaiao members indicates that transforming New Zealand's urban roads over the next 40 years, using best practice physical separation on main roads and bicycle-friendly speed reduction on local streets, would yield benefits 10-25 times greater than costs (Macmillan et al. 2014 <http://ehp.niehs.nih.gov/1307250/>).

^{xviii} A study by the Wellington Regional Strategy Committee with Auckland and Waikato Councils examining the full costs of physical inactivity in their regions indicated that physical inactivity is costing New Zealand approximately \$1.3 billion, or 0.7% of total GDP (2010), including \$140 million in Wellington. The study concluded "Physical inactivity is as serious a risk factor as smoking or obesity in causing a range of chronic diseases like heart disease, cancer and diabetes. Physical inactivity is globally recognised as the fourth-leading cause of death and a global public health priority. Local government plays an important role in motivating and providing the infrastructure for people's physical activity, including providing transport infrastructure, active transport opportunities such as cycling, walking, public transport, walking buses, urban design and land use planning."

peak periods? Most importantly, how about surveying eastern suburb residents about their travel choices, what would make a difference, what are the incentives and barriers for active and public transport?

Demand renewably-powered public transport

Shared transport should be electric transport, renewably powered with zero emissions to run. The timeframe for rapidly reducing emissions, over this decade and the next, means that it makes no sense to buy diesel-powered buses in 2017, even if these are hybrids. Wellington needs a transport system from now on that is renewably-powered and has the capacity to be the spine of our transport system, the main means of transport around most of Wellington. Dismantling the current renewably-powered trolley buses, before a renewably-powered alternative is purchased, is a move in the wrong direction. The Council must be vocal on behalf of Wellingtonians' future transport security.

4. Encouraging industries

- (4) Do you think Council should be supporting the tech sector to stimulate it to grow?
Strongly support
- (5) Do you think Council should be supporting the film industry to enable it to stay local and grow?
Mostly Neutral

OraTaiao supports the Council supporting low/zero emissions industries that are soundly managed, subject to the future rating capacity for finance. The technology sector appears to offer potential for 'weightless' job growth.

5. Smart, resilient and prudent city

- (12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events? **Support**
- (13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights? **Support**

OraTaiao supports smart use of infrastructure and developing greater resilience as a city to cope with adverse events. We also support the use of smart technology that will both reduce emissions and make the city work better for Wellingtonians – ie win-win solutions.

Transport resilience plans

As an example, a potential resilience project could be setting up a rapid alternative transport plan for all the Council's staff, so that when winter storms (or other events) temporarily take the region's trains offline, networks of staff living in similar locations are already set up so all staff and Council vehicles can be fully packed with passengers to get to and from work over the disruption period. This transport resilience plan could include pre-arranged set-ups for some staff to work from home, to stagger hours of work into offpeak, for bikes to be shared effectively, and for some staff to buddy up for longer walks home.

The project learning could be used to actively build emergency transport resilience plans with the major employers in Wellington, and share the approaches online with smaller employers. Wellingtonians are already strongly reliant on public transport which is great – and this would build resilience into our transport system at low cost, help our city run smoothly with less interruption, and avoid the hours of congestion that happen when the trains are offline.

6. Quake-proofing

- (6) Do you believe Council should support private owners with the strengthening of heritage buildings? **Neutral**
- (7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible? **Neutral**

OraTaiao is neutral on these questions, except to note that approaches to climate change mitigation and adaptation should be broadly consistent with earthquake strengthening work with respect to levels of public safety and risk. It may be prudent to also consider the location of buildings to be quake-proofed relative to exposure to known and readily predictable sea level rises and/or extreme weather events.

The extent of quake-proofing cost-sharing may set a precedent for future adaptation cost-sharing with residents and businesses likely to be affected by flooding, sea level rises and extreme weather events (and thus bearing the costs of property repair, repeated repair, and/or retreat, as well as increasing insurance costs).

7. Amenities for Wellingtonians and visitors

- (8) Should Wellington seek to remain the events capital of New Zealand? **Mostly neutral**
- (9) Do you support our plan to provide a new and improved venue for concerts? **Mostly neutral**
- (10) Do you support upgrading sports facilities where need has been demonstrated? **Mostly neutral**
- (11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer? **Mostly neutral**

OraTaiao has a mostly neutral response to these questions. We strongly believe the Council's priority must be creating the infrastructure to support the just transition to a low emissions economy, with particular attention for the most vulnerable households in Wellington.

We do suggest caution around modelling demand from likely overseas tourism numbers, given the very high emissions impact of both international aviation and cruise ships, NZ's location as a long-haul destination, and the urgency in reducing global emissions. Hospitality tends to be low wage work, and we need to concentrate on encouraging low-emissions industries that can pay Wellingtonians living wages and provide reliable hours.

8. Urban development

- (15) Do you support the Council funding and taking action to regenerate inner-city precincts? **Strongly support**
- (16) Do you support our proposal to improve public spaces such as laneways? **Strongly support**
- (17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa? **Support**
- (18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

With a growing population and increasing need to reduce emissions, containing the city, concentrating living close to the centre, with attractive people-friendly spaces to move freely around and enjoy, is a priority.

Appendix One:

Fair Shares Target

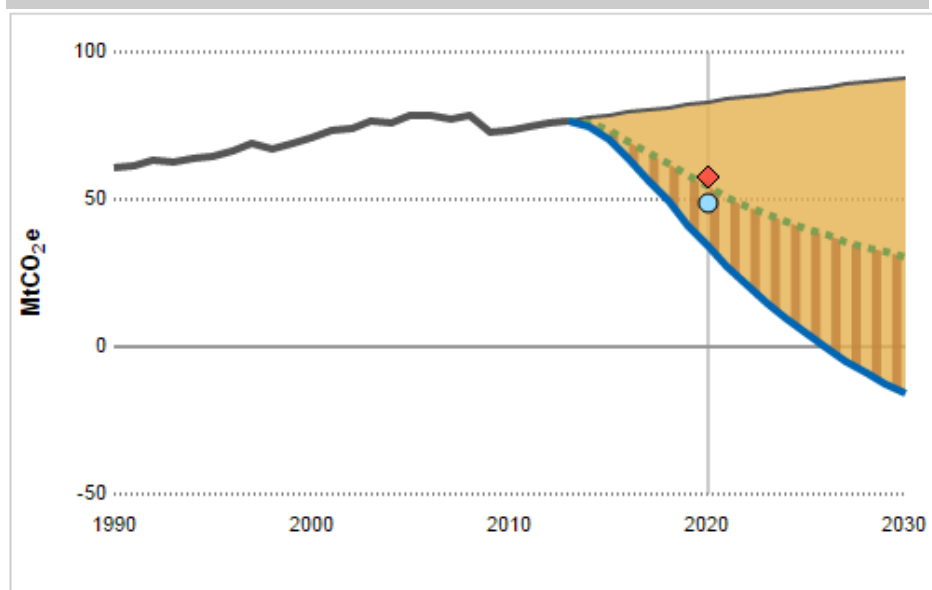
The GDR Climate Equity Reference calculator (<http://climateequityreference.org/calculator/>) gives various options to calculate 'fair share' including extent of historic emissions (past culpability) and per capita levels of income (current capability).

<http://climateequityreference.org/calculator/> for New Zealand (at July 2014)

Country/region report in 2020 for New Zealand

Mitigation obligation and pledges

New Zealand baseline emissions, projected to 2020		83 MtCO ₂ e
Global mitigation requirement below baseline, projected to 2020	(A)	19,773 MtCO ₂ e
New Zealand share of global Responsibility Capacity Index in 2015 to 2020 period	(B)	0.25%
New Zealand mitigation obligation, projected to 2020	(A × B)	
as tonnes below baseline		49 MtCO ₂ e
as tonnes per capita		10.2 tCO ₂ e/cap
as percent below baseline		59%
as per-capita climate tax (assuming global mitigation and adaptation costs = 2.0% of global GWP)		\$908
New Zealand 1990 emissions		61 MtCO ₂ e
New Zealand emissions allocation, projected to 2020		
as tons		34 MtCO ₂ e
as tonnes per capita		7.1 tCO ₂ e/cap
as percent of 1990 emissions		56%
as percent below 1990 emissions		44%



settings

Global mitigation pathway: Strong 2°C pathway	Responsibility weight: 0.5	Development threshold: \$7,500
Progressive between thresholds: no	Luxury threshold: \$100,000	Mult. on incomes above lux. thresh.: 1.0
Include land-use emissions: no	Include non-CO ₂ gases: yes	Include emiss. embodied in trade: no
Cumulative since: 1990	Mitigation cost as % GWP: 1.0%	Adaptation cost as % GWP: 1.0%
Use mitigation smoothing: yes	Kyoto adjustment: none	Emissions elasticity: 1.0

graph key

<p>Baseline Emissions</p> <p>GHG emissions baselines (these are "not" business-as-usual pathways) are calculated as counter-factual non-policy baselines. The method is convergence from recent historical growth rates to long-term (2030) growth rates from the projections of McKinsey and Co. (Version 2.1). CO₂ from land use is projected constant at 2005 levels. GDP estimates are taken from IMF (WEO2013) through 2018 and converge to growth rates from McKinsey and Co. in 2030. See Sourcing and normalization of GDRs emissions baselines for details.</p>
<p>GDRs "fair share" allocation</p> <p>National allocation trajectory, as calculated by GDRs for New Zealand using the specified pathways and parameters. The mitigation implied by this allocation can be either domestic or international – GDRs in itself says nothing about how or where it occurs.</p>
<p>Domestic emissions</p> <p>An example domestic emissions pathway for New Zealand, one that's consistent with the selected parameters. This pathway is not fundamental to the GDRs effort-sharing framework, for while GDRs assigns each country a mitigation obligation, it does not specify how or where that obligation should be discharged. However, as a guide to thought, all countries are given a domestic emissions pathway that is consistent with an overall global cost-minimization strategy. That is, domestic emissions in all countries drop at the same rate as the selected global mitigation pathway, relative to national (policy-free) baselines. For more information, see On domestic action in a global crisis.</p>
<p>Domestically-funded mitigation</p> <p>Mitigation funded by New Zealand and carried out within its own borders. The fraction of a country's mitigation obligation that is discharged domestically is not specified by GDRs, but is rather a result of the international cost and mitigation sharing arrangements that it chooses to participate in.</p>
<p>Mitigation funded in other countries</p> <p>Mitigation funded by New Zealand and carried out within other countries. The fraction of a country's mitigation obligation that is discharged in other countries is not specified by GDRs, but is rather a result of the international cost and mitigation sharing arrangements that it chooses to participate in.</p>
<p>Unconditional Pledge</p> <p>Emissions consistent with New Zealand's pledged emission reductions not conditional on other countries' actions.</p>
<p>Conditional Pledge</p> <p>Emissions consistent with New Zealand's pledged emission reductions conditional on other countries' actions.</p>

The Council may wish to plan for a much higher level of emissions reductions by 2020 (and beyond to 2050) than the NZ average. The specialised, urban nature of Wellington means that we could take a greater share of emissions reductions both because it is easier for an urban area to do so and because Wellington benefits from rural activity in other regions. Relatively, it is easier to reduce emissions in urban areas compared to rural (for example, enabling most residents' travel either actively or on all-electric urban transport).

The greater difficulty of reducing emissions in rural areas is relevant to Wellington (and consequently a case for Wellington taking a greater share of emission reductions) because of the high interdependence of Wellington with the rest of NZ. In particular Wellington's public service, education and health work-force depend on export earnings from other regions to fund our employment. These specialised services in turn create secondary employment in our city.

To some extent, whether the Council chooses to continue with the current emissions target for 2020 or increase our ambition to a fairer share, is probably irrelevant in the short term, as in either case, the policy action will be the same. Rapid reduction of gross emissions is needed.

We have concentrated on gross emissions rather than net, because Wellington needs to become a smart, innovative, low-emissions economy. To create a low emission economy we need to focus on ways to reduce gross emissions rather than on ways to continue to emit and then grow trees to absorb those emissions. In some ways, NZ's forestry (which has previously absorbed much of NZ's gross emissions, leading to a much lower net total) has slowed NZ progressing to a 21st century economy with low emissions infrastructure.

This is quickly changing as our forests reach the time of harvest and new plantings have slowed over the last seven years or so – in 2013 the rate of harvesting doubled new planting. Harvesting is forecast to peak in 2025 when NZ forestry becomes predominantly a source of emissions too, rather than previously a buffer^{xix}.

^{xix} Regional forestry planting and harvesting plans are critical over the coming decades. Much of NZ's plantation forests are increasingly due for harvest with peak harvesting around 2025 where forests become another source of NZ emissions and abruptly increase NZ's already high per capita emissions even higher to around 90 million tonnes – almost 50% higher than 1990 levels.

To quote the Regional Council's draft Climate Change Strategy: *'Local governments have to deal with the problem as it's on their doorstep – whether there is global agreement between national governments or not.'* Delayed mitigation action in Wellington will contribute to even greater need in Wellington for adaptation action.

Delayed mitigation action in NZ with increasing gross emissions since 1990, an Emissions Trading Scheme that has locked in existing high emissions practices, encouraged new coal-powered milk-treatment plants and discouraged forestry planting by a virtually zero price on emissions, and economic expansion based on new fossil fuel extractive industries, has put even greater pressure on local government to act decisively and quickly.

Central government context

Central government is expected to table New Zealand's Intended Nationally Determined Contribution (INDC) by June this year in preparation for the 2015 United Nations climate change conference (UNFCCC 21st Conference of the Parties (COP21)) in Paris during December to negotiate a global treaty on climate action beyond 2020. The INDC will show how NZ will play its part beyond 2020 in reducing global emissions quickly enough to limit global warming to the internationally agreed limit of 2°C. Details will be available in coming weeks as to the precise timeframe and public consultation process.

According to central government officials, there are three objectives for NZ's INDC:

- (i) credible domestically and internationally
- (ii) costs are managed to economy and society
- (iii) NZ is guided over the long term to a low emissions future.

Furthermore, the NZ delegation stated during COP20 in Lima late last year that NZ intends to meet our target of reducing our emissions by 5% on 1990 levels by 2020^{xx}, and will develop a carbon budget for the period of 2013 to 2020.

During October this year the IPCC secretariat will evaluate the total impact of the INDCs tabled by the world's nations to determine whether these will sufficient to limit global warming to the international agreed 2°C limit. Other agencies are also likely to assess the warming impact of the INDCs as nations table these over this year. This means we will have independent evaluation of the adequacy of NZ's INDC to be tabled in June.

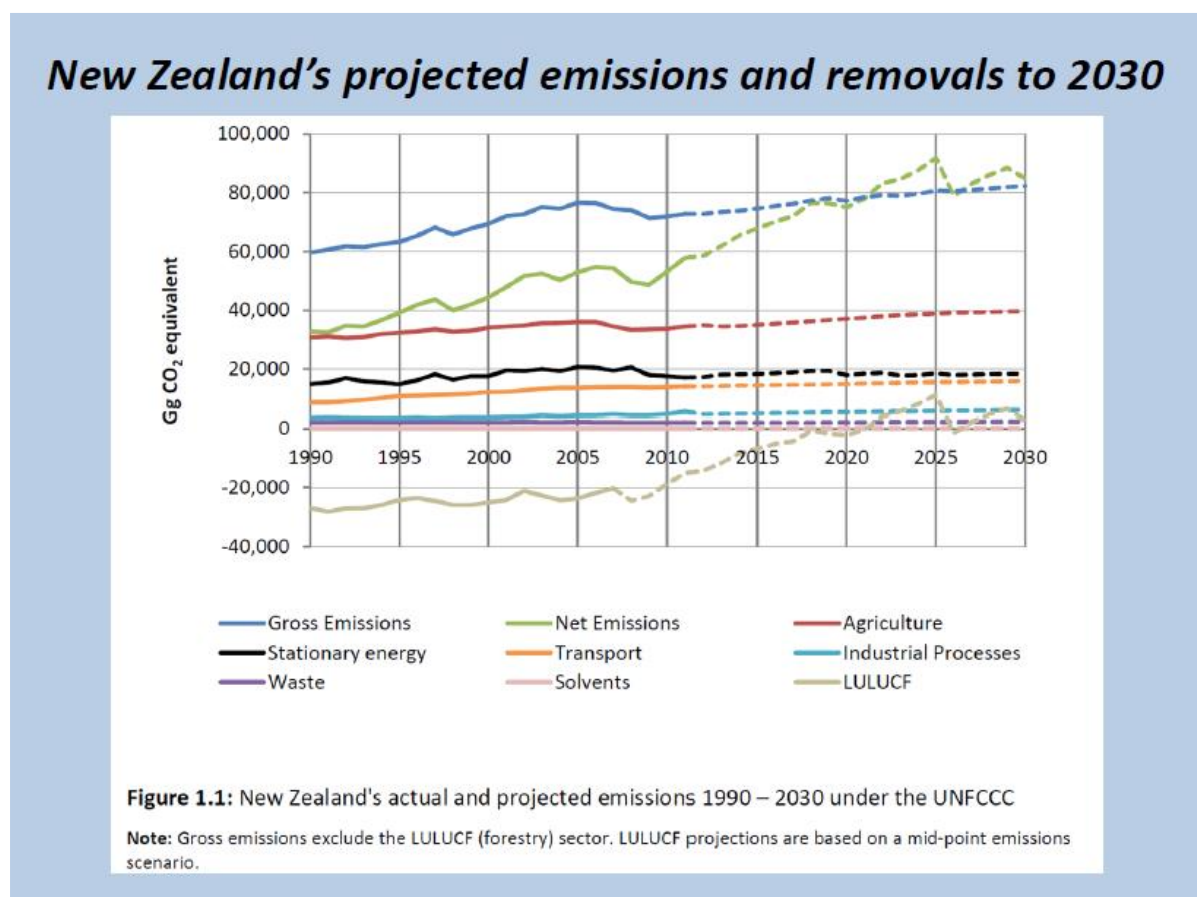
To repeat the words of GWRC's draft Climate Change Strategy: *'Local governments have to deal with the problem as it's on their doorstep – whether there is global agreement between national governments or not.'* We don't know how ambitious NZ's INDC will be, nor whether COP21 in Paris this December will reach an agreement capable of at least limiting global warming to 2°C in time – although global momentum is building for COP21 to be the breakthrough with significant moves already by both US and China, and INDCs covering half the world's emissions have already been tabled.

What we do know is that the sooner the Wellington region moves to zero net emissions, the better our future will be economically and socially. We also know that a managed transition which shares the changes will be better for our region, than an abrupt lurch to slash emissions because further delays have forced a faster rate of change.

^{xx} The delegation noted that NZ's population has already increased by 30% since 1990. But the key to limiting climate changes is the quantity of emissions over time – atmospheric physics is oblivious to the emissions intensity of our economy, population changes, or other factors we are tempted to label as 'exogenous'.

NZ's projected emissions and removals to 2030

Slide 19 NZ's projected emissions and removals to 2030 from NZ Climate Change Ambassador's Presentation at COP20 Lima 2014 <http://unfccc6.meta-fusion.com/cop20/events/2014-12-08-10-19-first-working-group-session-of-the-multilateral-assessment-under-the-international-assessment-and-review-process-part-3/new-zealand>



Source: Multilateral assessment: New Zealand. NZ Climate Change Ambassador Jo Tyndall presentation to COP20 Lima, December 2014, slide 19.

http://customers.meta-fusion.com/wcm/141201_5020_UNFCCC_COP_20_Lima/download/20141208_1000_03_NZ_multilateral_assessment.pdf

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21 April 2015

Freepost Wellington City Council
Long-term Plan
Wellington City Council
P.O. Box 2199
Wellington 6140
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Re: WCC Draft Long-term Plan 2015-25

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

The Architectural Centre broadly supports the 10 year plan, and notes that it is great to see the council aiming to activate a number of projects which have been on the backburner for some time such as the Chinese Garden and Adelaide Road development. We strongly support Wellington having a bold plan and an ambitious plan (p. 3), but think that there is scope in the Draft Long Term Plan to be bolder and more ambitious. Why are we not aiming to be a carbon neutral city? Why not light rail? Why not a bilingual city?

We have the following comments to make, the numbering being aligned to the council consultation document:

He pai te tirohangā ki nga mahara mō ngā rā pahemo, engari ka puta te māramatanga i runga i te titiro whakamua (p 2)

We note that while the document begins with a whakatauki and includes a second one on p. 21 (Kāhore taku toa i te toa takitahi, he toa takitini), there is no other acknowledgement of mana whenua or how Wellington might develop and strengthen its cultural depth and Treaty engagement. Given we are the capital city, and the representative of the Crown lives at our Basin Reserve, we surely have particular national obligations. Even bilingual street signage would be a start. Should council facilitate Wellington as a bilingual city in its built infrastructure? Development in planning regulations to better facilitate papa kainga might be another area the council could lead innovation in. There are numerous cultural issues which are relevant to a number of the projects proposed. How are, for example, mana whenua represented in the redesign required for the strengthening of the Town Hall?

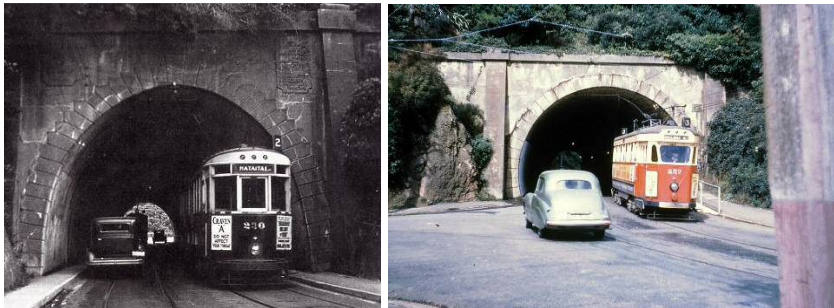
Stronger Economy

We note the desire to "make all residents more prosperous" (p. 7), but are also aware that frequently such plans end up focusing on the wealthy and assume a trickle-down effect, made popular in the Reagan-era, but which is yet to come to fruition. Our concern is less that Wellingtonians become more prosperous but that we collectively ensure that a minimal quality of life is assured in our city. This will not only be socially responsible but surely encourage people to take risks, innovate and be entrepreneurial. Region-wide adoption of the living wage, increased social housing and associated support structures, the reduction of homelessness, and addressing the issues that have recently lead to begging on our inner-city streets, seem to be important ones from a civic economic perspective.

1. Airport runway extension

The recent news that no airlines are considering long-haul flights from Wellington may well be linked to their lack of desire to pay Wellington airport for the idea through airport levies, but it also questions why - if such a public statement is made - should ratepayers contribute to funding this? As important is any potential adverse effect an extended runway might have on the current activity amenity of Lyall bay - particularly on surf and wind conditions. Surfing so close to town is something to be treasured.

Rather than spending money on the runway extension, we would more strongly support the council's earmarked contribution of \$90 million to be diverted to funding light rail (LRT) infrastructure, which if added to the amount set aside for BRT (by WCC, GWRC and NZTA) must largely meet any additional LRT cost. We understand that LRT through tunnels in other parts of the world does not require a separate dedicated tunnel, and it is largely the decision to build a separate tunnel for LRT, which makes LRT economically unpalatable. While we know that Wellington is special, we are surely not that unique. We understand that a coastal route to the airport would be an equally valid (and more picturesque) option.



Trams (and cars) in Wellington



Vittoria tunnel, Naples, Italy.

We also raise the question of any resource consent process regarding any proposed extension, and suggest that there is an inherent conflict of interest, when council funds a project for resource consent, and we ask that - if this goes ahead - that council must distance itself from any resource consent application process, appoint an independent commissioner, and accept their recommendation.

2. Central City Tech Hub (p. 26)

The Centre supports the idea of a Tech Hub, but given the proposed public funding (\$5m: \$500,000 per year) suggest it meet certain obligations of community engagement, and link to the wider cultural community. A minimum number of community-related and suggested Creative Commons projects could be the condition of this funding. Are there opportunities for collaborations in the arts community (e.g. City Gallery, Museum of Wellington, National Library, Ngā Taonga, and Te Papa) for tech-projects? There are no doubt potential projects related to innovative transport ideas to effect greater use of sustainable options; Climate Change seems to provide another area where technology and social good might be effective.

3. Revitalising the inner city (p. 28-29)

We support the growth spine and targeting residential development along public transport routes. We similarly strongly support redeveloping the city end of Adelaide Road, and have in other submissions noted the success of London's Barbican (which includes high-density housing, an arts centre, and Roman and medieval ruins on an incredible site of well-designed public space) as a model for Adelaide Rd.



We similarly support the redevelopment of Kent and Cambridge Terraces, including increasing high- and medium-density housing and mixed-use projects. Design competitions for potential sites would be a good way to further public discussion regarding both of these precincts.

We support the establishment of a Wellington Urban Development Agency (WUDA). Possible outcomes might include the council acquiring the Swan Lane carpark for an inner-city park. We would expect such an agency would have a close working relationship with local community groups, and to especially have an emphasis on advancing projects which support our capital city status. We suggest the inclusion of "public and sustainable" in one of the stated benefits of the agency (i.e. "focus growth in targeted areas with strong [public and sustainable] transport links and infrastructure").

We also wonder if a broader remit is required if this agency really is to be a "catalyst for inner city regeneration," more specifically that the agency work on increasing Wellingtonian's participation in civic processes (e.g. council consultations and local body elections), because civic involvement is no doubt a critical aspect of civic vitalisation. This might also suggest that such an agency include specialist lobbying of central government to achieve, for example, tax rebates on earthquake strengthening of heritage buildings, regulations to allow for congestion charging, NZTA funding of light rail, and better political support structures for long-term social housing in the city.

We strongly support earthquake strengthening, especially of heritage building, as an economically-beneficial activity, but we note that while heritage retention is

associated with economic benefits, these do not accrue to the building owner. Such strengthening also improves the resilient future of our city. So, in answer to your question on p. 29, yes, ratepayers should support private building owners to protect local heritage because the financial returns on earthquake strengthening are proven to return to the community not the building owner.

However, we do not consider \$1 million fund for heritage strengthening sufficient, in fact it is pitiful, especially when a longer runway (which airlines don't want) gets \$90m, and a film museum is given \$30m. We support the council being proactive in this sphere, including in the maintenance and strengthening of its own buildings.

4. Town Hall

We support earthquake strengthening the town hall. Council needs to be a leader in earthquake strengthening. Equally the embarrassment of the Basin Reserve's Museum Stand, which has suffered due to lack of council maintenance of the building over many, many years, is deserving of earthquake strengthening.

We also support the proposal to rethink Civic Square, including the ""opening up" of building ground floors so that cafes and shops can open on to the square, and people can more easily see into the square from surrounding streets" (p. 30).

We appreciate the intentions regarding "[m]aking more efficient use of Council office space - reducing space to current benchmarks" (p. 30), but we are also conscious of the stress of local council public service. The high frequency of restructuring (we are thinking particularly of the heritage and urban design and planning teams who have suffered from multiple restructures in the last decade) disrupting work security and causing low moral, when staff just want to focus on working for our city. We plea that the council look after its workers. Happy council workers will mean a happier city. These are the people whose patience is tested everyday by us the public, and who are the true guardians of our city's culture, sustainability, and built environment. Please treasure them.

5. Public space improvements

We support an increase in cultural events and cultural infrastructure. We generally support the council's intentions regarding the development of laneways, and strongly encourage the mapping of these in the CBD and inner-city suburbs, as well as ensuring those laneways not on public land are covered via easements to protect against them being built on. Such a mapping would likely identify potential routes for an inner-city shared space network facilitating cycling and walking. We caution though against the wholesale gentrification of lanes (p. 33), and stress the need for variation (including different design firms) to be prioritised.

We support pop-up activities and encourage connections with cultural institutions such as design and architecture schools (such as VUW, Massey, Whitireia and Weltec), theatre, film and dance schools (e.g. Toi Whakaari, the NZ Film and Television School), and groups such as the Wellington Civic Trust and the Architectural Centre. Instituting a prestigious annual awards, recognising our built environment would be also key. This event should involve built-environment organisations such as the Architectural Centre, the Wellington Civic Trust, Wellington Sculpture Trust, and VUW School of Architecture, and the local branches of national organisations such as the Historic Places Aotearoa/Historic Places Wellington, IPENZ, NAWIC, NZIA, NZILA, NZIOB, the NZ Planning Institute etc. to each present and fund an award, and have representation on the organising committee. Residents' Associations could judge the best intervention or community event in their specific suburb. No doubt this would be a job for the newly created WUDA.

Regarding the proposed Chinese Garden (p. 33), we are conscious that this waterfront location requires a robustness in design, and we consequently encourage less of an organic focus on this garden (i.e. more water and rocks, and other spatial structures, with the occasional v. robust plant). We assume that the garden will be open to the public and not closed off and charged for, like the Dunedin Chinese Garden is.

6. Liveable Communities

We have made separate submissions for the medium-density housing proposals for Karori and Tawa.

7. Venues

We support a Wellington Convention Centre along the lines of our previous submission regarding this, that is contingent on world-class public transport links with the railway station and airport. We see LRT as an important aspect of this.

We also support the development of a Basin Reserve master plan, but encourage the council (and Basin Reserve Trust) to be driven by what is good for the Reserve rather than a defensive strategy to mitigate against potential transport projects. We are embarrassed that the council has for so many years neglected this part of the city, the 1924 pavilion being an example of this neglect due to a lack of basic building maintenance. The council needs to lead in issues of maintenance so it is taken seriously when it requires private building owners to maintain building stock, and when Council advocates for the earthquake strengthen of privately-owned buildings. We encourage the council to run a design competition to provide options for the rethinking of this Museum Stand building. Its interior has good spaces, especially the entrance, and it has been a strong presence within the grounds for almost a century.

8. Wellington's culture

The proposal for an International Film Museum is an ambitious project and will need to rely on much more than Peter Jackson's private film collection to have international credibility. Advice from and association with Ngā Taonga will be critical to its success, as will an association with international film archives. Given the substantial public funding (\$30m) it must be guaranteed that core parts of the museum are free to residents.

We believe that there is potential for the Ocean Exploration Centre (p. 39) to make a much more important contribution. The Draft Long Term Plan refers to developing a hydraulic model (p. 41) to better understand climate change challenges and real-time stormwater monitoring. The broadening of the Ocean Exploration Centre to include sea-level changes and the impact on our built environment (as well as our impact on climate change) could significantly increase the value of this proposal. We support council investment in this, if its remit is larger, to become a public exhibition centre which includes a climate change agenda, with links to the VUW Climate Change Institute. Such a venue would also support GWRC's aims to better understand climate change and a joint regional initiative in Wellington would be nationally significant.

Stormwater is another related aspect, which also negatively impacts on the sea. Real-time anything is exciting, and a public interface in the Ocean Exploration & Climate Change Museum for council initiatives such as the real-time stormwater monitoring and hydraulic model would increase public understanding of related issues. We also encourage the council to further develop its Water Sensitive Urban Design Guide with a strategy to increase our city's permeable surfaces, reducing the volume of stormwater discharged into our streams, harbour and coastal waters. Encouraging more rainwater collection and use in buildings, as well as greywater

systems for toilet flushing, is another important aspect, and will increase our post-disaster resilience. Demonstrations of such systems would no doubt be a winner at the Climate Change Museum. We also strongly support the revision of the District Plan regarding areas vulnerable to rising sea levels, in order to support managed retreat mitigation.

9. Environmental and Social Outcomes

(see 8 for comments regarding stormwater and climate change)

Being the city with the highest use of public transportation in Australasia is nothing to write home about, as it is a relatively low achievement. We should be aiming to be comparable with the best examples of cities in the world, rather than just Australasia where car-culture is rife. The Architectural City encourages the council to be much, much, more ambitious regarding sustainability. Let's become NZ's first-carbon-neutral city to start off with.

10. Streets

We support wifi car parking sensors (p. 42) if their implementation occurs with a parallel reduction of car parks. Greater efficiency will mean we need less carparks to achieve the same level of service. Increasing carparking efficiency will increase car use so reducing car parks will be important. There are also technological possibilities to manage congestion (linked to congestion charging, and reducing the number of single occupant vehicles). We strongly support these but also only as a mechanism to increased road space for PT and cycling, while maintaining, or reducing, space for the private car.

We support the progressive installation of LED street lighting (p. 43), but caution that such environmental strategies also need to account for the embodied energy of the existing infrastructure, not just operating energy. It may be more energy-efficient to retain the existing infrastructure for a number more years on this basis.

11. Transport (p. 44)

We agree with the council that the city is "currently supporting private vehicle transport more effectively than other modes such as buses or bikes" (p.44). We encourage council initiatives to reduce single occupant cars, and propose the banning of single occupant cars in the CBD (with taxis being an exception). We note that council considers that the "city's narrow and winding streets mean that some road and/or footpath space must be reallocated. This may ultimately mean prioritising cycle lanes or cycle parking over on-street car parking in some areas" (p. 44). We think the council ought to be bolder and evaluate which streets (with or without car parking) ought to become cycling-priority streets. These could be designated by, for example, a different road surface colour and consist of a parallel network to car-priority roads.

We also encourage the council to implement cycle parking infrastructure in all suburban centres, as well as more facilities in the CBD. We consider that a cycle way through the CBD is a highly urgent priority for commuter cyclists. The waterfront is not suited for this purpose due to high levels of commuter pedestrian traffic.

It is stated that "One of our top priorities will be to find a solution to the Basin Reserve traffic congestion in a way that supports smoother traffic flows while meeting community aspirations" (p. 45). We consider that implementing bus priority (e.g. through traffic light priority) is an urgent and important initiative along this route.

In addition to prioritising LRT, we also strongly support the council developing transport models for sustainable modes, specifically pedestrian, cycling, e-bikes, motorcycle, and taxis - to the same level of sophistication as the current traffic models. We consider these are key to improving decision-making around transportation and we include taxis as an important vehicle group to understand, as reducing car ownership will be key to shifts to a sustainable transport future.

We attach our submission to GWRC on their Draft RLTP, which includes a number of issues relevant to WCC and transport in both Long Term Plans, and was written with this plan in mind, and with an awareness of the overlap of some transport areas between WCC and GWRC.

Thank you for this opportunity to comment on the WCC Draft Long-Term Plan 2015-25. If you have any questions please do not hesitate to contact me.

Yours faithfully


Christine McCarthy
President, Architectural Centre
arch@architecture.org.nz

(Attachment: Architectural Centre's GWRC RLTP submission)

1020



the architectural centre inc.
PO Box 24178 Wellington

20 February 2015

Draft RLTP Submissions
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Re: Draft Regional Land Transport Plan 2015

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We acknowledge that these transport issues are the concern of both GWRC and WCC, and so have cc-ed in the WCC mayor (Celia Wade-Brown) and WCC transport portfolio leader (Andy Foster) into this submission.

We generally agree with many of the issues raised; but not all of the conclusions generated. We make the following recommendations and comments, organised in accordance with the NLTF activity types:

POLICY FRAMEWORK, CORRIDOR STRATEGIES, NETWORK PLANS, OTHER ACTION AREA [pp 11-130]

A. Other Activities

1. Lobby government to create a new categories/activity type in the National Land Transport Fund of "Active Modes" at the same hierarchical level as "Local Roding," "State Highways," and "Public Transport."
2. Advocate for walking and cycling to be allocated a higher share of the National Land Transport Fund (NLTF).

Cycling

3. Prepare a costed urban cycling network plan/s (including priorities, and network hierarchy), including an e-bike (and motorbike?) strategy (p. 104) to complement the council existing cycling policies.
4. Design and implement a CBD cycle network for Wellington. This could be a shared (walking/cycling) space network, but must address the current difficulties cycling through the Wellington CBD **[C1]**
5. Replace one car lane in each direction along the Wellington waterfront (Wakefield St to Waterloo Quay) with a generous cycle lane.
6. Work with WCC to mandate bike parks and showers in work places.
7. Provide rental bikes (preferably free for the day) at the Wellington Railway Station (as well as secure bike parks at train stations, p. 106)
8. Increase the capacity of trains and buses to carry bikes; and guarantee their carriage (rather than the current "first come, first served" approach on trains and lack of facility on buses (pp. 101, 106))
9. Replace car parks with bike parks and rental bike stands (E7/8)
10. Complete the Te Aranui o Pōneke/Great Harbour Way between Wellington City and Hutt City (via Ngauranga) (p. 53)
11. Fix Karo Drive so cyclists have a continuous bike lane (i.e. not interrupted by kerbs/roads); shared paths only work when they don't cross roads **[C2]**

Walking

12. Complete the Te Aranui o Pōneke/Great Harbour Way between Wellington City and Hutt City (via Ngauranga) (p. 53, 94)
13. We support the aim to address insufficient pedestrian crossing facilities and commend the council for identifying locations of these so they can be addressed (p. 94). We would also include the Onslow Rd intersection on the list of "lack of safe and direct pedestrian crossing points." With the removal of the 43/44 bus loop as proposed, residents of lower Onslow Road and associated streets will need to walk to and cross Hutt Road to take buses. There is currently no ability for pedestrians to do so safely. **[W1]**
14. Connect Garrett Street to Victoria Street as a pedestrian/cycle thoroughfare.

Travel Demand Management (TDM)

15. Invest in regional and cities PT, cycling and walking transport models to better understand these modes and how to increase their mode share. **[TDM1]**
16. Actively discourage private car ownership, and promote car co-ops, car rentals, taxis, public transport, cycling and walking as replacements for private car travel (e.g. lobby to increase registration costs of private cars). Set specific targets (with timeframes) related to reducing car ownership.
17. Lobby central government to require all schools to have a school travel plan, and establish specific targets related to walking and cycling (c.f. p. 40, 129) (<http://www.stuff.co.nz/motoring/news/9974512/School-holidays-cut-Auckland-commute-times>; <http://www.3news.co.nz/nznews/len-brown-puts-focus-on-school-traffic-congestion-2010092815#axzz3PuA2elzY>; <http://schoolrides.blogspot.co.nz/2011/02/congestion.html>). Set targets to increase the use of walking, cycling and PT by schools students.
18. Include working with local businesses and workplaces regarding flexible working hours for employees in E3 (p. 45, also p. 129)
19. Increase the cost of car parking, and progressively limit inner-city car parks, make car parking inconvenient (p. 128). Convert carparking buildings into affordable apartments and social housing.
20. Work with WCC to: (i) encourage communal parking/garage facilities in developments as this is more efficient (in terms of both space planning and energy-use); (ii) facilitate alternative uses for existing garages (e.g. encourage existing to be remodelled as suburban apartments); (iii) review residents' parking on-street provisions where there are existing off-street parks in inner-city suburbs. Residents' on-street parking should only be available to households without existing off-street parking; and (iv) exclude parking provision on the ground floors of apartment developments in accordance with good urban design practice regarding active edge design. Related to these issues of parking design and provision, we commend the WCC for its removing the requirement to provide carparking in apartment developments. While this initiative occurred a number of years ago, it is an important and progressive aspect of our building regulations.
21. Make Wellington a net zero-emissions city and region (including a measure of embodied energy).
22. Targets should not be constrained by "expected future scenario" (pp. 40, 41) reliant on trends not proactive strategy and action. Setting targets to match what is likely to happen regardless of action is unimpressive.
23. We recommend that it is noted in I11 (p. 44) that the economic impacts (including health and environmental economic benefits) of new major transport projects need to be *comprehensively*, rather than narrowly, evaluated.

Urban design

24. Respect the built environment when making infrastructure changes, whether implementing bus priority systems or motorways, or road widening. Wellington's unique character and qualities shouldn't be ill-affected by out-of-scale infrastructure, undermining the appeal of the inner city neighbourhoods

as places to live, work and walk through. This is not to say that we are opposed to all infrastructure proposals, but that some places cannot accommodate large scale infrastructure - smarter thinking about how space and time can be used is sometimes needed. Capacity and efficiency are not simply about more space, for example: information technologies can also increase transport efficiencies through information sharing (pp. 128-130), TDM can produce more efficient mode share (pp. 125ff), tidal flow lanes can make more use of road space (p. 128). Sophisticated transport modelling of all modes is needed, and may need to be better developed for active modes and PT.

25. Land use relationships to transport are not restricted to the ideas underpinning the transport spine (i.e. the ambition to co-locate high density housing and centres of employment with public transport) (pp. 128-129). Increase roading efficiency has land use implications because this encourages urban sprawl. Specifically there is a well established international average of 30min commute time; faster journey times do not result in reduced travel time (and so efficiency), but rather they encourage people to buy cheaper houses further out, because people can travel further in 30 minutes. This is to say that compact urban form is dependent on an inefficient transport infrastructure at this threshold. We consequently strongly encourage the council to document and maintain a consistent 30min travel radius for private car commuting from the CBD.

B. Public Transport

1. Implement an integrated ticketing system now (p. 78). It is embarrassing that this has not been done. It is incomprehensible that transfers are not automatically implemented in Snapper cards, surely within the bus system to achieve this is a matter of programming (and perhaps negotiations between competing transport providers), rather than a difficult technical issue or needing supply of physical infrastructure of any kind. We consider this to be an extremely high priority and must include a daily cap on expenditure for users, and an automatic 2 hour intermodal transfer.
2. Advocate for public transport to get a higher share of the land transport money.
3. Price PT to reflect the public good of its de-congestion benefits (We have the highest and least subsidised bus fares in NZ (<http://www.stuff.co.nz/dominion-post/news/wellington/10090979/Bus-fare-rise-ruled-out-as-patronage-increases>)). We note, with respect to PT fares, that consideration of cost needs to occur beyond the individual passenger to consider comparative costs between PT and other modes at a couple and family unit scales. Currently it is cheaper and much more convenient for a couple to take a car into the CBD and pay for parking, than it is to pay for two bus fares from many parts of the city.
4. Extend the PT priority spine (from Wellington Railway Station to Newtown/Kilbirne) to Wellington Airport (p. 75) **[PT1]**
5. Buses and trains need to be far superior and attractive than cars to effect mode shift - the current muddling around the edges won't work. Link the GWRC's Chair's salary to mode shift targets, remove all council car parks, and give councillors bus/train passes for travel related to council business. The decision-makers need an intimate awareness of the system.
6. Include a policy ambition regarding the design and interior of the PT (beyond "safe, comfortable"). Coffee carts, free wifi and furniture and cabin/car design could improve the attractiveness of PT (p. 42).
7. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45).
8. Provide real-time information and route maps at all transport stops (e.g. bus stops).

Buses

9. We do not support the proposal to buy diesel hybrid buses, and see this as a step back from the current electric system (for reasons of embodied energy as well as sustainable operational energy-use) (p. 77). In addition to global environmental issues, diesel is bad for the health of nearby cyclists and pedestrians, and diesel engines are noisier than other bus engines.
10. Get better bus stops (which are positioned to shield patrons from the dominant wind direction); who wants to die of pneumonia waiting for a bus in the Wellington wind and rain? Perhaps the GWRC and WCC could jointly run a design competition, or commission different architectural and design firms to design bus shelters around the city. A recent example of innovative bus stop design can be seen in high profile Kulture Krumbach initiative in Krumbach, Austria. While this project aimed to promote tourism (rather than weather-protection), a similarly structured proposal aimed at improving the quality of our bus shelters could be productive.
11. Ensure bus frequency along the Golden Mile between the Embassy and the Railway Station is 3-5minutes. We do not support a reduction of frequency through the CBD below this.
12. We support bus priority measures, dedicated bus lanes and high quality, and excellently-designed bus stops and interchanges (p. 76) **[B1]** We note that in Melbourne tram priority is also evident at tram stops, where cars stop to allow passengers to cross the street from central median tram stops.
13. Schedule the airport bus to align with the time period that planes arrive and depart. Currently many planes arrive/depart outside the airport bus' hours of operation.

Trains

14. Extend the current train timetable to enable people working late, or meeting friends, or seeing a film in the CBD to get home at night.
15. Explicitly consider our regional train network within the framework of a potentially more sustainable, affordable and viable national network.

Light Rail

16. Provide a light rail route from the Wellington Train Station to Wellington Airport. **[LRT1]**

Ferries

17. Introduce a regular commuter ferry route from Petone to the CBD (with park and ride, and bike locker facilities) to increase alternatives to private car commuting. **[F1]**

Taxis

18. Create a network plan for taxis, and shared cars (including the location of terminals/taxi ranks). These could be an important mode of public transport which reduces car ownership.
19. Facilitate models of shared taxis (common overseas e.g. in parts of the Middle East, rather than simply an elaboration of our airport shuttle system) to provide a service operating between the flexibility of the current taxi system and conventional public transport with respect to multi-trip destinations, including the ability for taxi drivers to pick up other passengers mid-journey.

Shared cars

20. Facilitate a car rental/car share system similar to Goget (<https://www.goget.com.au/>) to replace private car ownership (p. 129)

21. Encourage the provision of shared cars (to replace car ownership) in residential developments as a residential facility. This could be linked to any provision of car parking in residential developments.

C. State Highway Improvements

22. Include "Use by strategic traffic (primary)" in the list of Priority Focus for Strategic Road: SH1 (p. 83, fig 23). Inter-regional PT, freight and HOV should be prioritised on SH1 over other traffic.
23. Eliminate single-occupant vehicles on state highways/strategic roads during peak times (p. 125).
24. Remove car parking from strategic roads (specifically National High Volume Roads, and National Roads).
25. Support intelligent transport systems to optimise the road network

Freight

26. Study and model the impact of 3D printing on freight traffic (c.f. impact of email on postal services) (p. 129).
27. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45)

D. Local Roading

28. Support intelligent transport systems to optimise the road network
29. Fix the lack of east-west permeability from Kent/Cambridge (e.g. extend Barker St; reverse Jessie St)

Private cars

30. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45).
31. Remove generic aims to reduce congestion. The evidence presented in the draft RLTP is that congestion is reducing or is at a maintained level in recent years - not increasing; and that (like our PT use) congestion levels in Wellington are better than Auckland and Christchurch (pp. 25, 26). If a target regarding congestion is to be established, and given the fact that average congestion has "remained relatively unchanged" between 2003-2013 (p. 25), with a decrease in levels from 2010-2013 (p. 26), it would appear that the current level (represented by the range experienced between 2003-2013) would be a sensible congestion level to maintain.
32. What are the deterrents to driving private cars that will be proactively pursued? (E4, p. 45)

REGIONAL PROGRAMME [pp. 133-179]

Proposed additional projects, and qualifying comments added in red.

Rank	Project
Walking & Cycling/TDM	
1.	Develop cycling and walking transport models [TDM1]
2.	CBD Cycling/Shared space network [C1]
3.	Ngauranga to Petone Cycleway/walkway
4.	Remediate identified pedestrian severance [W1]
5.	Fix the Karo Drive cycle way [C2]
Public Transport	
1.	Wellington Integrated Fares and Ticketing
2.	Implement a LRT route from Wellington Railway Station to Wellington Airport [LRT1]

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3.	Wellington City BRT Infrastructure Improvements [including the extension of the PT priority spine to Wellington Airport] [PT1]
4.	Regional Rail Plan - Passenger Rail Improvements (RS1)
5.	Design & build high quality, and excellently-designed bus stops and PT interchanges (perhaps a national design competition?) [B1]
6.	Introduce a ferry route from Petone to Wellington CBD [F1]
Local Roothing Improvements	
1.	Remove car parking from strategic roads [SH1]
no rank	Kapiti Road Relief Route
no rank	Cross Valley Link
State Highway Improvements	
1.	Remove car parking from strategic roads [SH1]
1.	Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication [use tunnel for LRT; include provision for cycling; see above]
1.	Wellington Regional Resilience Programme (SH1 and SH2)
1.	Wellington Port Access Improvements
no rank	Wellington RoNS (3) - SH1 Terrace Tunnel Duplication - delay until eastbound (Vivian St route resolved)
no rank	SH2 Corridor Improvements (Ngauranga to Upper Hutt)
no rank	SH1/SH2 Petone to Grenada Link Road
no rank	SH2 Rimutaka Programme
no rank	SH58 Safe System (Grays Rd to SH2)
no rank	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements
no rank	Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway

Thank you again for this opportunity to comment on this draft Regional Land Transport Plan 2015. If you have any questions please do not hesitate to contact me.

Yours faithfully



Christine McCarthy
 President, The Architectural Centre
 arch@architecture.org.nz

Antoinette Bliss

From: DON McDonald 0277845900 <mcdonewt@yahoo.co.nz>
Sent: Friday, 17 April 2015 3:38 p.m.
To: Renee
Cc: Don McDonald; Info at WCC; BUS: Long Term Plan
Subject: Submsn LTP. Don mcdonald conscious consum pd \$5 bank pls.

Dear
 Long term plan

Submission. Wcc spkg.

Business as usual.
 Zero growth.
 Exhaust planet resources.

Carbon foot print.
 Climate change.

Population overshoot collapse.
 Wgtn cc councl.

WGTHCC bad long term plan
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 No email @LTP. No h copy newt
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 grace. 0277 845-900 crr mcdon-
 ewt. Pg236 Immed. Clog.
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4% of NZers, at same point, will
 require MP. Four out of five.

SUNDAY TV. Thun bird 321 415
 NZ human HPV virus. Sex educ cr.
 Prevent imminise or join the club
 80% NZ. Questn shame. Cancer
 men too. Don 0277-845-900.

Booking ID: 6651335 _____@McDONewt:

Continue smart newtown library.
 Free cmnty computing . Constable.

Not require \$30k computer hse room.

Expense telecom charges.

111 line tied up.

Bad fixit.

@NZFlag @WgtnCC isit a gud #LestWeForget flag? Cty plc. Mirror hang. Left hand fly. Words
 banner. <http://t.co/42cSSMAjNk/s/Sw8-> (21 minutes ago)1/2:

@WgtnCC: Only 3 hours left to #HaveYourSay on the draft Long Term Plan.Go on, submit!
 #TheWellingtonWay <http://t.co/Ox02LCW9DR/s/EWbG> <http://t.co/Ospa4ILRC>

@pimathman: We are the very best at being us, "It is better to fail in originality than to succeed in
 imitation" Herman Melville #quote #inspiration

Cc: Don McDonald
Subject: Don mcdonald conscious consum pd \$5 bank pls.

Necc

Time bank

Sincerely

Fri 1-4-15 12:30 noon

Please.

Don S. MCDonald, 16-181 Daniell St

Newtown, Wellington, NZST Apr 6021.

Roy/zoo/spark. wind be Strong. Sting in Tail.

m +64 277 845-900.

2015 – 2025 Draft Long Term Plan

Submission on behalf of the Glenside Progressive Association Inc

Name and Contact Details:

Barry Blckett
26 Glenside Road
Glenside
04 478 7502
barry.blckett8@xtra.co.nz

I am making a submission on behalf of the Glenside Progressive Association (The Association) as Secretary of the Association.

We **do** wish to speak at the submission hearing on behalf of our members.

Introduction

In making this response, we have reviewed the following documents:

- Our 10-Year Plan, WCC's Draft Long Term Plan 2015-25.
- Wellington's Urban Growth Plan.
- Wellington's Draft Biodiversity Strategy and Action Plan, 2014.

Our comments will focus mainly on the broad aspects of these plans and the impact of some of the specific plans on Glenside and the Northern Suburbs although some of our residents have views on specific plans and projects for the whole LTP and have made individual submissions accordingly.

Overview

Do you agree with the priorities of the Long Term Plan (LTP)?

Our Association agrees with Council that it is now timely for Wellington City to plan for growth including improved infrastructure and some new projects whilst ensuring that essential services are maintained and expenditure well controlled. It is important to preserve our heritage (eg earthquake strengthening) but it is also important to utilise our existing assets before we spend too much on new ones.

We can justify expenditure on infrastructure if this leads to efficiency improvements. We can justify investing in projects if these are likely to bring financial returns to the Council or City, or enrich and diversify our City.

We should encourage tourism but look at projects targeting specific sectors such as the tourist industry as being largely self-funding in the longer term. They shouldn't be a burden on the ratepayer.

The LTP document is well presented and easy to read but once again focuses on the inner city to

the point where we are not actually sure what is planned for the suburbs with just a few exceptions (eg the Johnsonville renewal projects).

Specific Comments

Rates Increases

The consultation survey asks residents whether they support business as usual rates increases at 3.1% pa or a growth strategy – 3.9% pa. Central Government’s inflation target is 1.0 – 3.0% pa, let’s say 2.0% pa over the long term. This should be the business as usual level of rates increases. Over a 10 year period, 2.0% pa is 21.9%, 3.1% pa is 35.7% and 3.9% pa is 46.6%. There is no justification in our view for a long term rates increase of 24.7% over inflation! We therefore ask Council to reconsider these targets, limit rates increases to 3.1% pa and reclassify this as the appropriate rates increase for *investment for growth*.

Sustainable Growth Agenda

A lot of the focus of the consultation process has been on items under this heading, namely:

- Airport runway extension
- International film museum
- International conference centre
- New concert venue
- New sports facilities
- New music centre
- New visitor attractions, eg Ocean Exploration Centre.
- A revamp of Frank Kitts Park and a Chinese Garden

Our Association doesn’t wish to comment specifically on these and other similar projects except that we believe the total expenditure proposed is too large, the beneficiaries are often visitors or special interest groups and some projects are unlikely to produce an adequate rate of return on investment for the ratepayer. The items described are mainly facilities for entertainment and recreation rather than for employment, business and sustainable economic growth. If these projects are to go ahead, some way of recovering the investment from the business and tourist industries and others that are most likely to benefit should be part of the agenda.

On the other hand, as an example, we believe a Tech Centre would be a good investment for growth.

Revitalising the Inner City

We generally support preserving heritage buildings where feasible and revitalising inner city precincts such as those proposed. We note some of these projects are underway already.

Housing Intensification and Suburban Growth

Most people support housing intensification if it isn’t in their back yard. Johnsonville was one of the first suburbs to be picked for intensification. They have subsequently benefited from several projects namely:

- Traffic decongestion around the Johnsonville Triangle
- Keith Spry swimming pool upgrade
- Alex Moore Park sporting facilities
- A proposed new much larger library complex

The Glenside Community will also benefit from these facilities and strongly supports them.

Our Association believes that, wherever housing intensification is proposed, Council has a duty to provide good community facilities which will reduce the need for residents to travel outside their suburb. We also strongly support the Johnsonville Community Association's 10 Year Strategy and ask Council to give this their full endorsement. We understand that some of the key projects identified by JCA can't proceed without the Johnsonville Mall upgrade and this may be being held up by consenting difficulties. Again, it is important that Council understand the needs of growing suburban centres, especially those targeted for intensification.

Tracks, walkways and cycleways

The Northern Suburbs continue to be deficient in walking tracks compared to the rest of Wellington. Our Association supported the Porirua Stream shared walking-cycling path through Tawa and urges that this should be extended to Glenside Village in some form. We recognise that the cost of constructing a walking-cycling path to the specification being used in Tawa could be prohibitively expensive but would like to engage with Council on alternative design specifications and joint funding sources that would make this possible. We would therefore like to see provision for this included in the current LTP.

In 2006, Council invited our Association to propose routes for new walking tracks in the Northern suburbs because it was then recognised that there was a lack of hill tracks in the area (Churton Park, Glenside, Grenada). Funding was withdrawn for new tracks but we understand an extension to the Skyline Walkway in the Stebbings Valley area is being considered again.

Our Association sees local walking tracks as assets similar to playgrounds, sportsfields and swimming pools. They provide the opportunity to enhance health and wellbeing but are open to a larger proportion of the community than most other recreational facilities. They also provide a sense of pride and a sense of place. We look forward to engaging with Council to reinstate this programme which we believe can be achieved with moderate funding.

Heritage

Heritage is an important part of Wellington's character and needs to have its place in LTPs. Our Association is very pleased that restoration of the Halfway House in Glenside is nearing completion and look forward to being involved in leasing the two downstairs rooms. We ask that Council provide assistance with the creation of a Heritage Garden on this site. We believe it will be the only one in the Northern suburbs.

Biodiversity Strategy and Action Plan, 2014

Our suburb is largely rural in character so our Association strongly supports a comprehensive pest control and eradication programme, eg *Enhancing the Halo* as well as the ever growing Council sponsored community planting programmes. We are actively involved with both of these

programmes.

We have read the excellent and very detailed document on the above plan but the focus of this was on science, policy and methodology rather than specific field projects or budget intentions.

As part of the Two Million Trees Programme, Council are currently focusing on funding the Berhampore Nursery and supporting planting on Council owned land which we agree should be the priority for now. Unfortunately, over the years, Council has divested or failed to acquire small pockets of land adjacent to roads, walkways and streams or left over from housing developments, and expects community groups to work with private owners in restoring such pockets. We ask Council to review this policy. We also ask Council to put more attention and funding into weed control on riparian strips and Council owned land.

Conclusion

The Glenside Progressive Association has reservations in respect of some of the capital items proposed in the LTP and the proposed expenditure increases but supports the general tenor of the Plan. In particular, we support items that are key to the development of the Northern suburbs such as the Johnsonville Library but would like to see more. We note that several areas of interest to Glenside, namely heritage buildings, planting projects, pest control and walking tracks get such scant mention, we are unsure what is proposed this time.

We thank Council for the opportunity to comment and look forward to engagement with Council during the detailed planning and implementation stages of the above projects. We have identified priorities more specific to Glenside itself (the Porirua Stream Walkway and Glenside-Churton Park walking tracks and the Halfway House Garden), and trust these will also receive Council's support and inclusion in the final version of the current LTP.

Barry Blackett
Secretary, Glenside Progressive Association

21 April, 2015

2015-25 Draft Long-term Plan

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name SARA

Last name NICHOLL

Street address 32 DRUMMOND ST

Suburb MOUNT COOK

City WELLINGTON

Phone 0272457974

Email sally@huchs.org.nz

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose

Comments:

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

strongly support support neutral oppose strongly oppose

Comments:

3) Should Council take action to improve our international air connections?

strongly support support neutral oppose strongly oppose

Comments:

4) Do you think Council should be supporting the tech sector to stimulate it to grow?

strongly support support neutral oppose strongly oppose

Comments:

5) Do you think Council should be supporting the film industry to enable it to stay local and grow?

strongly support support neutral oppose strongly oppose

Comments:

6) Do you believe Council should support private owners with the strengthening of heritage buildings?

strongly support support neutral oppose strongly oppose

Comments:

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

strongly support support neutral oppose strongly oppose

Comments:

8) Should Wellington seek to remain the events capital of New Zealand?

strongly support support neutral oppose strongly oppose

Comments:

9) Do you support our plan to provide a new and improved venue for concerts?

strongly support support neutral oppose strongly oppose

Comments:

10) Do you support upgrading sports facilities where need has been demonstrated?

strongly support support neutral oppose strongly oppose

Comments:

11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

strongly support support neutral oppose strongly oppose

Comments:

12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

strongly support support neutral oppose strongly oppose

Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

Implementing the Living wage.

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 or Long-term Plan before? *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 **Please state:**
 Samoan Niuean

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 Long-term 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)

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Other issues/matters or general comments

I call on the WCC to include in the plan as a top priority
• The commitment to become a living wage council
• The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

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FREEPOST 2199
Draft Long-term Plan
Wellington City Council
Policy and Reporting (COP001)
PO Box 2199
Wellington 6140

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

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	Barry		
Last name	Blackett		
Street address	26 Glenside Road		
Suburb	Glenside	City	Wellington
Phone	478-7502	Email	barry.blackett8@xtra.co.nz
I would like to speak at a submission hearing	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation		
Name of organisation			

Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose	Comments: The City needs good projects going forward but also needs to be prudent. Projects need to provide either better services to residents or more revenue for Council.
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input checked="" type="checkbox"/> oppose <input type="checkbox"/> strongly oppose	Comments: Inflation is a lot less than 3.1%, so this figure would make for a good growth target. [3.9% per year = 46.6% in 10 years. 3.1%/yr = 35.7% in 10 years]
3) Should Council take action to improve our international air connections? <input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose	Comments: As part owner of Wellington Airport - Yes. But this doesn't necessarily mean a \$300m runway extension. Ratepayers won't benefit much from this. (those that go to bottom)
4) Do you think Council should be supporting the tech sector to stimulate it to grow? <input checked="" type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose	Comments: Hi tech industries are Wellington's future. Supporting the right industries provides skilled jobs and generates income for the City, long term.

3 → might benefit the most should pay. Council should note, Wellington has good connections to Australia (west), but equally good direct connections to Asia or N. America (north) pass right over Auckland. Auckland is the logical hub - and neither Auckland nor Wellington need to (next page)

5) Do you think Council should be supporting the film industry to enable it to stay local and grow?

strongly support support neutral oppose strongly oppose

Comments:

Don't have enough info. In principle yes, but how much will it cost and will it work?

6) Do you believe Council should support private owners with the strengthening of heritage buildings?

strongly support support neutral oppose strongly oppose

Comments:

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

strongly support support neutral oppose strongly oppose

Comments:

This is two questions. The Town Hall should be strengthened it cheaper than full replacement. Jack Illot Green should remain a green space.

8) Should Wellington seek to remain the events capital of New Zealand?

strongly support support neutral oppose strongly oppose

Comments:

Yes within its means.

9) Do you support our plan to provide a new and improved venue for concerts?

strongly support support neutral oppose strongly oppose

Comments:

I would love to support this but these ventures never pay, eg the Events Centre. We need to get better use from our existing facilities first.

10) Do you support upgrading sports facilities where need has been demonstrated?

strongly support support neutral oppose strongly oppose

Comments:

Yes but this question is self answering. A better question would be to list the facilities Council plans to upgrade.

11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

strongly support support neutral oppose strongly oppose

Comments:

Support judiciously. We don't want to use rate-payer's money to create uneconomic attractions for visitors.

12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

strongly support support neutral oppose strongly oppose

Comments:

Yes, but only if this makes sense. Capacity Infrastructure is already in place. Some specific activities not yet enacted should be listed.

3 → spend \$300m on runway extensions. We should work with the airlines & Auckland Airport to move passengers through Auckland 3180

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

LED street lights look like a win-win over time

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Again, the question answers itself. Examples should be listed with estimated costs given.

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

Suburban centres identified for intensification must receive support. Johnsonville projects are to be commended. Council should support their 10 year

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

These projects are in the 'nice to have' category, and designed to benefit visitors more than residents. We need some projects in this category but not this many!

Do you see other matters as priorities?

17 → Strategy Plan in full. Council spends too much of its income on inner city projects and not enough on the main suburban centres. These should be prioritised.

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 or Long-term Plan before? *Yes*

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:

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Other issues/matters or general comments

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 Wellington 6140



WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because:

Wellington Council needs to lead by example. We cannot live in a city (or country) which knowingly pays wages below the means to live, provide for themselves and family for health, education, nutrition, psychological wellbeing. We effectively would be agreeing to poverty for some. The WCC can afford budget and plan for a living wage for all its workers. As a health professional I can't 'cure' or treat poverty with Panadol, antidepressants or cholesterol-lowering medications. Allow people the means to take care of themselves and our jobs are done!

Name

Signature

Address

Phone

Email

I wish to make an oral submission



Points to make about the Living Wage

- I want my Council to be a living wage council.
- Congratulations on the steps taken so far. Nearly 500 council workers have been lifted to the 2013 living wage rate, including the very low-paid parking wardens. The Long Term Plan includes provision for a living wage for directly employed staff at Wellington Zoo and Museums Trust.
- But right now there are council workers — like the cleaners, security guards, and recycling workers — on poverty rates of pay, with some on the minimum wage.
- No one can live on these pay rates in Wellington City.
- The draft Long Term Plan says that Wellington is in great financial shape and Council's financial position is strong.
- The plan proposes spending billions of dollars on infrastructure.
- We want to make sure that plan supports our most vulnerable citizens.
- We want Council to lead by example and become a living wage employer.
- The Council's long term plan should spell out how the living wage will be delivered to all the council workforce.

We are calling for the inclusion in the Long Term Plan as a top priority:

- **The commitment to become a living wage council**
- **The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.**



17 April 2015

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Wellington City Council
P O Box 2199
WELLINGTON 6140

Attention Lucie Desrosiers

E-Mail; growthplan@wcc.govt.nz

Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan

Harbour Quays A1 Limited is the owner of the Statistics Building situated within the CentrePort Harbour Quays precinct. The Company has been advised that the Council's Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan includes an action under the Port Precinct initiatives (Pg 39) of the Growth Plan for the Council to "*Address impacts of port area office development on the central city*"

Both CentrePort Ltd and the Accident Compensation Corporation have a significant financial commitment in this building with an investment view which envisages the continued development of Harbour Quays. The referred action indicated by the Council has a seriously detrimental impact on the value of the building by providing an unstable and uncertain outlook relative to future Harbour Quays development capability.

We have sighted the CentrePort submission on Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan and fully endorse the thrust of that submission relative to the removal from the Plan of the action to "*Address impacts of port area office development on the central city*".

Harbour Quays A1 Limited requests the opportunity to make oral submissions in support of this submission.

Yours sincerely

A handwritten signature in blue ink that reads "Nick Wareham".

Nick Wareham
General Manager, CentrePort Property Management Ltd on behalf of
Harbour Quays A1 Limited



17 April 2015

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WELLINGTON 6140

Attention Lucie Desrosiers

E-Mail; growthplan@wcc.govt.nz

Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan

Harbour Quays D4 Limited is the owner of the Customhouse Building situated within the CentrePort Harbour Quays precinct. The Company has been advised that the Council's Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan includes an action under the Port Precinct initiatives (Pg 39) of the Growth Plan for the Council to "*Address impacts of port area office development on the central city*"

Both CentrePort Ltd and the Accident Compensation Corporation have a significant financial commitment in this building with an investment view which envisages the continued development of Harbour Quays. The referred action indicated by the Council has a seriously detrimental impact on the value of the building by providing an unstable and uncertain outlook relative to future Harbour Quays development capability.

We have sighted the CentrePort submission on Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan and fully endorse the thrust of that submission relative to the removal from the Plan of the action to "*Address impacts of port area office development on the central city*".

Harbour Quays D4 Limited requests the opportunity to make oral submissions in support of this submission.

Yours sincerely

A handwritten signature in blue ink, reading "Nick Wareham".

Nick Wareham
General Manager, CentrePort Property Management Ltd on behalf of
Harbour Quays D4 Limited



17 April 2015

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Wellington City Council
P O Box 2199
WELLINGTON 6140

Attention Lucie Desrosiers

E-Mail; growthplan@wcc.govt.nz

**Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023
& Implementation Plan**

Harbour Quays F1F2 Limited is the owner of the BNZ Building situated within the CentrePort Harbour Quays precinct. The Company has been advised that the Council's Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan includes an action under the Port Precinct initiatives (Pg 39) of the Growth Plan for the Council to "*Address impacts of port area office development on the central city*"

Both CentrePort Ltd and the Accident Compensation Corporation have a significant financial commitment in this building with an investment view which envisages the continued development of Harbour Quays. The referred action indicated by the Council has a seriously detrimental impact on the value of the building by providing an unstable and uncertain outlook relative to future Harbour Quays development capability.

We have sighted the CentrePort submission on Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan and fully endorse the thrust of that submission relative to the removal from the Plan of the action to "*Address impacts of port area office development on the central city*".

Harbour Quays F1F2 Limited requests the opportunity to make oral submissions in support of this submission.

Yours sincerely

A handwritten signature in blue ink that reads "Nick Wareham".

Nick Wareham
General Manager, CentrePort Property Management Ltd on behalf of
Harbour Quays F1F2 Limited

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: Submission on Wellington City Council Long Term Plan

From: Michael Gore <michgore@gmail.com>
Date: 22 April 2015 8:25:27 pm NZST
To: <Marissa.Cairncross@wcc.govt.nz>
Subject: Submission on Wellington City Council Long Term Plan

Kia ora Marissa

I understand that the Johnsonville Community Association have arranged for an extension of due date for consultation on the Long Term Plan until today Wednesday 22 April and I thank you for this opportunity.

Although I broadly support Wellington City Council's assistance in providing Johnsonville sports clubs with improved club rooms and indoor sports facilities, I am opposed to Wellington City Council's \$1.45 million support of Phase 2 of the redevelopment of Alex Moore Park for the reason that I do not wish to see any further public recreational park space converted to car parking. I would welcome and support any revised plans for development of sports grounds and facilities that did not allow for loss of public recreational space to car parks.

Thank you and regards

Michael Gore
18 Birch St
Johnsonville
478 2675



17 April 2015

Long-term Plan
Wellington City Council
PO Box 2199
Wellington 6140

WELLINGTON CITY COUNCIL DRAFT LONG TERM PLAN 2015-25

- 1 Thank you for the opportunity to comment on the Council's Draft Long-term Plan (*the Draft Plan*). We welcome the opportunity to contribute towards the Council's long-term planning for the Wellington Region.

Who we are

- 2 Chapman Tripp is New Zealand's largest law firm and one of New Zealand's oldest law firms. Chapman Tripp was established in Wellington in 1875 and has operated in Wellington for 140 years. Approximately 125 employees and partners now work out of our Wellington office. Our senior Wellington-based partner has worked in Wellington for 43 years. We are proud of our connection to Wellington and enthusiastic about the future of the city.
- 3 PwC New Zealand combines the best local knowledge with the broadest global experience. PwC's Wellington office has over 280 staff and provides industry focused insights, advice and accounting services including assurance, tax, private business and advisory, to help clients in both the public and private sectors create value. Our staff believe Wellington is a fascinating place to work - government, business, the arts, science, entrepreneurs and small businesses thrive in remarkable proximity. The energy is infectious and networking is just a cafe away.

Summary

- 4 We support the level of ambition and the approach of the Council in the Draft Plan. We agree the Council has a role in investing for growth. While the Council cannot directly stimulate the level of economic activity and jobs Wellington needs, the Council can keep investing in making Wellington a place where smart, energetic, ambitious people want to work and live.
- 5 We agree with the level of investment in growth proposed, and the proposals for funding the investment. The Draft Plan includes proposals to take a more sophisticated approach to management of existing assets. This is good management but will not be sufficient. We support the responsible level of rate increase and debt proposed in the Draft Plan.
- 6 The specific projects identified by the Council for its pipeline of investments over the course of the 10 year plan are appropriate, and we can see how they will be effective as a portfolio. We support the intention to make the specifics of each project and the timing of the projects subject to business case development. We

agree a long-term growth plan should be flexible and able to adapt to the changing circumstances and needs of the city.

- 7 However this should not become paralysis by analysis (and we do not think this is the intention). We can see real long-term benefits in Wellington having a reputation as a place where things get done.
- 8 We endorse the balance in the Draft Plan. The plan recognises that for Wellington to be a place where smart, energetic, ambitious people want to work and live the city must keep improving on a number of fronts: connections with the rest of the world, economic prosperity, the environment, social cohesion, a sense of place, and its partnerships with the private sector and central government.
- 9 In relation to partnerships, the Draft Plan includes proposals for sector-specific plans with the tech and screen sectors. It also records the Council's intention to take a fresh approach to the relationship with central government. We invite the Council to keep engaging with the private sector on the partnerships needed to support growth, and to be explicit about where Wellington business and community leaders can help.

We support the growth option

- 10 The Draft Plan rightly recognises that cities compete. Cities compete to attract people, businesses, investment and visitors.
- 11 This competition is constant. We experience it when recruiting the brightest students from the nation's universities, when talking to our alumni considering returning from London and Moscow, when working with Wellington-based clients looking to grow their businesses, when talking to chief executives about where to base their head office, and when looking to grow the activities of our Wellington office. Why should a smart, energetic, ambitious person choose to build a life in Wellington – how can they take on the world from here?
- 12 Of course, we think the reasons for choosing Wellington are compelling. As the Draft Plan records, the quality of life in Wellington is better than in any other New Zealand city. However Wellington's competitors keep improving, and Wellington needs to keep improving too. And that means Wellington needs to keep investing.
- 13 This competition is not a bad thing. Competition is a prompt for us to keep making decisions on how to improve our city, so that Wellington continues to be as vibrant, connected, enjoyable and sustainable as possible. And that is energising.
- 14 We support the level of ambition and investment proposed in the Draft Plan. In particular, we agree:
 - 14.1 the investment in growth should be identified as additional to the 'business as usual' level spending on infrastructure and services; and
 - 14.2 with the responsible level of rate increase and debt proposed in the Draft Plan, compared to the 'business as usual' forecasts.

We support the proposed investments in growth

- 15 The Draft Plan identifies a pipeline of 11 growth projects that would be enabled under the growth plan option. We agree that individually and as a portfolio these projects will advance the objectives of the growth plan.
- 16 We have not scrutinised each project in detail, and we note the Council's intention to develop detailed business cases (discussed below). We offer the following comments on some of the growth projects:

- 16.1 A longer airport runway: Wellington's connectedness with the rest of the world matters. The lack of direct long-haul flights does make it harder for Wellington-based businesses to compete, and to stay in Wellington. Compared to the cities Wellington competes with, it is harder to get international directors, business partners, customers and visitors into the city, and over time that matters. To state the point more positively, there is demand for the long-haul flights that the runway extension would enable.

This is likely to be a project where the public and spill-over benefits are important to the business case. It is also going to be controversial. Incumbent airlines will not relish the prospect of increased competition, and central government must manage many competing claims on its budget (but will also benefit from any increase in economic activity in Wellington). We agree the Council should support the resource consent process and the independent assessment of the business case, and, in recognition of the spill-over benefits for Wellington, be prepared to support the funding of the project.

- 16.2 Tech and screen sector plans: Wellington should play to its strengths. We agree with the idea of the Council collaborating with the tech sector and the screen sector to develop separate sector plans that identify specific ways that the Council can facilitate growth.

The tech hub proposal and the screen industry enterprise zone proposal both have the potential to raise collaboration, innovation and ambition levels in the sector. The key will be developing the specifics of the plan in collaboration with the sector leaders, to settle on some concrete steps that the Council can take that industry leaders are confident will facilitate growth.

Once these sector plans are developed, lessons may be learned that could be applied to other sectors in the Wellington economy.

- 16.3 Urban development agency: the Draft Plan signals the Council will explore the ways in which an Urban Development Agency could operate in New Zealand. A UDA is likely to have the power to compulsorily acquire and develop land and buildings. Given the success of such agencies internationally we agree options for a UDA should be developed for further discussion.

- 16.4 New venues: we agree the city needs new, modern venues for conventions, events, music and sport. This is not just about Wellington competing for its share of the events and conventions market, but also ensuring Wellington remains an interesting, vibrant place where smart, energetic, ambitious people want to work and live.
- 17 The Draft Plan proposes these 11 growth investments would be made over the course of the 10 year plan. We support the intention to make the specifics of each project and the timing of the projects subject to business case development. We agree a long-term growth plan should be flexible and able to adapt to the changing circumstances and needs of the city.
- 18 However we can also see that building and maintaining a sense of momentum is important. Each project that is completed and so adds to the competitiveness of Wellington will make the next project easier to agree and execute.
- 19 Business cases are a combination of facts, forecasts and judgement. We encourage the Council to take an approach that robustly informs decision-making, and does not shy away from decision-making. We can see real long-term benefits in Wellington having a reputation as a place where things get done.

A balanced vision of success

- 20 The Draft Plan is right to emphasise that people today have a choice about where they live – and base their business, and visit on holiday. To compete, Wellington must be a great place to live and visit, it must be an attractive base for businesses.
- 21 We think the Draft Plan is well balanced. It proposes a set of themes and an agenda that aims to keep Wellington competitive on all fronts. In this regard we agree the investments planned in urban renewal, social cohesion, culture and environment are all part of stimulating long-term growth in the city.

Partnerships

- 22 The Draft Plan notes several areas where success will require the Council partnering with other stakeholders.
- 23 As noted above, sector-specific plans for the tech and screen sectors should be developed in collaboration with sector leaders. This has the best chance of identifying specific things the Council can do to facilitate increased activity in the sector. However, it's more complicated than simply issuing a plan unilaterally.
- 24 The Draft Plan also records the Council's intention to take a fresh approach to the relationship with central government. We agree this should be a focus over the next couple of years. If Wellington commits to a growth plan, and executes on investments to grow economic activity in the region, then it is appropriate to engage with central government on the role it can play.

- 25 We invite the Council to keep engaging with the private sector on the partnerships needed to support growth, and be explicit about where Wellington business and community leaders can help.

Yours sincerely

Mark Reese . Phil Royal

Mark Reese
MANAGING PARTNER

DIRECT: +64 4 498 4933
EMAIL: mark.reese@chapmantripp.com

Phil Royal
PWC WELLINGTON MANAGING PARTNER AND GOVT LEAD

DIRECT: +64 4 462 7081
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17 April 2015

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Wellington City Council
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WELLINGTON 6140

Attention Lucie Desrosiers

E-Mail; growthplan@wcc.govt.nz

**Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023
& Implementation Plan**

CentrePort Properties Limited is charged with the delivery of a completed Harbour Quays development and has associated property and financial interests in the Harbour Quays development precinct.

CentrePort Properties Limited has assisted CentrePort Limited in the review of the Council's Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014-2023 & Implementation Plan and has been instrumental in the development of its submission of opposition to in particular the Port Precinct initiatives (Pg 39) of the Growth Plan for the Council to "*Address impacts of port area office development on the central city*" and accordingly CentrePort Properties Limited endorse the content of that submission.

CentrePort Properties Limited requests the opportunity to make oral submissions in support of this submission.

Yours sincerely

A handwritten signature in blue ink that reads "Nick Wareham".

Nick Wareham
General Manager,
CentrePort Properties Limited

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: LTP Submission - Funding for the Outreach Service and Research to reduce begging

From: Steve Flude [<mailto:steve.f@compassion.org.nz>]
Sent: Monday, 20 April 2015 1:11 p.m.
To: Councillor Paul Eagle
Subject: LTP Submission - Funding for the Outreach Service and Research to reduce begging

Hi Paul,

As discussed today here is a very brief outline of a piece of work that would support the development of Te Mahana and the work of the newly funded Te Roopu Piriti project.

In January 2015 a report was published on a project that aimed to develop a deeper understanding of experience of rough sleeping in central Auckland.

The objectives of the project were:

1. To increase understanding of the experience of rough sleeping;
2. To provide a tool for the Auckland Homelessness Steering Group to develop a best practice that can appropriately respond to the needs of those sleeping rough in central Auckland;
3. To identify new opportunities and levers for change to better respond to the needs of those who sleep rough; and
4. To inspire innovative approaches to finding appropriate (rough sleeper-led) solutions for the complex issues identified throughout the course of the research.

<http://www.aucklandcouncil.govt.nz/EN/newseventsculture/OurAuckland/mediareleases/Pages/newstudyonroughsleepingaleapforwardforhomeless.aspx>

One of the aims of the project was to identify potential leverage points that could contribute to positive outcomes and meaningful change for those who are sleeping rough.

I have discussed this project with Think Place, the projects research team, and the possibility of a similar style project in Wellington that could support the development of Te Mahana.

More info on Think Place can be found at: http://www.thinkplaceglobal.com/news?field_location_value=nz.

A Wellington project should look at emerging issues that include:

- Street begging
- Rough sleeping
- Youth homelessness
- Street Outreach
- Te Mahana opportunities
- Impact on City Safety, local businesses and communities

A very quick discussion with Think Place has estimated the costs of a Wellington project at \$50-\$60k.

We are in the early stages of planning but would be happy to discuss further with WCC. Think Place can send a representative (Mondy Jera, who has acted as a consultant for City Housing) to provide information on the Auckland Project.

As per our presentation yesterday, begging was out of scope for our Te Mahana funding application. However, you've requested that this needs further attention and come oral submissions time, I will have the scope and funding required to reduce begging completed too.

Thanks Steve

Antoinette Bliss

From: Info at WCC
Sent: Friday, 24 April 2015 1:22 a.m.
To: 'pushpa.wood@gmail.com'
Cc: BUS: Long Term Plan
Subject: FW: For attention of Councillors - 2015 LTP Submission: The Citizenship Trust

Dear Pushpa,

Thank you for your 2015 LTP submission.

We have forwarded your email to the Long Term Plan Team as they are best suited to respond.

We value your input and if you require further assistance please contact us.

Kind regards,

Margy
 Customer Services Team Wellington City Council
 P 04 499 4444 F 04 801 3138 W Wellington.govt.nz
 PO Box 2199 Wellington 6140

----- Original Message -----

> From: Pushpa Wood (pushpa.wood@gmail.com)
 > Sent: 23/04/2015 3:49 p.m.
 > Subject: For attention of Councillors - 2015 LTP Submission: The Citizenship Trust
 >
 > *Dear Councillors*
 >
 >
 >
 > *I am writing to express my support for Councillor Woolf's proposal that Council's 2015 Long Term Plan includes provision to gift a long term lease on Site 9 at North Kumutoto for the establishment of a Citizenship Centre for New Zealand children*
 >
 >
 >
 > *I believe that the Citizenship Centre:*
 >
 > *• > is a very appropriate use for site 9 on Wellington waterfront, and*
 > *• > will make a valuable long term contribution to New Zealand and to Wellington city.*
 >
 > *I trust that you will support Councillor Woolf's proposal.*
 >
 >
 >
 > *Yours faithfully*
 >
 >

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>

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> **डा. पुष्पा भारद्वाज-वुड**

> *Dr Pushpa Wood*

> President, GOPIO WN Chapter

> *Education & Research Consultant***

> Member Citizenship Trust

> *Email: pushpa.wood@gmail.com <mailto:pushpa.wood@gmail.com>| Mobile: (021) 165 8771 |

>

>

>

>

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Enter your name and contact details	
<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr	
First name	nick
Last name	mouat
Street address	132 Ohiro Road
Suburb	Brooklyn
City	Wellington
Phone	021 955982
Email	nickm@athfieldarchitects.co.nz
I would like to speak at a submission hearing	
	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
I am making this submission as an	
	<input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation
Name of organisation	Kaka Project - Brooklyn Area Community PLanning
Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service? <input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
3) Should Council take action to improve our international air connections? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
4) Do you think Council should be supporting the tech sector to stimulate it to grow? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	

5) Do you think Council should be supporting the film industry to enable it to stay local and grow?

strongly support support neutral oppose strongly oppose

Comments:

6) Do you believe Council should support private owners with the strengthening of heritage buildings?

strongly support support neutral oppose strongly oppose

Comments:

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

strongly support support neutral oppose strongly oppose

Comments:

8) Should Wellington seek to remain the events capital of New Zealand?

strongly support support neutral oppose strongly oppose

Comments:

9) Do you support our plan to provide a new and improved venue for concerts?

strongly support support neutral oppose strongly oppose

Comments:

10) Do you support upgrading sports facilities where need has been demonstrated?

strongly support support neutral oppose strongly oppose

Comments:

11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

strongly support support neutral oppose strongly oppose

Comments:

12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

strongly support support neutral oppose strongly oppose

Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

While we do not have a problem with the projects proposed, the Urban Growth Plan is surprisingly silent on the Brooklyn Area which includes Kowhai Park, Vogeltown, Mornington and Kingston. As a suburb of approx 9,500 residents (2013 census) within a short distance of the CBD (3.4km from Brooklyn shops to Wgtn Railway Station) the lack of inclusion in bus, walking and cycling network improvements is surprising and unfortunate. It is a lost opportunity to provide improved infrastructure for an area where a relatively short bus ride, a pleasant walk, or an invigorating bike ride to/from the CBD and other adjacent suburban centres (eg: Newtown) can get more citizens into active modes of transport within the Brooklyn Area and beyond to easily accessible work, study, and play activities.

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 or Long-term Plan before?

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)

<input type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali) Please state:
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

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 Long-term 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)

1st fold here - fasten here once folded

Other issues/matters or general comments

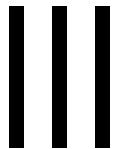
Please see the attached summary of the Kaka Project's work to date and the aims and projects being planned in the near future which we request are included in the 2015-2025 WCC Long Term Plan.

2nd fold here

Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



FREEPOST 2199
Draft Long-term Plan
Wellington City Council
Policy and Reporting (COPO01)
PO Box 2199
Wellington 6140





17th April 2015

Kaka Project Submission on WCC Long Term Plan 2015 - 2025

Introduction

The Kaka Project is a collaboration between local residents from the Brooklyn Area and the Wellington City Council. Our stated goal is:

“To initiate broad and united discussion among all residents about the future use of community resources. The Brooklyn Area, like any neighbourhood, has a diversity of residents. It also has a diversity of facilities which could be used more effectively. We have the chance to shape the future of our Brooklyn Area.”

The Project has a steering group of approx willing 15 locals, some of whom represent groups such as the areas three Primary Schools, the Brooklyn Community Association, The Brooklyn and Vogelmorn Residents Associations, The Resource Centre, Scouts & Cubs, Sports Groups and many other groups directly or indirectly. We came together in early 2014 when it became apparent to the community and council staff that there were several converging issues within the area that would best be addressed more holistically. There had already been discussions between council and the community around the idea of Community led planning and specifically whether the Porirua model of ‘Village Planning’ was an appropriate model for the Brooklyn Area.

Community Led & Council Supported

It has been important to the Steering group and the Council officers involved that the project is community led. That has proven to be essential to ensure community buy-in and to avoid the potential for people to switch off to Council driven consultation. That has proved equally challenging as it required a commitment of time and expertise from volunteers, many of which are already contributing to other groups and organizations within the



community. The Kaka Project is a new process for Wellington and as such we have had to feel our way and learn 'on the job'. In that way the project has been very successful in its right as it developed community networks and ignited debate about many issues. It has provided the first foundations of a process that may well take off and evolve in other areas of Wellington City.

The steering group wants to highlight that the Kaka Project has received significant support from the Council in both financial and political terms. The staff who we have worked with have been supportive but not prescriptive. We appreciate that support is by choice and not because the councillors or staff had to. It is vital that the Kaka Project remains community led and to do that it does need continued help from the council which we strongly believe is a sound investment in community development.

The Triggers

Some of the specific issues which had been 'brewing' in the area and became the triggers for the Kaka Project to take flight were the debated futures of the Brooklyn Library, the Vogelmorn Hall and the Vogelmorn Bowling Club. Brooklyn School also brought to the project their interest in developing a new school facility and whether that could be shared with the community. The school have a timeline for their funding from the Ministry of Education and hence there is a very real need to make progress with the Kaka Project and thus reach some key milestones and conclusions. While these were the identified triggers the Project has been very open to any or all inputs from the community.

Stage 1 Consultation

After several months of meetings with healthy and strong debate within the steering group we went public with the stage 1 consultation process in August 2014. This involved building a website (www.kakaproject.org), a flyer drop to every household, coffee sessions, specific meetings with stakeholder groups, and physical advertising around the area. Submissions were received via email, online survey, snail mail, and drop boxes. The questions put to the community were very open as a deliberate strategy to not telegraph the groups own and varied interests onto those being asked for their ideas and opinions. Questions such as "What is great about the Brooklyn Area?" were difficult for some to answer as most were used to be asked their view on more concrete proposals. Despite this we received a fantastic amount of feedback from 208 submissions full of ideas we had anticipated but also many which we had not. Stage 1 consultation closed on 27th October.



The submissions were analyzed by council and reviewed within the steering group with both council officers and councilors on hand to listen and prompt discussion.

Stage 2 Consultation

On the 28th February, a 'wind walk' event was held to invite community discussion about what had come to the surface but also hold the sort of event that we wanted to be more common in our area. 100+ people gathered from the outer points of the wider Brooklyn area and met in the Brooklyn Community Centre where very robust and meaningful dialogue took place around the significance, history and future of the area. It was as if the walking together had warmed up the participants into the discussion and many new relationships were formed.

From the analysis of stage 1 submissions we identified 6 specific topics to go back to the community with for further comment.

This stage was marketed through the similar avenues as stage 1 but they were more focused on where we had gained most feedback in the first stage. Five public meetings were held for further discussion and information dissemination. Loomio and Survey Monkey was also used for gathering written submissions which closed on 27th March. This was timed to allow us to provide some conclusions of where the Kaka Project is heading within the Wellington City Council's Long Term Plan structure.

Themes and initiatives

From the stage 2 feedback can make the following conclusions regarding main themes and what the initiatives are that we want to pursue. We are due to meet next week with the Steering Committee to summarise the main findings of the Stage 2 submissions on the following themes:

- Brooklyn Hub
- Vogelhorn Precinct
- Other areas without community facilities
- Community Connectedness & Celebrations
- Sustaining our Environment
- Raising the Identity of the wider Brooklyn Area





What shape these initiatives will take we do not yet know but that is the task for the stage 3 of the project.

Where to next?

Firstly we need to analyse the stage 2 submissions in more depth and debate within the steering group what to ensure we are accurately reading and representing the communities expressed ideas and concerns. Once we feel comfortable we have a clear picture of what has been said we will develop each theme into a series of initiatives. These may be hard in the shape of buildings, landscape or physical infrastructure works. They may also be soft as in communication processes, organizational structures and events. Both hard and soft initiatives need to work hand in hand to achieve the most from the physical facilities we have (referring back to our original goal) and to build the community networks and support which are the core reason for the facilities in the first place.

For stage 3 of the Kaka Project we aim to produce a clear description and brief for the initiatives in a compiled document – a Kaka Plan for the Brooklyn Area.

We request in this submission that a holding place is set for the Kaka Project in the Council's LTP. The project will work towards providing more information and detail by July 2015 to define what the initiatives are and what support and/or partnering is requested from Council.

Yours sincerely
Nick Mouat, Sophie Jerram and David Bagnall
for the Kaka Group Steering Project



Newtown Branch New Zealand Labour Party
Submission
on the
Wellington City Council: Draft Long Term Plan 2015-2025
April 2015

Contact details

Steve Stirrat (Chair)
Marilyn Head (Vice Chair)
c/-105 Owen Street
Newtown
Wellington
Aotearoa New Zealand
Mob: 021 455 425 (Chair)
H: 4 389 0882 (V/C)

Executive summary

1. The Newtown Branch of the New Zealand Labour Party (NZLP) welcomes the opportunity to submit on the Council's Draft Long Term Plan ("the plan").
2. The Newtown Branch has over 60 members who live in the central city suburb of Newtown, part of the Rongotai electorate.
3. Notwithstanding the short, much appreciated, extension granted for this submission, and the efforts made to inform Wellingtonians about the Plan, we are concerned with some aspects of the content; the level and timing of information made publicly available; and the short consultation timeframe.
4. The consultation document is, however, attractive and readable, though entirely monocultural. We expect, particularly given the history of settlement here, te Tiriti o Waitangi to be acknowledged as a founding constitutional document for our *bicultural nation*, and for its principles of partnership, participation and protection to be articulated throughout the plan.
5. We also suggest that more needs to be done to involve people with English as a second language in the development and implementation of the plan, using multi media, multi lingual strategies. We draw your attention to the sections on consultation in the Local Government Act 2002 which, though not prescriptive (s 78), are rigorous as to the principles of public engagement and expectations of the quality and accessibility of the information that should be provided ss 82, 83, 95A).
6. In general the Branch supports those aspects of the plan that are positively focused on building "resilient infrastructure" (p8), including cultural, scientific, arts and technical infrastructure that leverages the value of Wellingtonian's diverse people and skills base.
7. However we are not convinced that the Council can or should "pick winners" and oppose Council funding for commercial enterprises such as the Wellington airport extension and the film museum where the need, as well as the business case, has yet to be proven.
8. Conversely, we welcome the continuation of the Council's outstanding leadership in social housing and in generating a (proud) sense of place and community indicated in projects 3 - 8
9. We recommend an additional aim to make Wellington a Living Wage city, beginning with the full implementation of the Living Wage for all employees of WCC including all those working for Council Controlled Organisations and indirectly employed and contracted workers.
10. We wish to acknowledge what the Council is already doing to make Wellington an attractive and exciting place to live.
11. The Branch wishes to make an oral submission.

Discussion

A simple choice

12. The branch is strongly supportive of sustainability but unlimited growth is clearly not sustainable; we would like to see what Council has done on identifying how much and what sort of growth is 'sustainable' given our geography and determining socio-economic factors.
13. The choices are not "simple" – they are complex, and require robust and comprehensive cost benefit analysis (cba) that is not limited to 'financials' but also considers outcomes such as fairness, equity, reducing disparities, and avoiding structural discrimination.
14. Growth at any price is not acceptable to most Wellingtonians who value the culture and 'connectedness' of our compact city, and have strongly eschewed some of the pathways that other cities have taken to attract tourists, money and growth.eg the casino (open to people whose wealth exempts them from standard immigration procedures) at the heart of Auckland city.
15. We also reject the notion that the choice is limited to either the investment outlined or 'business as usual'. Again, the choices are extensive and complex and each must be argued on its merits.
16. We support investment – in people and places and communities, and in enabling business, and cultural and other pursuits to prosper.
17. We also accept that a certain amount of risk comes with investment and that not all investments will pay 'dividends', economic, social or otherwise.
18. "Flagship" investments that will significantly change the character and style of the city and its size, need very wide public support, predicated on access to full information (robust business cases and comprehensive cba), and inclusive community consultation.
19. The economic consequences of a 'Sesqui' type failure are no more disastrous or unwelcome than, for instance, the rather bizarre attempts to 'Tolkeinise' our particular space in the South Pacific.
20. While the plan articulates a focus on essential services (which we support), the upfront focus is on two major projects (p4 & 9), the airport extension and the film museum, which we strongly oppose.
21. Among the other listed investments for growth (p9), there is not one that has a specific tangata whenua focus, despite the seminal historical, cultural and geographical importance of Whanganui-a-Tara.
22. Quite apart from our Treaty obligations, the intrinsic and economic value we derive from the excellence of Māori culture, performing arts, music, places makes this omission contradictory to the plan which is, rightly, highly focused on celebrating and extracting value from the uniqueness of Wellington's culture and environment.

23. Whanganui-a-Tara is home to many iwi and hapu - Ngāti Whatua, Te Ati Awa, Ngāti Tama, Ngāti Toa, for example; the Tenth Trust has a significant commercial and social role in the city; and Māori comprise 15 percent of the population 50 percent of whom are under 30. We suggest that equal investment in Māori and ensuring Whanganui-a-Tara is truly bicultural should be a part of the draft plan.

A longer airport runway

24. The Branch opposes a longer airport runway, and does not support any Council expenditure on what is a commercial venture.
25. There are many capital cities in the world that do not have direct international links – Canberra, Washington DC, Brasilia etc. A one hour flight from Auckland is not overly inconvenient or expensive.
26. Wellington’s airport is a treasure. It is conveniently located, not too intrusive and is valued by both residents and visitors.
27. A key aspect of the airport is that it services government, and its size and volume of traffic make that manageable.
28. There is considerable risk in building a longer runway that is not demand driven, and that will involve significant and urgent expenditure on the infrastructure supporting it.
29. The environmental impact will be significant and will inevitably reduce the liveability’ of the southern suburbs.
30. Has a health impact assessment been done? If not, why not, and if it has been done, the assessment needs to be made public.
31. A longer runway is also antithetical to transport decisions that will have to be made to address the adverse impact of climate change.
32. We note that movement between Lyall Bay and the Miramar peninsula and the Miramar golf course is already ludicrously restricted by Infratil’s ownership of the connecting road and the enforcement of traffic through the airport. Extending the airport raises the spectre of more limitations to freedom of movement.
33. It is essential that the plan does not reduce the quality of life for a substantial number of Wellingtonians in order to improve the access and experience of visitors.

Supporting smart and sustainable growth

34. We support the concept of a central city tech hub, and a Wellington Regional Economic Development Agency (WREDA).
35. Wellington’s numerous existing tertiary educational facilities obviate the need for the establishment of “an international higher education facility to support the industry’s demand for skills” unless it is part of a national tertiary education strategy.

36. However, a tech hub should naturally involve the educational and research institutes including the (unmentioned) Crown Research Institutes we are fortunate to have in and near Wellington, which are the repositories of intellectual knowledge and technical skills.
37. Technology and innovation are ubiquitous and the hub needs to be inclusive and interdisciplinary.
38. Council could play a key role in promoting community awareness of and connection with the institutes as we assume it does with industry.
39. Council support in terms of offering simple planning (advice? expertise?) and rates processes is sensible, as long as it is transparent, and does not circumvent rules, regulations, or citizens rights eg to public consultation.
40. We support an integrated approach linking services, venues, etc. to improve resident, industry and visitor experience, with the emphasis being on the first two.
41. While we agree that tourism is important to Wellington, our small size is a limiting factor. Tourism does provide jobs, but they are generally low waged, insecure, and associated with increasingly precarious employment practices (New Zealand Council of Trade Unions, 2013).
42. Tourism is also highly susceptible to unpredictable and ungovernable international conditions and is not a secure base for a primary industry.
43. This does not diminish its importance as a secondary industry, but, Wellington must focus its energy on areas that will sustain real jobs with liveable wages, rather than servicing a south Pacific 'Wellywood'.
44. With regard to the latter, we take this opportunity to express our considerable disquiet at the continued 'association of Wellington's 'brand' with the Lord of the Rings films. It is one thing to celebrate the success of the films, and for commercial ventures to profit from them; it is quite another to adopt a city wide image of Wellington as the fantasy land conjured up seventy years ago by an English professor on the other side of the planet!
45. The films are relevant to Wellington only to the extent that they were made here and are part of a commercial enterprise; they, and their images, are irrelevant in every other way.
46. Except, perhaps, the constant reminder they give of the part they played in undermining New Zealand employment legislation, removing employee rights and protections from *anyone involved in any aspect of film production*, including the production of games (Employment Relations Act 2000, s 6 (1)(d), s 7).
47. This sweeping and iniquitous legislation is the antithesis of the 'good faith' employment relations we would like to see Wellington become known for.
48. It is not only inappropriate, but repugnant to the Newtown Branch of the NZLP (and others) that Wellington as a whole should be associated symbolically with the Lord of the Rings.

49. That is one of the reasons why the Branch categorically opposes support for the establishment of a film museum in Wellington (and particularly not in the centre city), but, more pragmatically, we suggest that investment in the existing excellent museums and attractions (including the film archive) that are utilised year round by Wellingtonians, is better placed than in a one-off tourist attraction.

Projects 3-8

50. As indicated, we strongly support these projects.
51. Housing is fundamental to health and equity and we again congratulate the Council on its exemplary commitment to community housing with the outstanding redevelopment and upgrading of facilities it has undertaken.
52. In Newtown we have been privileged to witness several council projects and can attest to the difference they have made to residents and the pride we feel in our community. Thank you.
53. We strongly support opportunities for more affordable housing, especially in the inner city, and maintaining our heritage buildings.
54. Creating liveable communities with (walkable) access to work, services and recreational activities for *all* will ensure a vibrant inner city.
55. We note, however, that it is vitally important that the Council ensures the provision of recreational facilities for residents of inner city apartment blocks as *part* of the development; public spaces should not have to serve as ‘backyards’.
56. In addition to the inner city projects outlined for Victoria Street and the city end of Adelaide Road, we would like to recommend finishing the wonderful city to sea bridge.
57. This is much admired and very well used, but its capacity is unnecessarily limited and it remains a half finished art project. Finishing the bridge would enhance the link between the harbour, the civic centre and the city and avoid the bottleneck it sometimes is. We suggest this is more of a priority than redesigning Frank Kitts Park, which is at least functional as it is.
58. In addition it would compensate for the loss of Jack Illott Green should the national music hub go ahead. We note that while the green may not be extensively used it is an oasis of peace that is highly valued.
59. A national music hub is well overdue in Wellington. Is it possible to involve Massey University, which has a highly acclaimed jazz school, as well as Victoria University?
60. We suggest our sense of place is significantly linked with the harbour and that there are opportunities for strengthening that connection, through events and improvements. We therefore support Council funding of the ocean exploration centre and expansion of the Museum of Wellington City to Sea and other

offerings of the Wellington Museum Trust (p38-39), which, incidentally, does an excellent job.

61. With regard to funding and support of major events we would like to draw attention to the derisory and reduced funding for the longstanding Newtown Festival, which is by far the largest and most diverse community festival in Wellington and actually is the hub of a lot of local music, in comparison with that given to the Cuba festival.
62. Such disparities underline the need to 'support our own' first.
63. We would like to see much stronger support for Māori events, particularly those that, like Matariki, are associated with our location. Auckland has a number of events (<http://www.matarikifestival.org.nz/>). We suggest that and we believe that, in this instance, there is a lot to be gained from a coordinated national approach.
64. We support small consistent improvements to 'cheer up' streets and laneways throughout Wellington – the benefits of improvements must be equally distributed and not limited to the inner city.
65. With regard to improved lighting please note the New Zealand Nurses Organisation's comments on the impact of lighting on health.
66. We also draw your attention to the potential to improve the efficiency and effectiveness of street and sports field lighting to minimise adverse impacts on human health and safety and natural and cultural systems.
67. The Hockey field in Berhampore is a prime example of misdirected, misaligned, wasteful lighting; it is known locally as "the alien landing strip" as so much of its light is directed upwards. Light pollution is unnecessary, expensive and harmful.
68. Finally we suggest, with respect, that further commemoration of World War 1 is unnecessary. We would like to see commemoration of other events and celebration of local heroes, including pre European ones first.
69. The pou marking the location of marae is a good example of a project which strengthens ties to this place, not any place.

Make Wellington a Living Wage city

70. The Branch is surprised that no mention is made of the Living Wage, though it was overwhelming supported as part of the 2014 Annual Plan and should be an established part of the long term plan.
71. We again refer you to the New Zealand Nurses Organisation's submission which notes that: "Poverty and inequity are root causes of much ill health and inequality in this country, and Wellington is not immune to either. Those who are struggling to survive on incredibly low wages are also the people who face barriers to accessing health care, education and other social services when and where they need them. ..One measure by which to demonstrate how a population is valued is by the wages they earn. The rationale behind the Living Wage movement is that it uses mainstream economic tools to analyse the income necessary to provide workers and

their families with the basic necessities of life. A living wage enables workers to live with dignity and to participate as active citizens in society. “

72. It is essential that as well s being a beautiful and exciting place to live, it is also a fair place to live.
73. Making Wellington a Living Wage city, beginning with the full implementation of the Living Wage for all employees of WCC including all those working for Council Controlled Organisations and indirectly employed and contracted workers, is the way to achieve this.

Conclusion

1. In conclusion, the Newtown Branch of the NZLP values this opportunity to contribute to the development of the plan.
2. We look forward to making an oral presentation and recommend that you
 - ensure the plan is consistent with Treaty obligations, is bicultural, throughout, and includes specific for Māori;
 - develop more inclusive consultation processes;
 - note our support for those aspects of the plan that are positively focused on building “resilient infrastructure” and supporting affordable housing and attractive liveable communities;
 - agree that the tech hub needs to be broadly focused rather than narrowly focused on film and utilise existing educational and research resources;
 - agree that the plan should not reduce the quality of life for a substantial number of Wellingtonians in order to improve the access and experience of visitors;
 - note or strong opposition to the airport runway extension and the film museum; ;
 - ensure the plan includes Wellington’s commitment to being a Living Wage city; and
 - note our warm support of the many ways in which Council is supporting the sustainable development of our city.

Nā māua noa, nā

Steve Stirrat

Marilyn Head

REFERENCE

New Zealand Council of Trade Unions. (2013). *Under pressure: A Detailed Report into Insecure Work in New Zealand*. Wellington. Retrieved from <http://union.org.nz/sites/union.org.nz/files/CTU-Under-Pressure-Detailed-Report-2.pdf>

Submission from Johnsonville Community Association Inc. (JCA) to the Wellington City Council Long Term Plan (LTP).

Submitter details:

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The Johnsonville Community Association Inc. (JCA) would like to make an oral submission. Please liaise through our secretary, Maureen Sullivan at the above email address.

JCA has submitted the Johnsonville Community Ten Year Strategy (JC10YS) to WCC for inclusion as a part of the district plan, and WCC replied that the entire document (see http://johnson.myob.net/downloads/3373707/Johnsonville_strategic_plan+November+2014.pdf) was received and would be considered as a submission to the LTP. Please check that this has been done, and if not, kindly download the full plan and accept that as part of our submission.

Because the (JC10YS) was created as a community improvement strategy (and not a LTP submission), the document you are now reading constitutes JCAs primary submission to the LTP.

JCA is the sole Community Organisation representing all of Johnsonville and Raroa. All Johnsonville residents are members, and much of this submission is based on JCAs detailed and professionally conducted survey of every household in the suburb in 2014, where we asked residents what they wanted to see happen to improve Johnsonville over the coming decade. The response rate for that consultation process was excellent, and because it allowed submitters free reign to tell us what they wanted, it was in many ways a more “true” reflection of the will of Johnsonville populous than any process conducted in many decades (including LTP consultations).

B,A.U. or Growth?

We feel this choice offered in the draft LTP was insufficiently well supported by detail for us to endorse the approach overall. Without the provision of more detailed business cases, or meaningful cost benefit analysis, many of the cases made for “big ticket items” offered in the LTP – like the runway extension – do not add up, and we cannot offer our support for them.

As a suburb which has received severe underinvestment in infrastructure from WCC for many decades, we believe WCC should prioritise “essential” council services more highly and ensure these

things (footpaths, libraries, parks & recreation) receive an adequate share of WCC investment, so that all parts of Wellington have access to an equivalent level of service. We encourage this focus, rather than having WCC “dabble” into supporting economic growth in ways that are clearly very costly, and have little provable economic rationale. Wellingtonians have been asked to approve the growth agenda and entrust Councillors to make those decisions “later on” as that cost-benefit data becomes available, and past experiences (from Sesqui, to Moa Pont sewerage treatment plant, to Kilburnie indoor sports centre) show that it is unwise to trust the majority of WCC officials and Councillors to make the best business decisions on such matters, so we simply request that these decisions are deferred until compelling data is made available, and consultation be carried out then.

New Johnsonville Library JCA strongly supports WCC plans for a new Library; The present facility was rendered inadequate by growth in our nearby population over 20 years ago, as we are hugely supportive of its replacement with a modern and suitable Library.

Johnsonville infrastructure built by WCC (Keith Spry pool, Johnsonville community Centre) have a track record of being “under-specified” for the demands of the area, and its imminent growth. Population growth in the wider “catchment” for this proposed new facility is already far above that which would justify its creation, and very significantly larger than (say) Tawa or Karori libraries.

In addition, impending residential intensification here in Johnsonville will add an enormous “qualitative demand” for 21st century library services (due to lower socio-economic residents that will be attracted to the “lower spec.ed” housing that MDRA will offer, likely in overcrowded domestic conditions where children and university students do not have appropriate study space, etc. Consequently, JCA urges WCC not just to complete the new library, but to resist the temptation to “dumb it down” to save money, and instead make the Library it all it can be and more, thereby “future proofing” this aspect of areas social infrastructure for many decades to come. .

We request substantial and detailed consultation with the community on what a modern library can offer, and urge WCC to begin this process as soon as possible. Today’s modern libraries are utterly different from those of 40 years ago, and JCA is very concerned that if residents are not fully informed of what they should expect and aspire to, the opportunity to create the best possible, “future focussed” library facility may be lost.

Mitigation for lost reserve space; The library will be built in part on a significant sized (700 or so square metres) piece of reserve land on 2-4 Wanaka St, collectively 1086 square metres of the only “reserve” public land immediately adjacent to the town centre. Such greenspace is extremely scarce in Johnsonville, and Library Construction will also eliminate Johnsonville’s only “youth facility”, a half-court (in itself a disgracefully inadequate resource for our young people from such a large and growing population)

We note that the Johnsonville Town centre Plan (2008) called for creation of public space in central Johnsonville, and not only has *no attempt* been made to fulfil this commitment in the last 7 years, massive quantities of park land in central Johnsonville have been lost over the past year as new or improved social infrastructure has “cannibalised” over \$ 3.5 million worth of public greenspace (although its value as greenspace is beyond calculation). We urge WCC to make this and any other new infrastructural investment in Johnsonville without “cannibalising” our parks and reserves

(regardless of their legal status), and we strongly urge WCC to make budgetary provision for the purchase on additional land in central Johnsonville to replace this lost “reserve” land.

Retail Redevelopment Redevelopment of the Johnsonville mall has been inhibited by district plan changes which saw size limits imposed to “protect” the Wellington CBD from competition. Johnsonville's shopping infrastructure has become dilapidated as a result of this legal restriction. This bylaw has deprived Johnsonville (where commercial land is scarce, expensive and tightly held) of ‘normal’ renewal of commercial infrastructure, and driven businesses and retail activity north to Porirua, (leaving Johnsonville’s businesses significantly compromised, and the community badly under-served). Especially now that Johnsonville's dilapidated roading infrastructure is on the way to being upgraded, we encourage WCC to reverse those 2009 Plan changes, and allow businesses in Johnsonville to grow in proportion to the demand for them from the rapidly expanding northern suburbs.

Safer pedestrian Access & Improvements to Traffic Flow JCA support the Johnsonville Triangle roading upgrades, especially

- signalling the Moorefield Road entrance/exit to the Mall (heavily used by bus services)
- removing the poles from the North side pavement on Broderick Road between Dr Taylor Terrace and Philip Street

We urge additional investment in the Johnsonville triangle project, to ensure they are fully completed in the next three years (rather than being delayed indefinitely, which is the current plan), so ensure the full flow-on benefits of works now underway can be realised.

In terms of other wider transport and roading issues, JCA strongly supports:

- progressing the Spine Study recommendations for implementing Bus Rapid Transit including the need to improve the Basin Reserve congestion point.
- progressing the Petone to Grenada Link Road.
- The planned GWRC Transport Rates Review, as we expect that to reduce the excessive rates allocation borne by Wellington City residents.

Need for more Park 'n Ride Johnsonville’s ability to support high numbers of rail commuters has been severely compromised by recent reductions in Park’n’Ride. We urge full replacement of all recently disestablished park-n-ride spaces as a minimum, to alleviate the huge pressure on residential streets that parking demand have already created.

Cycle-ways We support significant additional investment in cycle-ways, and encourage WCC to focus on northern connections – Cycleways from CBD to Johnsonville, and from Johnsonville to the north. Constructing a trail through existing trails (such as connecting with Ara Tawa at Takapau station) offers a substantial cumulative advantages on the massive investment already sunk in Tawa, and would connect Tawa with Wellington via a safe cycleway.

Recreation Centre (indoor multi-sport facility) The ‘Allgate Report’ commissioned by WCC in 1998 was the last comprehensive effort to understand the needs of the area, and that research identified a strong need for indoor sports facilities in the Northern Suburbs. 17 years later, massive growth in and near Johnsonville has increased that demand substantially, and in that time \$ 55

million has been spent on the Kilburnie indoor sports facility, which (for northern suburbs residents) may as well be located on the moon for all the use it is to people in the Northern suburbs, for whom use of this facility is up to a 40km round trip by car through massive CBD congestion, with no direct public transport link.

There are no suitable indoor sports facilities either close or easily accessible to Johnsonville, or any neighbouring suburbs' residents, at all. There is ongoing and increasing demand for a large, multipurpose indoor space suitable for recreation or cultural events, either within Johnsonville or very nearby. Plans for a single court" on Alex Moore park (see our opposition to phase 2 of the "Sportsville" development on Alex Moore park, below) are insufficiently large to meet the demands of the area, and come at an unacceptable cost (in terms of loss of greenspace/parkland). We urge WCC to set aside \$ 10 million for a northern suburbs community sports hub, located within 1.5Km of the Johnsonville "Triangle".

Playgrounds, Youth facilities & Green Open Spaces Johnsonville is very poorly served with playgrounds, in quantity, quality and "age appropriateness" (especially for older children). While Johnsonville's population is denser and sports a much higher proportion of school-age kids, our greenspaces are less in size & number & less accessible than other comparable Wellington suburbs. JCA seeks a revision of "rules" for playgrounds to allow for more and better playgrounds to service the needs of "MDRA" dwellers of the future.

In particular, a Wheels park (for the use of Skaters, Skateboarders, etc.) represents the type of positive, challenging, creative and competitive recreational infrastructure that we are obliged to provide if we wish our young people to develop positively. This is needed with increasing urgency since Johnsonville's only youth facility has been decommissioned in advance of Library construction.

The Gilbert Young Play Area on Fraser Ave is earmarked for modernisation and "upgrade" in 2016 as part of the LTP, with an extremely modest budget of \$ 65,000. While welcome an upgrade as long overdue, this sum is completely inadequate, and around \$ 250 000 is requested to provide appropriate play facilities and landscaping improvements on this park. Consider the following:

- The Gilbert Young Play area is the only playground in Wellington to be completely surrounded by MDRA zoned residential land. This means that, if intensification succeeds, the park will soon be surrounded by many, many hundreds of additional children, mostly of low socio-economic standing, living in dwellings with typically zero private outdoor space. The need for provision of adequate public playgrounds is therefore exponentially higher for this site than any other in Wellington, so we request WCC make provision for extra resources to equip it appropriately.
- Close proximity of this park to Raroa and Onslow schools and to rail and cycleways make it highly accessible and potentially attractive to a large number of "out of zone" children IF it can provide appropriate play options.
- This is Johnsonville's largest playground of its type, and the last to be upgraded. Upgrades of the other three have significantly "lowered" the average age of children to whom they appeal, leaving a total absence of any 'age appropriate" play facilities for older children & young adults older than about age 8 in Johnsonville
- While large, the park has significant drainage problems in Winter which need addressing.

- Its size, aspect and topography confer and enormous potential for alternate applications (such as skating) as well as landscaping

Establishment of a Community Board JCA and other Northern Ward residents groups are well advanced towards establishing a “Community of Interest” (a term with relevance to the Local Government Commission), in the northern suburbs (south of Tawa). This Community of Interest will encompass an area which will likely extend to from Johnsonville to Newlands, Glenside, Woodridge and Grenada Village.

Should the current local Body Amalgamation proposal currently before the LGC fail (which seems likely), WCC should expect JCA and other bodies in the northern suburbs to apply to WCC for the establishment of a Community Board to cover the same geographical area, by early 2016. This advice is hereby given to encourage WCC to make whatever budgetary provisions may be required for the establishment and maintenance of this new community board over the coming decade.

Alex Moore Park **The people of Johnsonville oppose the tabled proposal for WCC to fund ANY further contribution to Alex Moore Park Sport and Community Project and Sports Field Development (completion of stage 2 in 2018), including The Council’s contribution is \$1.45 million**

We offer the following detailed rationale for this position;

The proposal to “develop” Alex Moore Park fails to comply with aspects of the Johnsonville Community Ten Year Strategy, because the “community good” aspects of the development comes at the sacrifice of an unacceptable amount of public park – flat “playable” space – that need not be sacrificed AND SHOULD NOT BE SACRIFICED. This is the carefully considered position of JCA, and we are unanimous in support of that position.

This position should be viewed from the perspective of MDRA for Johnsonville, where **WCC has made NO provision to mitigate the effects of intensification on J/ville at all, in terms of additional greenspace, playgrounds and sportsfeilds.** To the contrary, AMP development (stage 1), Keith Spry Pool extension and the proposed new Library have ALL cannibalised Johnsonville’s greenspace, playgrounds and sportsfeilds to a very significant extent, and WE OPPOSE ANY FURTHER SUCH LOSS OF GREENSPACE IN CENTRAL JOHNSONVILLE FOR ANY REASON.

Our suburb effectively provides sportsfeilds for a population catchment well over twice the size of Johnsonville’s population of 10,237, and people from Churton Park, Glenside, Newlands, Paparangi, Woodridge, and Grenada Village and Khandallah all use Johnsonville’s sportsfeilds as a “home pitch”, principally Alex Moore park but also Raroa Park. The available playing field space is already insufficient for children’s weekend sports fixtures, with children forced to play “away” rather than at home because there is insufficient playing fields space in Johnsonville.

There is also strong demand and need for a community playground for “older kids”, and co-locating this on the most visible and safe segment of Alex Moore Park (a location most

compliant with the terms of the Northern Reserves Management Plan) will become all but impossible if further land is removed my more car parking as per “Phase 2”.

We oppose the proposed \$ 1.45 Million contribution to the sportsville complex, because the benefit it offers Johnsonville residents is both insufficient for our high and growing needs, and unjustifiable in terms of the associated loss of sportsfeild space “playable” space, and greenspace on Alex Moore Park.

The single indoor ‘court” provided by the proposal is massively inadequate for what is required for Johnsonville (see comments on the need for larger indoor facilities above) , and “phase 2” represents a very poor solution to the suburbs’ indoor sports facility needs. It has been said by its supporters, (who agree that Johnsonville is severely lacking in indoor sports facilities) that “something is better than nothing”, but JCA disagrees; the elimination of significant further flat “playable” space for still more new car parking (despite the park being located adjacent to the second biggest public transport hub outside the CBD) cannot be justified. The people of Johnsonville simply do not accept that further additional sacrifice, in order to maximise ‘convenience” for those who choose to drive private motor vehicles rather than walking, cycling or using Johnsonville’s abundant public transport, is unacceptable.

WCC does not provide parking spaces “as of right” for residents on their own street – so why should it provide 44 more than the carparks (on top of the 75 already created!) **on our park, most of which** will sit utterly empty for all but two or three hours per week?? THIS IS MADNESS!

The addition of the All-Weather turf at Alex Moore Park has extended the usability of the park, largely thanks to the addition of floodlighting which allows one field to be used in winter evenings. Floodlighting alone could have been provided for much more of the park for far less cost than the all-weather turf, but the all-weather surface has certainly increased use of that space, although it must be added that this has resulted in considerably reduced use of other fields, so the net increase of use of the park overall is much reduced.

The claim that the new turf has added “an additional 24,000 activity hours to Johnsonville” is, we consider, ridiculous. We certainly accept that there are benefits to Johnsonville from the new all-weather turf, but we do not accept that these benefits are in any way connected to the proposed new clubroom building proposed for 100m away from the “turf”. The (exaggerated) benefits of a new artificial turf are exceeded by the opportunity cost to the Johnsonville community of the massive loss of flat playable sportsfeild, in favour of a massive carpark.

There has been further downside to this new artificial turf to the community which needs to be articulated. There has been significant loss of “affordable” sports ground to sports such as junior softball; the all-weather pitch provides no benefit and even some disadvantage to junior softballers, and at the same time costs the club (through their fee-paying parents) many thousands of dollars a year in higher rental charges, all for a facility that offers them

no benefit at all, and actually has *less* amenity value for their sport than the grass it replaced. (We are happy to detail this further if required).

Alex Moore Park is a jewel in Johnsonville's crown: A precious and valuable outdoor recreational space, to be treasured, used and appreciated by our ten thousand (and growing) residents, and many more besides. That jewel is dishonoured by building car parks on what should remain flat green grass; playable space whose value to the community will increase exponentially as "MDRA" (and resulting residential intensification) in adjoining neighbourhoods will add **many thousands** more population in new dwellings, most of them without any private outside ground-floor space whatsoever.

District plan Change 72 gave Johnsonville MDRA status, but (despite objections of local residents) it made NO provision for the necessary remediation of the effects of that residential intensification. That needs to change. There has been some investment in recreational infrastructure over the past year and more promised soon, but such investment must not be made to the detriment of ever more of Johnsonville's precious (and now very scarce) open space. Recent examples to illustrate include:

- Keith Spry Pool extension construction eliminates the landscaped greenspace a children's playgrounds: **300 square metres of prime kiddies play-space lost.**
- AMP Turf eliminates a huge tract of flat playable grass: **3000 square metres of playing field lost**
- Proposed new library; **Johnsonville's only "youth facility" already lost, with no replacement proposed. 700 square metres gone.**
- The new AMP Clubrooms *plus associated 44 carparks* will eliminate **a further 2000 square metres of otherwise "playable" space WILL GO.**

Land in nearby Philip Street is valued at around \$ 500 per square metre by proponents of the new sports clubrooms & car-park, and so using this same land value, the 2000 square metres of land lost to the proposed new (AMP Development Stage 2) carpark will "take out" greenspace worth \$ 1 Million. This rapidly disappearing public greenspace is beyond monetary value to the people of Johnsonville,

This comes atop a *further* loss of \$2.5 million worth of central Johnsonville park land from other "developments (All-weather turf carpark, \$ 1.5 mil, Keith pry pool expansion \$ 300K, New Library \$ 700K), so the loss to the community –now, and for generations to come – of a total of \$3.5 Million worth of usable, playable, public park land is far more than the community of Johnsonville is prepared to accept.

We do want additional facilities to compensate for decades of under-investment in our suburb, and to mitigate the effects of the intensification that is being thrust upon us (so Wellington may grow up, not out, while "leafier" suburbs with "more character" remain undisturbed). But it is not right and it is not fair that the people of Johnsonville "pay through the nose" for those facilities, through the loss of their rare and precious 'high amenity value' spaces that these green park spaces represent.

JCA, has been confounded by AMPDB and WCC officials' refusal to consider alternative parking proposals, presented by JCA for on-street angle parking along Banister Ave. This proposal – one of many possible streetside parking alternatives - was, and remains, cost-effective, practically viable, and acceptably safe, while allowing the entire “flat space” on the western side of Alex Moore arks top field to revert to grass (or a children’s playground), as it should be allowed to be. We find it impossible to reconcile this state of affairs with suggestions that the “development” of Alex Moore Park was appropriately consulted on, and that “Phase 2” enjoys the unqualified and unanimous support of the community. Far from it.

AMPDBBoard is made up of representatives of five sports clubs, and JCA members are also members of those clubs. We are aware that this support within these clubs is far from unanimous, and that many members of those clubs share our opposition to conversion of sports ground to car-parking.

While undoubtedly a ‘nice to have’ in terms of a community facility, the future utility of proposed new sports clubrooms for junior sports club members has also been grossly overstated by the developments proponents: In truth, the *existing* softball & Football clubrooms (at 50 Philip St.) are primarily used for equipment storage and after-match “socialising” by a relative minority of adult club members (The bar is open from 2:30 pm on Saturdays, and is very well used into the night). While that social aspect is undoubtedly a wonderful thing for those senior members to enjoy, and an excellent adjunct to their healthy sporting endeavour, it is questionable whether this is a valid use of WCC funding that could be better used to fund a larger indoor sports facility that might provide the “critical mass” for utility as an indoor sports facility for the northern suburbs. It is certainly not appropriate to lay waste to playing fields in favour of car parks to support that (non “sporting”) social interaction.

Neither does the utility and cost effectiveness of the proposed clubroom complex stack up. Several years ago a clubroom complex of a certain specification level was consulted on. Since then, that specification has reduced dramatically and the price of delivering this ‘lower spec.ed’ building has escalated. AMPDB simply does not have a workable “business model” to build and run the complex successfully (ie, at a “profit”), and without the full support of the community, this is unlikely to change. Johnsonville now has a number sports clubs which are debt free with money in the bank, but there is a probability that if phase 2 continues, those clubs could be left with no assets and significant debt.

The Johnsonville community is disappointed in the reluctance of the AMPDBBoard to address the serious matter of loss of greenspace, and that ongoing failure to engage and discuss requests that alternatives to sacrificing flat “playable” space, for car parking is a great concern. WCC may care to accept some responsibility here, because despite WCC officials being aware of strong opposition to this sacrifice of playing fields for carparks from the wider community, the resource consent application for the park development in 2013 (a single consent for a wide range of works intended to be carried out over many years – in itself questionable) failed to “notify” the community at large on the consent proposal at all. Organisations like JCA who had publicly voiced concern were thereby deliberately excluded from participating in the “due process” (The only parties “notified” were sports clubs that

constitute the AMPDB (!!) - and a very few neighbours whose concerns were primarily over traffic & car parking issue, and therefore supportive of the application).

Since consent was granted in late 2013, WCC has significantly breached the conditions of the consent (in its failure to plant locally sourced species), and amendments to the original consent (regarding commercial activity on the site) have not been publicly notified as we believe they should have been. JCA find this disregard of consent conditions unacceptable, and the lack of engagement on material issues with the community on the use of ‘our’ park inappropriate.

After all this, the AMPDB have stated publicly in their submission to the LTP that *“This community is incredibly supportive of this building project. That position is reflected by the finding that, in nearly 10 years of formulation, the only negative raised (outside of the volunteer time involved) has been the loss of a small area of grassed space on the park for the provision of a carpark”*. **This statement is manifestly a deliberate untruth.**

Rather than *“a carpark”*, there are now the sum total of about 75 carparks, built last year entirely on the Middle field of Alex More Park, (20 more than the 55 that were consented for that space), and another 44 carparks are consented for the top field, to be constructed when the new clubrooms are built. To under-state the loss of a massive 5000 square metres of land - \$2.5 million dollars’ worth of precious, flat, playable greenspace in such a way as this is not only insulting to the intelligence of Johnsonville residents, it is grossly disrespectful to the memory of Alexander Augustus (Alex) Moore and all his family did to make Johnsonville the suburb we love.

Community opinion on this matter is overwhelmingly supportive of our position that putting even more carparks on AMP cannot be justified – the problem here is that those voices have not been listened to, and continue to be stifled by leaders of those sports clubs. We encourage WCC to use the \$1.45 million to purchase new land to compensate for the playing field lost to the carpark built in 2014 (part of “Phase 1’), and to budget appropriately for an appropriately sized (ie, very much larger) indoor sports complex, one more appropriate for the demands of the northern suburbs, on a dedicated “new” site elsewhere in Johnsonville that does not eliminate such a substantial amount of highly used recreational space.

JCA would not oppose a smaller complex on the same site, or indeed the one currently proposed, but only if the parking situation can be resolved (without elimination playable park space) and the economic viability of the proposal can be proven to a high level of confidence.



Johnsonville Community Strategy 2014-2023

A 20 Point plan to revitalise the greater Johnsonville area over the next decade & prepare for the demands of future growth.



Contents

Executive Summary	3
Introduction	4
Background.....	4
The Newlands Exemplar:.....	5
Power and Responsibility: Towards establishing a Mandate.....	5
Community Projects.....	6
Development Process for the Johnsonville Community 10 Year Strategy.....	6
Surveying.....	6
Analysis.....	7
Development.....	8
Implementation.....	8
Projects for Johnsonville	9
Mission	9
Top Twenty List	9
Project Management.....	9
Acknowledgements.....	10
Appendix A: Project List	12
Appendix B: Benefits and Costs Metric.....	15
Appendix C: Cost Benefit Analysis	16
Appendix D: Structure	17
Appendix E: Timeline.....	18
Appendix F: Framework	21

Executive Summary

This document outlines a strategic plan covering the community development of Johnsonville & Raroa over the next ten years.

Residents' associations sometimes struggle to achieve sustainable outcomes for their communities due to a lack of direction, understanding or communication between the community, residents' association and local authorities. What achievements are made often come from agitation and lobbying, rather than *bona fide* community development work.

In developing this Strategic Plan, the JCA has adopted the 'Newlands Model', whereby wide, independent community consultation was employed to identify the key projects of importance to the Johnsonville community. Having been devised, executed, completed and then further refined over 13 years, this successful model for creating and managing community strategies is well accepted across New Zealand, and is delivered in the Wellington Area by Resilience NZ under contract to the Federation of Wellington Progressive and Residents' Associations (FWPRA).

Government, business and funders all demand a high degree of evidence before resources will be directed into a project. With this in mind, the JCA consulted with the Johnsonville community through a survey of all the households in Johnsonville and Raroa. The survey forms were delivered, and data received and processed, independently from JCA by specialist commercial operators. The survey results captured residents' suggestions on what they would like to see happen over the next ten years. The survey data was robustly analysed and a 'Top Twenty' list of projects resulted. These projects were then quantified using a cost/benefit metric to ensure they were valid, appropriate and worthwhile.

The Strategic Plan envisages that all the projects are undertaken to a high standard, with the burden spread evenly across many people, and it has a structure that sees four 'Project Champions' assisted by a 'Mentor' oversee the four project portfolios (Built Environment, Services, Recreation/Culture, Strategic). These Project Champions will meet regularly and support the people managing each of the 20 projects (Project Leaders). The JCA Executive Committee will adopt a governance role and will liaise with Volunteer Wellington and funding bodies.

Each project has been developed to follow community development best-practice. This includes a focus on utilising social capital, engaging volunteers, using existing community resources and organisations, adopting a future focus, restoring natural capital and prioritising sustainability. The outcome will be a healthier, more socially active, community whose individuals participate more in local democracy, volunteering outside the home, and take responsibility for shared community outcomes.

Ultimately this venture will enhance the sense of place that Johnsonville residents experience, will improve the JCA's standing within the community, and will instil a sense of pride amongst all the people who live in the area because they – the community – have acted to improve their lot.

Introduction

Before embarking on a ten-year journey, with all the work that this entails, it is beneficial to understand the place of the Johnsonville Community Association Inc. (JCA), both in the community and wider societal contexts, and to have a clear idea as to where we are all headed together.

Johnsonville is a major suburb of Wellington City with a strong community spirit. In addition, Johnsonville is also recognised as a “sub-regional centre” being the largest services hub outside the CBD, with residents of other North Wellington communities visiting daily, many of whom stand to share the benefits of this plan’s success. Consequently, JCA aims to include the input and opinion of neighbouring communities (and their respective residents associations) wherever possible and appropriate.

Purposes and Activities of Residents’ Associations

- Promoting the interest of local people
- Undertaking work to improve or protect community environment
- Promote the interests of a demographic
- Civil society (countering State activities)
- As a platform for political engagement
- Protecting/promoting a sense of place
- Maintaining transparency and accountability
- Providing Community/ local knowledge

This ten-year strategy is a key document which will guide the organisation toward establishing a strong mandate to act for, and on behalf of, the greater Johnsonville community.

Background

The best guess estimate is that there are around 1,500 residents’ associations in this country¹, each with an independent vision and varying levels of skill and resources.

Overall they represent a sector that is well-regarded amongst elected Council representatives who view them as very important to society in general and democracy in particular². One would also expect that the residents themselves feel such groups are important, for there is evidence that in times of need the community will draw together with their local residents’ association³.

Residents’ associations are a mystery to many people. Largely undefined, their purpose in New Zealand society ranges from single issue campaigns (e.g. the Wellingtons Basin Reserve flyover) to focused internal community development; from advocacy to charity.

Because the concept of a residents’ association is so broad and ill-defined, the first challenge for any such group is to create for itself a point of difference. This could be in the form of a set of ideals and values, a brand, a physical presence, community activities, or a mixture of the above.

“We must become bigger than we have been: more courageous, greater in spirit, larger in outlook. We must become members of a new race, overcoming petty prejudice, owing our ultimate allegiance not to nations but to our fellow men within the human community. *Haile Selassie*”

¹ Source: National Residents Association Database www.residents.org.nz.

² MacLeod et al., (2010), *National Survey of Elected Local Government Officials*. Published online at www.councilwatch.org.nz.

³ Hasse, J. C., (2001), *Stakeholder Perceptions Of Tourism Development In Marahau/New Zealand: A Role For Participatory Approaches And GIS*, Thesis, Victoria University of Wellington, Wellington: New Zealand.

The Newlands Exemplar:

In 2001, Newlands Paparangi Progressive Association (NPPA) ran a survey to find out what residents wanted in their area⁴. This formed the basis for the “Newlands Model”, and the foundation for JCA’s strategy template, to help develop Johnsonville into the best possible place to live.

There are many local improvements emerged (at least in part) from Newlands’ first 10 year plan, – including the new skateboard park, several children’s playgrounds, a heritage walkway, bus shelters at all stops where possible, and the \$3M Newlands Community Centre. Considering the relative size of the communities affected, Newlands has achieved enormously, and disproportionately to its size, especially when compared to Johnsonville, which has not fared so well over recent years, despite a larger and strongly growing population, and re-zoning to encourage substantial re-development & future residential intensification.

Power and Responsibility: Towards establishing a Mandate

The constitution of the JCA is broad in its purposes, of which there are three:

- I. To promote, develop and improve the services and facilities for the District’s residents;
- II. To represent the District’s residents’ views to the appropriate authorities, and;
- III. To undertake such social and fundraising activities as the Association may consider desirable.

According to the constitution the JCA has tasked itself with a community development role alongside one of advocacy. Whilst the organisation currently fulfils its constitutional objectives very well, we want to strengthen our current mandate and define it more clearly.

JCA has been very active in recent years representing our community including, at times, adopting positions that are at odds with WCC policy. But, having maintained a level of contact with the community at large on those issues, all have been reassured that JCA is indeed representing the community’s interests faithfully.

However, as the activities and influence of the JCA diversifies over time, establishing and proving that mandate on an ongoing basis (under the ongoing stress of volunteer labour & almost ‘nil’ budget) becomes increasingly difficult. Yet just leaving that mandate “to chance” is not good enough: There is a clear and present danger that – without a *clearly defined* mandate – the JCA might enter into a battle of wills with a government agency or local authority and the community will not rally to support.

The JCA recognises and promotes community engagement. The Community Survey and this 10 year Strategy provide the practical guidance from the community for a more comprehensive promotion of the issues proven to be important to the Johnsonville community.

Having a strategic plan that consists of a number of long-term projects is an excellent way to engage with the community, and maintain the profile of all projects. Such engagement leads to a high level of recognition and appreciation, which in turn provides the JCA with an ongoing and clear mandate from the community.

Community Projects

Projects or activities that engage the community have a number of important benefits:

1. Providing a common vision for like-minded people to come together;
2. Providing a needed facility or service for the common good;
3. Providing an 'excuse' to use networks and contacts, and to bring people and organisations on-board;
4. Creating social capital;
5. Building community resilience.

Each community project should be assessed on the factors above to estimate the level of contribution to community development before any thought is given to cost or resourcing. To enable a strong community development programme to flourish, it is important to start with projects that have a high level of contribution before considering financial or other external implications. This is because community projects depend upon a number of goodwill factors: volunteer time, donations of equipment, people's intellectual property, high levels of social capital, and so on.

Whilst it might be tempting to choose a 'less expensive' project over one that costs a lot of money, it is important to consider that the financially expensive route might also deliver greater community benefits both in the development and execution of the project.

Development Process for the Johnsonville Community 10 Year Strategy

Surveying

The first step in the process was to establish a list of goals and aspirations of the people who live in the community. JCA achieved this by distributing a survey instrument to every household in Johnsonville and Raroa. The survey and its purpose were promoted through school newsletters and extensive community networks, reported in the media and advertised. All Johnsonville residents, businesses and groups were encouraged to complete the survey in order to inform the Johnsonville Community 10 Year Strategy. The survey instrument included a brief outline of the project and reasons to participate along with contact details of JCA if people wanted to seek further information. It asked four questions which remain core to the "Newlands model", and the answer to these four were intended to inform the 10 year Plan;

1. Name up to three things you think should be built in the area
2. Name up to three services you think should be provided in the area
3. What recreational facilities should the greater Johnsonville area have?
4. What else would you like to happen in the area in the next 10 years?

One further question included in the JCA survey was intended to give further direction to JCA's advocacy efforts on behalf of the Johnsonville Community;

5. What would you like JCA to advocate the Council for on your behalf?

Three final questions enquired as to residents' shopping behaviour and preferences, in order to help fill an apparent gap in policy analysis on Johnsonville's commercial development bylaws changes of 2009. These new bylaws had the immediate effect of halting immediate Mall redevelopment plans (which have remained stalled ever since), and extinguishing plans for a new cinema redevelopment entirely. While not intended to form a part of the 10 year strategy *per se*, the answer to these questions were considered essential background data to aspects of the strategy;

6. Approximately how many times did you shop in any of these places during the last month (excluding buying your lunch while at work)?
7. If you can't find what you want in Johnsonville, where is your next preferred shopping destination?
8. Where do you work?

Residents had three weeks to make a submission either by posting the form, dropping it off in a collection box in the Community Centre, scanning and emailing their response, or completing it online.

Analysis

Each suggestion was recorded when it arrived (total 712) and then categorised into broad groups (total 62). A list of these basic projects was provided to a panel of five people, including WCCs most senior ranking local representative, all domiciled within Johnsonville. A raw score was apportioned to each suggestion by multiplying the number of times it was suggested in the survey by the number of votes received from the panel. The Panellists reviewed the top-ranking suggestions, discounted those which failed the criteria for inclusion, and each panellist voted for their top twenty picks,

The list was further refined using the following rules:

- a. if it was not constitutionally able to be undertaken by the JCA then it was vetoed from the list;
- b. if the item already existed, or was due to happen within the next year (e.g. pool upgrade) then it was vetoed from the list;
- c. if the item was obviously unachievable or highly undesirable to the community then it was vetoed from the list;
- d. if the item was a priority for the JCA or a special project that would be led by an JCA committee member then it was given prominence;
- e. If the item fitted into 'business as usual' for the JCA (such as ongoing road repairs) then it was vetoed from the list.

The final list was distributed among the members of the JCA committee as a final check, however there were no further changes made (Appendix A).

Development

Further work was undertaken to bring the Top Twenty list into an acceptable state of preparedness for project management; this involved applying a metric to each individual project to ascertain the benefits it would bring to the community and the cost the community would need to bear in return (Appendix B). The result of this is a quantification of the community's desires expressed as a cost/benefit ratio (Appendix C).

"The highest manifestation of life consists in this: that a being governs its own actions. A thing which is always subject to the direction of another is somewhat of a dead thing."

St. Thomas Aquinas

Implementation

In community development the 'how' is equally as – if not more – important than the 'what'. In recognition of this a structure was created that took into account the realities of community projects. In particular the following considerations were taken into account:

- a. Financial resources are not guaranteed → Focus should be placed on social capital
- b. Human resources are untrained but enthusiastic → Focus must be on volunteer management
- c. Time is plentiful but community support is vital → Focus must be on achieving milestones
- d. Sense of community is dwarfed by other pressures → Focus needs to be on communication

Taking the above into account, a structure has been developed that maximises the potential of human capital, follows best-practice principals of volunteerism, is set up to achieve small successes quickly and regularly, and utilises the power of networking of communities (Appendix D).

The structure begins with a classic governance/operational split whereby the JCA committee devolves responsibility for the management of projects to a small team of 'Project Champions'. Each Project Champion manages a portfolio of five projects, divided into the following categories:

- i. Built Environment
- ii. Services
- iii. Recreation & Culture
- iv. Strategic

The Project Champion Team (PCT) also includes a Mentor whose role is to support and assist the Champions in their role. In return, the Champions support and assist the people undertaking the projects. In this way the pressures and responsibilities are shared across a broad number of individuals so no one person will be required to bear a significant burden of responsibility or commit large amounts of time.

Building redundancy into the structure will require a larger-than-usual amount of human resources, but human resource is something a community has plenty of in the form of volunteers. To assist with this the JCA will form a partnership with Volunteer Wellington. Volunteer Wellington will provide essential advice on the use of volunteers over the 20 projects and in addition will act as the JCA's vetting and referral service.

Having a large number of people all contributing a small amount of time means an exponentially larger network is formed. This network is the basis of accessing social capital: a quicker, more sustainable and more responsible way of achieving community outcomes than the direct use of financial capital.

The outcome of this process is a community that is better networked, accesses greater levels of social capital, is both economically and socially better off, and ultimately has a greater level of sustainability. This strategy will not only see benefits for current residents, but long-term benefits for their children and grandchildren and Wellington Region as a whole.

Projects for Johnsonville

Mission

The JCA aims to inspire and motivate local residents to act locally, and in the process improve the way of life in their community, create a sustainable future, live responsibly and enjoy the benefits of residing in one of the most progressive areas of the Wellington Region.

Johnsonville as a "sub-regional centre", it is unique in its interrelatedness with many other bordering communities, many of whom stand to share the benefits of this strategies success. Consequently, JCA aims to include the input and opinion of neighbouring communities (and their respective residents associations) wherever possible and appropriate.

Top Twenty List

The 'Top Twenty List' concept is both simple to grasp and manageable. Twenty projects in ten years can be easily achieved by a whole community if the right management processes are put in place. This number can be broken down into smaller chunks (portfolios) and divided up amongst enthusiastic community leaders (Project Champions).

The JCA has undertaken a robust process to identify and select projects that will improve the lives of everyone in the community in some way or other, that can be used as the basis for community development work, and that are achievable either by the community or in partnership with central or local government.

Project Management

Community projects are managed differently from those in business for a number of reasons. These include the reduced emphasis on financial capital, use of volunteer labour, no shareholders but a large group of stakeholders, and a radically different market environment.

Thus, community project management must take these and many more factors into account. In this case, the proposed method involves a clear governance/operational split with a project team reporting to the JCA Committee on a month-by-month basis.

As noted above, the project team consists of four Project Champions (one for each portfolio: Built Environment, Services, Recreation and Culture, Strategic) and a Mentor. The Champions are responsible for five projects each, and will focus on achieving milestones for each project as per an agreed strategic timeline.

The Mentor will focus on the coordination of the Project Champions, provide advice, administrative assistance and moral support, help with reporting to the JCA Committee, and source necessary resources.

Each of the 20 projects will have a Project Manager – a keen volunteer who lives in the community, who is willing to ‘own’ the project. Some projects require only a watching brief, some are quite complex and costly. Each of the projects will have their own timeline: not all will be started or finished at the same time. Therefore resources – especially volunteers – can be apportioned in a sustainable manner.

The JCA Committee will report back to the community at least once a year (at their AGM) and at any other time that a significant milestone is achieved. A regular monthly progress report for current projects will be made available via the www.JohnsonvilleCA.co.nz website. Projects with Project Leaders already in place (and therefore ready to begin development immediately) include: Improvements to Traffic Flow; Integrated Public Transport; More & Better Playgrounds; Wheels park; and Establishing a Community Board.

The framework that will be used in the strategy is called the Viable Systems Model (Appendix F). Using this enables the JCA to more easily manage the projects on a scaled (recursive) basis. In other words rather than requiring a complete overview of the entire system, each layer (Governance – JCA, Planning – Project Champions Team, Operations – Project Leaders) exists and operates within its own system, mimicking the systems above and below it and ensuring that at all levels the proper processes are being carried out to attain success.

Acknowledgements

The Johnsonville Strategic Plan is the product of over two years planning and execution from a team of people from the Johnsonville Community Association Inc. (JCA), and with the close support of Fiona Bain and Jared Coburn from NPPA and Resilience NZ.

This Strategic plan is modelled on that developed by Jarrod Coburn for NPPA. Jarrod has been involved with Newlands Community & Residents Groups since his time as a Senior Community Advisor at Wellington City Council in 2006, and began working with JCA soon after its inception in 2008. Jarrod has completed a thesis in Management defining residents associations, and speaks internationally on issues of community resilience. He balances his time between local community activities, serving as a Trustee on the Draco Foundation Charitable Trust, and as a Director of a risk and management consultancy business.

Special thanks are due to the JCA Committee, particularly to Project Champions: Deb Player, Tony Randle, Graeme Sawyer and Maureen Sullivan, to Johnsonville businesses: Johnsonville Crash Repairs, AutoStop and MBS Copy Centre group for their generous sponsorship of this project and its Production.

Thanks also go to the people of Johnsonville and Raroa for the ideas & vision upon which this strategy is so firmly grounded, and particular heartfelt thanks goes to Jim Candiliotis for his unerring guidance and support over many years.

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JCA meets monthly, usually on the last Wednesday of each month (except for December and January) - Check website for changes. ALL JOHNSONVILLE RESIDENTS ARE MEMBERS of JCA BY RIGHT & ARE WELCOME TO ATTEND.

JCA is a registered Charity, so donations are tax deductible.



Jesse Abolins – Johnsonville resident and NZ Skater of the year 2013

Appendix A: Project List

Built Portfolio

New Library (1) In the decades since the Johnsonville Library was built and became Wellington’s most used, population growth in the expanded catchment for this facility has far exceeded its capacity. Similarly, impending residential intensification will add an enormous “qualitative demand” for 21st century library services, and these forces combine to create an overwhelming demand for a substantial, world-class Library facility as a physical and cultural centrepiece for the Northern Suburbs’ communities.

Redeveloped or New Shopping Mall (2) Survey results indicated that better retail options, and particularly a new mall, was the highest priority of all for the Johnsonville community. Other research had revealed interesting facts that relate directly to issues that have prevented commercial redevelopment in recent years, and we believe they highlight significant opportunities to gather many disparate stakeholders (central and local government agencies, Johnsonville retailers, and a number of national & international operators) around the table to explore imaginative new solutions to this recalcitrant problem.

Create Public Greenspace in Central Johnsonville. (3) Quality open public space is at the essence of a community centre, and it is unimaginable that the lack of such within the Johnsonville Triangle can continue. We shall work with WCC and land-owners to explore imaginative solutions to this problem

Safer pedestrian Access & Improvements to Traffic Flow (4) Now that a major upgrade of the Johnsonville Triangle is approved, much new “raw material” will soon exist on which to base solutions to these long-standing problems. But much remains to be done to fix Johnsonville’s Traffic woes. Wellington prides itself as being a “walkable city” and so JCA aims to encourage minimum standards and for Johnsonville pedestrian access to be raised to standards consistent with the objectives of WCC. In both these transport modes, we will continue to engage with WCC, NZTA and commercial operators to ensure all are “rowing in the same direction” toward integrated, locally focussed solutions .

Cinema (5) A Cinema is seen by many as critical for leveraging a variety of synergistic entertainment options in Johnsonville, and with a rapidly expanding local market the demand for a boutique local theatre is set to expand significantly. With a newfound focus on shared facilities, and at least two major new public facilities on the way, the possibilities for novel approaches for achieving this objective are numerous, and exciting.

Services Portfolio

Undergrounding of all Utilities (including Cabling & UFB) (6) As intensification takes effect, urban Johnsonville will become more highly built-up, and airspace will become more highly valued, and more key to our wellbeing. JCA will work with WCC and utilities companies to accelerate the “aerial de-cluttering”, and preserve “airspace” for sunshine and tree canopies.

Integrated Public Transport (7) Many of Johnsonville’s traffic and parking issues can be traced to a public transport framework that does not work well enough to encourage greater usage. This project will enable Johnsonville commuters get to work easier, faster and cheaper than driving.

A key element of our PT service is the integrated, off-street train and bus hub in central Johnsonville that provides an excellent node at which residents can board, switch or leave PT, and carry out their daily shopping nearby. Johnsonville residents value this hub highly, and most consider it central, and critical, to other aspects of this Strategy (e.g., a town centre, integrated transport, etc.).

Enhanced Park 'n Ride services (8) Johnsonville’s position at the end of a commuter rail line, and amongst a major shopping centre, places unique demands on commuter parking which manifests on our residential streets. Yet high population density, wider roads, and approaching residential intensification will soon place higher demands on those streets. Radical and innovative Park-n-ride solutions are required if we are to maintain the liveability of Johnsonville, and avoid the perverse effect of driving commuters away from Public Transport altogether.

More responsive street maintenance services (9) Significant numbers of survey respondents expressed dissatisfaction with the provision of basic horizontal infrastructure services. We will work first with our residents to ensure that issue reporting is prompt and appropriately directed, and if issues still remain we will engage with WCC and (if necessary) Contractors to ensure customer expectations are appropriate, service delivery levels are realistic, and responses are too.

Improved & Enhanced Services for Senior Citizens & Youth (10) Demand is high for improved services for older citizens, and JCA will seek funding for an older persons services coordinator based out of the Johnsonville Community Centre. Always a family suburb, recent census data confirms a “bulge” of primary age children is nearly here, and will become “permanent” as a result of MDRA. Our survey confirms a very strong feeling that “there is nothing to do” for youngsters in Johnsonville. We plan a comprehensive strategy to ask them how that is best solved, and help them to achieve that solution.

Recreation & Culture Portfolio

Improve recreational Cycle-way (11) With challenging geography and climate, Johnsonville could struggle to encourage recreational cycling economically unless it integrates with existing trail investments, thereby leveraging extra benefits from the sunk costs. Constructing a trail through existing trails (such as connecting with Ara Tawa at Takapau station) offers a substantial cumulative advantages. Other new trail options to improve non-highway access south to the CBD will also be explored, as will as new walking /cycling trail through reserve land from McIntock St to Broadmeadows.

Recreation Centre (indoor facility) (12) The ‘Allgate Report’ commissioned by WCC in 1998 identified a strong need for indoor sports facilities in the Northern Suburbs, and while there has been some progress on this in Tawa, there are no suitable facilities either close or accessible to Johnsonville residents at all yet. There is ongoing and increasing demand for a large, multipurpose indoor space suitable for recreation or cultural events, either within Johnsonville or very close nearby.

More and Better Playgrounds & Green Open Spaces for all ages. (13) We will aim to follow the principals laid out in the Northern Growth Management Strategy. Because Johnsonville’s population is denser, and its available greenspaces is less, as well as less accessible, than other suburbs, we will seek to ensure that quantity is expanded where possible, and quality is maximised in ways that are commensurate with the particular demands that Johnsonville presents.

Upgrade Alex Moore Park Facilities (14) As demand for recreational space rises, this park remains the premier jewel in Johnsonville’s recreational crown. As pressures on these fields rises (for playgrounds, parking, clubrooms and re-vegetation, etc.), we will undertake to work with all stakeholders to preserve its value to the suburb, and work with WCC, sports clubs and commercial sponsors to achieve the best possible outcomes for the entire Johnsonville community.

Wheels park (15) Wheels parks (Skates, Skateboards, etc.) represents the type of positive, challenging creative and competitive recreational infrastructure that we are obliged to provide if we wish our young people to develop positively. This is needed with increasing urgency since Johnsonville’s only youth facility was decommissioned.

Strategic Portfolio

A Town Centre / Heart (16) Johnsonville continues to see itself - and its future – as a “village”, and ensuring this actually occurs will be a priority. “Public space” is entirely lacking in the Triangle, and purchase or swap of land could be central to resolving this issue. We will engage with council, commercial & community groups to help ensure a coordinated solution is achieved. .

Beautification of Johnsonville (17) Achievable by prioritising this simple objective, and having a few keen residents maintain focus on it. Every attempt will be made to maximise the potential of public greenspace (even SH1 road reserve and rail corridors) to the highest achievable quality, to maximise the “greening” of what little public land we have. Beautification on public, residential and commercial land alike should be complimented by plantings to better off-set the effect of intensive re-development and restore indigenous biodiversity in the urban street settings.

Preservation of history & heritage (18) Working in partnership with Wellington City Council, Heritage N.Z. and local organisations to develop a set of high priority heritage sites that can be appropriately signposted (to inform of their significance), opened to the public, or otherwise better preserved or presented for the benefit of all Johnsonville Residents.

Better Motorway Access (North Johnsonville) (19) Most of Johnsonville’s traffic congestion is caused by people from other suburbs travelling through Johnsonville - not because they want to but because they have no choice. Working with NZTA and WCC Transport Planners to provide that choice should reduce stress on Johnsonville roads & improve the liveability of Johnsonville to a significant degree.

Establishment of a Community Board (20) The establishment of a community board for the wider community (in partnership with NPPA and other related communities). Achieving this objective will indirectly help this strategy by improving representation & democracy in the region (devolving power back to the community), and is expected to directly assist with the achievement of all other Projects in this Strategy.

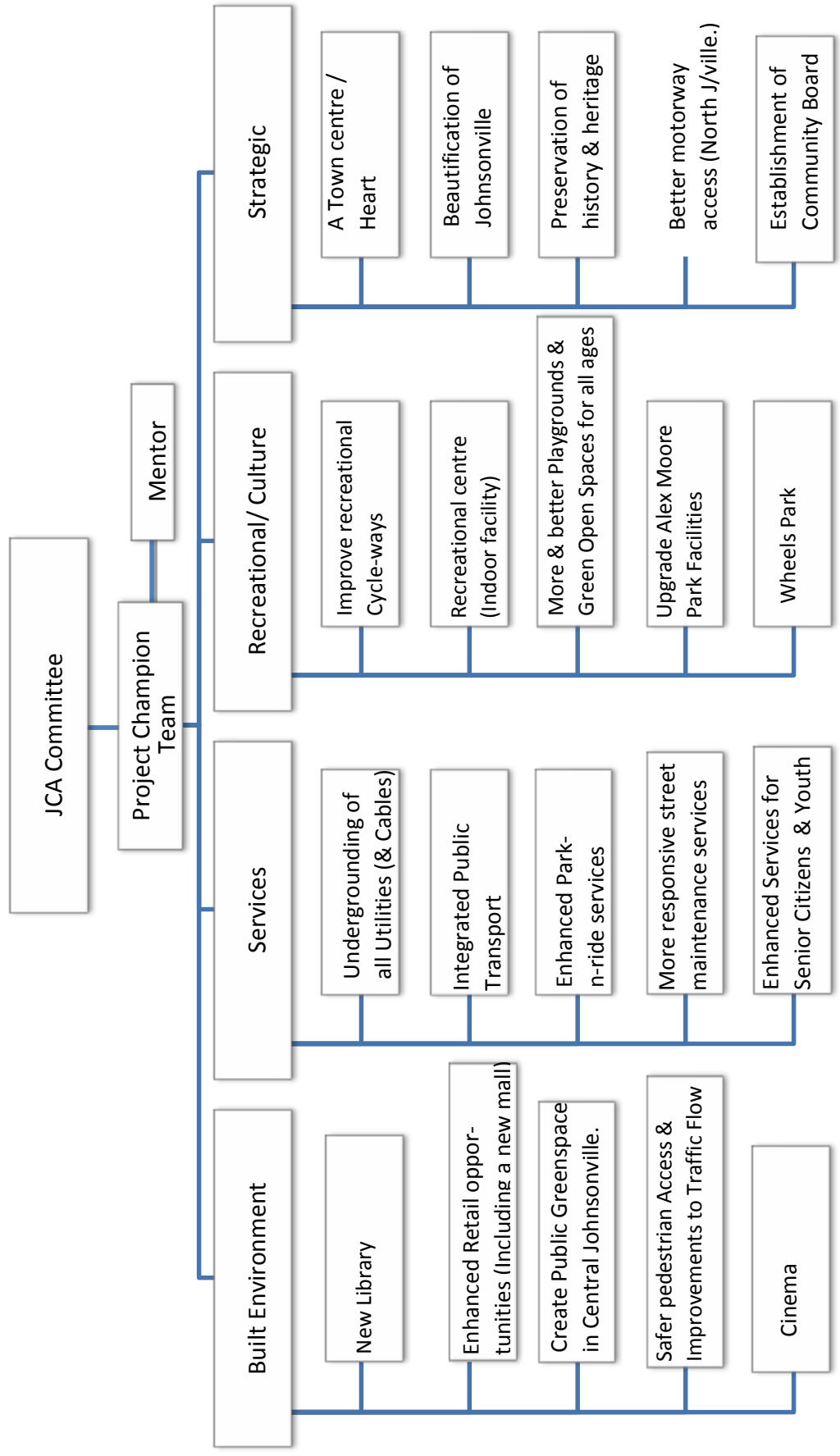
Appendix B: Benefits and Costs Metric

Visionary	<i>Appealing to many</i>	The project will 'capture' the imagination of the majority of local residents
	<i>Simple to grasp</i>	95% of the population will understand the basic nature of the project and what it will achieve
	<i>Media-worthy</i>	A number of angles exist that local media will pick up on
	<i>Common good</i>	The project benefits all local residents in some way
Need	<i>High demand</i>	Evidence exists that there is a high demand for the outcome of the project
	<i>No suitable alternative</i>	There are no local alternatives to the project outcome currently accessible by residents
	<i>Will fill need</i>	Undertaking this project will fill an identified need
	<i>Accessible to many</i>	A majority of local people will have unfettered access to the outcome of the project
Networking	<i>Big variety of organisations</i>	Many and varied sectors will be directly involved in this project
	<i>Sectors not normally involved</i>	Key groups, organisations, agencies or sectors who are not normally involved in local community governance will be engaged
	<i>Many people participating</i>	The project or outcome will directly and indirectly involve greater than 1% of the local population
	<i>Central role for Residents Assoc.</i>	The local residents' association will play a key role in the project
Social Capital	<i>Use of volunteer labour</i>	Volunteers from the community are used for the project
	<i>Need support from community</i>	The project team need to turn to the community at large for support
	<i>End result will provide S.C.</i>	Social Capital (improved social cooperation and social relationships) is an outcome or side-effect of the project
	<i>Unsecured funding</i>	The project team will be required to seek funding either within or outside of the community
Resilience	<i>Community competence</i>	Contributes to an increased skill level in the community
	<i>Social capital</i>	Social Capital (above) scores 3 or more
	<i>Equality</i>	Project promotes or improves equality
	<i>Information sharing</i>	The project is a trusted source of information or assists in information dissemination
Sustainable	<i>50%+ sourced locally</i>	At least half of all resources used in the project will be sourced from within the community
	<i>Zero externalities</i>	There is no discernible possibility of unmitigated damage to the social structure or environment of the community
	<i>Self-funding</i>	The project will eventually fund itself, guaranteed ongoing funding is available, or the project has no ongoing financial cost
	<i>Environmentally friendly</i>	The project contributes to or promotes environmental best practice
Cost	<i>Monetary</i>	0=no financial cost; 1=<\$10K; 2=\$10K-50K; 3=\$50-100K; 4=\$100K+
	<i>Voluntary</i>	0=no volunteer time; 1=<500hrs; 2=500-1,500hrs; 3=1,500-10,000hrs; 4=10,000hrs+
	<i>Loaned/donated items</i>	0=none; 1=Loaned equipment; 2=Donated small items; 3=Loaned major/heavy equipment; 4=Loaned/donated specialised equipment
	<i>Intellectual property</i>	0=none; 1=General knowledge; 2=Generic system/advice; 3=Specific system/advice; 4=Proprietary systems/equipment

Appendix C: Cost Benefit Analysis

Project	Need	Visionary	Networking	Social Capital	Resilience Sustainable	Benefit			TOTAL	Monetary	Voluntary	Resources	DI	Cost	Benefit	Cost	Net	TOTAL
						Benefit	Cost	Net										
Built																		
1	New Library	4	4	4	4	3	4	24	0	1	0	1	0	1	2	24	2	22
2	Enhanced retail opportunities (Incl. a new mall)	4	4	3	3	1	2	17	0	0	0	0	0	0	0	17	0	17
3	Creation of Public Greenspace within Central Johnsonville	4	4	2	2	3	3	18	2	1	0	0	0	3	18	3	15	
4	Safer pedestrian Access & Improvements to Traffic Flow	4	4	2	1	2	2	14	0	1	0	1	0	2	14	2	12	
5	Cinema	4	4	4	4	3	2	21	2	2	3	4	4	11	21	11	10	
Services																		
6	Undergrounding of All Utilities Incl. cabling & UFB	4	3	2	1	3	4	17	0	1	0	0	0	1	17	1	16	
7	Integrated Public Transport	3	3	2	3	2	2	15	0	1	0	1	0	2	15	2	13	
8	Enhanced Park 'n Ride services	4	4	2	3	1	2	16	2	0	1	1	1	4	16	4	12	
9	More Responsive Street Maintenance Services	2	3	2	3	3	4	17	0	2	1	2	1	5	17	5	12	
10	Improved & Enhanced Services for senior Citizens	3	4	4	4	4	3	22	3	4	4	3	3	14	22	14	8	
Recreation & Culture																		
11	Improve Recreational Cycle-ways	4	4	3	3	2	3	21	0	3	1	0	0	4	21	4	17	
12	Recreation Centre (Indoor Facility)	4	4	4	4	4	4	24	4	3	3	0	0	10	24	10	14	
13	More and Better Playgrounds & Green Open Spaces for all ages.	4	4	4	4	3	2	21	2	3	2	3	10	21	10	11		
14	Upgraded Public Facilities at Alex Moore Park	3	3	3	2	4	2	17	1	2	3	1	7	17	7	10		
15	Wheels park	3	4	4	4	3	2	20	4	3	3	3	14	20	14	6		
Strategic																		
16	A Town Centre / Heart	3	3	3	4	3	2	18	0	0	0	0	0	0	18	0	18	
17	Beautification of Johnsonville	4	3	3	4	2	2	18	2	1	2	0	5	18	5	13		
18	Better Motorway Access	4	3	1	3	2	1	14	0	0	0	4	4	14	4	10		
19	Preservation of History and Heritage	3	4	3	3	2	2	17	1	4	2	1	8	17	8	9		
20	Establishment of Community Board	4	4	4	3	3	1	19	2	3	1	3	10	19	10	9		

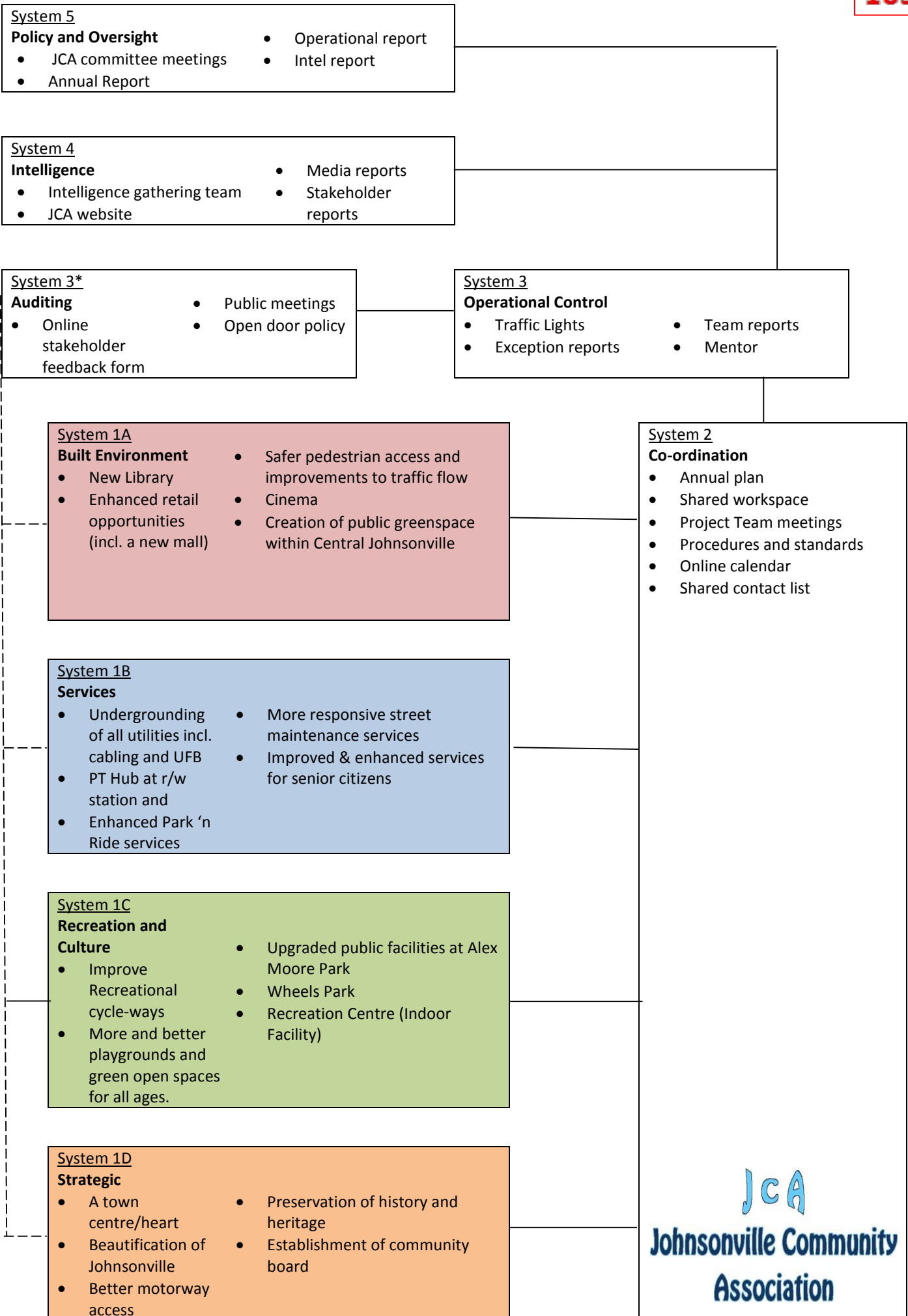
Appendix D: Structure



Appendix E: Timeline

Project	Type	Cost/ Benefit	Start Date	Length	First Stage
New Library	Built	22	2015	3 year	Work with WCC to arrange community workshops to explain what a 21 st century library could be, and help them decide what they want from a new library
Enhanced Retail opportunities (Incl. New Mall)	Built	17	2015	3 year	<Commercially Sensitive>
Public Greenspace in Central Johnsonville.	Built	15	2015	10 years	Continue with WCC Community reference Group
Safer pedestrian Access & Improvements to Traffic Flow	Built	12	2015	10 years	Continue & Enhance relationships with WCC Transport Planners and NZTA
Cinema	Built	12	2015	6 years	Engage with Cinema Operators & explore commercial "bottom lines"
Undergrounding of all Utilities (& Cables)	Services	10	2015	10 years	Continue & Enhance relationships with WCC Transport Planners and NZTA
Integrated Public Transport	Services	16	2015	8 years	Establish existing timeframes & extent of proposed integration. Identify & quantify drivers (e.g. Private ownership of land) for existing impetus for GWRC and WCC do disestablish existing PT Hub.
Undergrounding of all Utilities (including cabling)	Services	13	2015	10 years	Establish relationships with utility providers & establish current practice & imminent changes.
More responsive street maintenance Services	Services	12	2015	4 years	Engage with community & council contract managers & Evaluate term of current utilities contractors.
Enhanced Services for Senior Citizens & Youth	Services	12	2015	3 years	Size Coordinator roles in other suburbs and begin business case development.

Project	Type	Cost/ Benefit	Start Date	Length	First Stage
Improved Cycleways	Recreation/Culture	8	2015	8 years	Build consensus with WCC that non-SH1 cycle route is necessary....
Recreation Centre	Recreation/Culture	14	2015	4 years	Explore facility sharing options and funding options
More & better Playgrounds & Green Open Spaces for all ages	Recreation/Culture	11	2015	6 years	Explore parameters for land acquisition.
Upgrade Alex Moore Park Facilities	Recreation/Culture	10	2015	7 year	Investigate if there is Community support for a "Community playground) on southwest corner of park
Wheels park	Recreation/Culture	6	2015	4 years	Explore design parameters for an adequate facility, and begin scoping site possibilities.
A Town Centre / heart	Strategic / The Future	18	2015	8 years	Establish parameters for acquiring public open space around which to anchor the town centre
Beautification of Johnsonville	Strategic / The Future	13	2015	2 years	Establish a wide community network of interested participants, scope skills & map priorities
Preservation of History & Heritage	Strategic / The Future	9	2015	6	Enhance relationships with NZTA, explore reasons for historical swerve away from once-planned additional SH1 ramps
Better Motorway Access (Northern Johnsonville)	Strategic / The Future	9	014	4	Perform gap-analysis on existing completed petition for northern suburbs for a community board, and begin filling missing elements.
Community Board	Strategic / The Future	9	2014	4	Perform gap-analysis on existing completed petition for northern suburbs for a community board, and begin filling missing elements.



Submission from Johnsonville Community Association Inc. (JCA) to the Wellington City Council Urban Growth Plan (UGP).

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Date: 17 April 2015

The Johnsonville Community Association Inc. (JCA) would like to make an oral submission. Please liaise through our secretary, Maureen Sullivan at the above email address.

JCA is the sole Community Organisation representing all of Johnsonville and Raroa. All Johnsonville residents are members, and much of this submission is based on JCAs detailed and professionally conducted survey of every household in the suburb in 2014, where we asked residents what they wanted to see happen to improve Johnsonville over the coming decade. The response rate for that consultation process was excellent, and because it allowed submitters free reign to tell us what *they* wanted, it was in many ways a more “true” reflection of the will of Johnsonville populous than any process conducted in many decades (including LTP consultations).

JCA generally supports the guiding principles of the UGP, but we are concerned that the UGP does extend far enough in some areas to actually achieve what those principles attempt to underpin.\

For example, JCA seeks to improve Johnsonvilles (very poor) indigenous biodiversity, and protect our parks from being usurped and consumed by the development of social and transport infrastructure, there is nothing in this plan that directly supports those objectives.

We support the view that **re-establishment of Wellington’s original biodiversity** is a goal in need of inclusion in the guiding principles of the UDP. Just because residential intensification is increasing does not mean that opportunities to maximise indigenous biodiversity - that which makes our environment and our society stronger and more resilient – should be forsaken. Instead, the requirements for our parks, streetscapes and private residential developments to include and accommodate, and improve our indigenous biota, should be mandated, and increased.

In particular, WCCs “shortcuts” to avoid planting eco-sourced native trees needs serious attention. In 2013 we saw our largest central park planted in trees almost exclusively for “ameinity” value, yet in direct contravention to a resource consent (drafted by WCC) which called (very specifically) for plants sourced from the Wellington region. WCC needs to lead by example, and include locally eco-sourced natives within urban growth protocols, and to actually adhere to those protocols, and not show such a ready preparedness to ignore them because it is expedient to do so.

Outcomes

Greenfields urban Sprawl. JCA note the direct and obvious contradiction between policies to allow “unfettered” residential single dwelling sprawl in some areas (like WCC are encouraging in Lincolnshire Farm and Stebbings Valley) – in areas almost as remote as it is possible to be while remaining within Wellingtons’ boundaries. These suburbs location will clearly encourage the use of private cars above all other means of transport– the opposite of what UGP is (paradoxically) saying it seeks to support (keeping Wellington “compact and walkable!”)

At the very least, these new greenfields subdivisions should have good cycling access, both north to Porirua but most importantly, south to the CBD, and we urge WCC to accelerate such as a main priority BEFORE these suburbs develop (as such infrastructure might attract those most likely to use it).

One thing that the UGP does not do – but should do – is require at least (say) 30% of new “greenfields” subdivisions to be zoned MDRA from the very onset of each new development. Doing this retrospectively (in Johnsonville and Kilburnie) causes massive additional costs, so why is it not a requirement for a portion of new subdivisions? That would be both fair and hugely efficient, and allow “balanced” neighbourhoods to establish, (rather than risking ‘elitist’ leafy suburbs to evolve in in some parts of the city, and urban ghettos in other parts).

Residential Intensification achieves best results when it occurs in centres which are less dense. Paradoxically, Johnsonville and Kilburnie - clearly among the densest suburbs outside the CBD – were chosen, and redevelopment statistics for the last 5 years indicate that the failure of this re-zoning to create MDRA redevelopment in these suburbs is almost total.

JCA encourages WCC to more closely focus on intensification in areas where intensification is most likely to actually succeed, rather than areas where there is no current or likely future demand for it, or where existing high densities render the benefits so much less than might be possible elsewhere; Tawa and Karori – both several times “less dense” and better equipped with social infrastructure - are both more appropriate sites for MDRA, and JCA support extension of MDRA to these and to other similarly low-density suburban centres.

In summary, If suburban intensifications in ‘outer suburbs’ is desirable and good – as most agree that it is (or could be) – then;

- Why does the UGP not promote its uptake equally, and require its equal promotion it equally in all suburbs that fulfil the “criteria? For MDRA?
- Why are the criteria not being expanded more rapidly to fit smaller areas that could accommodate MDRA?. and,
- Why does the UGP not allow suburban MDRA and inner city high-rise developments to fit better with the “character” aspects that currently prevent eminently suitable suburbs (like Khandallah and Thorndon) from intensification?
- What is the UGP doing to ensure that more Wellington suburbs fulfil criteria for MDRA?
- Why has re-zoning to encourage ‘outer’ urban intensification been concentrated first on the most densely populated suburbs, when ‘received wisdom’ shows that doing so on the least densely populated ones?

The need for more rigorous protection of Greenspace near areas marked for residential Intensification.

Johnsonville's experience with MDRA impacting on our parks and greenspace provides the rationale for this, so we will detail our experience to illustrate:

- WCCs independently written "section 32" reports (created around 2009 for District Plan Change 32) noted the severe risk to the "liveability" of Johnsonville from intensification, especially due to the paucity of public parks and open space evident in the suburb at that time.
- That same section 32 report suggested that new parks and greenspace be created to mitigate the effects of reduced "private" outdoor space, and recommended the creation of new 'pocket parks' within the MDRA zone.
- These warnings and recommendations were set aside, despite the protestations of local residents. The plan change was passed making no effort to "mitigate" the pressure on limited greenspace from intensification, but noting the need for WCC to address the lack of social infrastructure in Johnsonville.
- Commencing in 2014, a number of initiatives (most a very long time coming) were either completed, begun, or announced. Some are complete now, but all will be completed within 3-4 years. All of these are either within or bordering on the MDRA zone, and ***all have come at the expense of significant loss of greenspace*** (all

<i>Development</i>	<i>Area "Lost"</i>	<i>Prior Use</i>	<i>New use</i>
Moorfield Road widening	?	Alex Moore Park edge	Road
KSP Pool extension	300 m ²	Infants play-Area	Indoor Pool
AMP (Phase 1) A/W t Turf	3000 m ²	Playing field	Parking Lot
Proposed new library	1091	2-4 Wanaka St, Park, 1/2 court	Library.
AMP (Phase 2) Clubrooms	2000m ²	Playing field	Parking Lot

WCC have invested in new infrastructure, a point which certainly makes residents happy. But the loss (without mitigation) of over 6000 square metres of communal public land - in no less than 5 separate initiatives! - has seen public greenspace and recreational amenities disappear at an alarming rate.

This situation proves that there is a problem: It is too easy for WCC officials and planners to "cut corners" by using greenspace and recreational / reserve land to reduce the dollar cost of infrastructural development. But there is a cost, in a poorer quality of life for us and our kids, for generations to come - and it is WCC's job to protect that quality, not trade it off for "carparking" or such like.....

JCA therefore supports the creation of any practical tools to prevent erosion of greenspace in areas marked for MDRA or other urban intensification anywhere in Wellington. This could include changes in legal status of reserves, parks, etc, or introduction of bylaws that any public greenspace or recreational land that is taken for any reason, to be “replaced” by similar quantity and quality of land nearby. Such measures would protect greenspace access for future generations and require ‘new community facilities” to be fully costed and actually paid for, rather than allowing them to “cannibalise” our natural capital.

Long-term Plan 2015-25, Urban Growth Plan and 30-year Infrastructure Strategy

Submission to the Wellington City Council (Council) from the Environmental Reference Group (ERG)

23 April 2015

This document combines the ERG's responses to the Long-term Plan 2015-25 (LTP), Urban Growth Plan (UGP) and 30-year Infrastructure Strategy (IS) consultations.

As these consultations are highly inter-related and have significant environmental dimensions, the ERG has decided to respond by providing some overarching comments, particularly relating to the LTP proposals, and has appended multiple detailed submissions according to environmental themes as set out in the following table.

Appendix	Theme/topic	Page
1	Urban growth	8
2	Climate change	13
3	Water	17
4	Transport	20
5	Waste	22

The overarching comments and each appendix has been developed and written by different ERG members. Given this comprehensive scope, the ERG would like to make separate oral submissions relating to the overarching comments and each of the 5 themes. Please liaise through our Council liaison officer, Simon Wright, to arrange these.

Overarching Comments

The draft LTP is well presented and easy to read, although there is significant variability in the levels of detail provided and how the value of proposals is expressed in different sections.

The draft reduces the complexity of public sector economic development to a simplistic binary dilemma (*think big and advance, versus business as usual and go backwards*), and in many instances promotes a pro-growth bias, rather than a balanced argument of options.

There is little evidence that the development proposals in the LTP have been based on an objective assessment of costs and benefits, and that those being presented offer a fiscally prudent approach (i.e. good return on investment for the district).

The current document proposes several large scale development projects (mainly in the CBD), with no reference to the prospect that multiple smaller projects (distributed across the district) could offer equal or better value and sustainability outcomes.

Despite widespread media attention about the need for alternative approaches to housing, there is no reference to promoting small, affordable and sustainable housing, and all references to promoting housing are focused on inner city apartments and a new urban development agency focused on the inner city.

The LTP claims a 'sustainable development growth agenda', although the focus is largely focused on economic growth rather than sustainable development (which integrates economic, social and environmental considerations). The focus of the draft is very clearly on economic growth, with little acknowledgement of the social and environmental consequences associated with that growth.

A Simple Choice

Due to Wellington's space constraints, further growth must inevitably be by loss of green space or intensification of developed areas. As this will also intensify the associated social and environmental impacts, the Council will need effective monitoring and regulatory functions to assess and moderate adverse impacts. However, recent loss of urban green space and deterioration in harbour water quality suggest that the checks and balances we have may not be adequate to cope. Any development intensification should therefore have a corresponding increase in the Council's monitoring and regulatory capability.

Financials

There is no reference to national guidelines on what acceptable levels of public sector debt might be. This means that readers cannot judge whether a debt level of 100% of annual income is prudent or otherwise. Attempts to express debt repayment using a mortgage metaphor are welcomed, as a way of helping individuals understand the Council's position. It would also be useful to present the dollar value of debt per ratepayer, and express how Wellington ranks nationally.

References to Wellington's flat economy over the past 6 years (p.12) does not reference the wider national and international context. If Wellington's performance has been similar to that of comparable cities, perhaps there is not a need to 'kick start' it after all.

Investing in projects that grow the economy appears prudent, but there is no indication of the relative return on investment for the airport extension, war museum etc. It is good to see on p.21 that there will be an economic benefit assessment before it is decided to commit funding, though presumably there has been some form of preliminary business case done for these items to be considered at this point.

The premise that more residents equals more revenue may be a compelling driver of growth for the Council, but will not necessarily result in sustained economic development, which must also take into consideration factors such as environmental and social impacts, which affect quality of life for our residents and visitors.

The document uses large font for 'key' numbers and statistics. Although this may benefit the visually impaired, the numbers often lack relevant context, undermining their usefulness and potentially misleading the reader. For example, the figures on p.11 might suggest the figures at the top are GDP growth rates, and that forecast rate rises are comfortably within the limit.

"The time is right to invest in game changing projects" needs justification. Why is it the right time for big projects? Is it not also the right time to invest in lots of little projects that can achieve the same benefit?

The table on p.13 shows a growth in ratepayer base of 1-1.5%, while the histogram below it shows growth of 4-6%.

It would help if colours in the key to the histogram on p.15 were presented in the same order as in the histogram itself. This makes it impossible to differentiate between items in a monochrome print.

The categories used in the pie chart on p.15 & p.17 do not correspond with any of the following sections, effectively preventing the reader from understanding what constitutes 'environment' etc. Complementary text for the Opex figure on p.17 indicates that it is for water, wastewater and stormwater, which is probably better described as 'infrastructure'. In its current form, the word 'environment' could imply to some that a third of all expenditure will go to protecting/enhancing the natural environment. There should be some way in which the reader can see on one page a broad breakdown of what each category comprises.

\$9m seems an incredible amount of money to spend on stormwater and sewer modelling. This is significantly greater than that needed to develop and calibrate the models, so what other components does this cost cover? There is no mention of an integrated catchment management plan, but Wellington Water is currently working to develop one at a cost of several million dollars.

The \$6/day figure used on p.18 is a 'per resident' statistic, but would be more appropriately presented on a 'per ratepayer' basis (which will correspond to more bread and milk).

Invest for Growth

p.20 notes that our economic prosperity is to focus on tech and creative sectors, yet the airport extension text makes strong references to increased student numbers. Are these two initiatives joined-up? Could education be another focus area? It certainly seems to be one at the moment.

Sustainable Growth Agenda

The objectives of making parking easier (item 10) and aspiring to a sustainable transport network (item 11) appear to be at odds with each other. The former would presumably attract more cars, undermining public transport.

Real Transport Choices (item 11) appears vague, attempting to cover all bases. Is the intent to actively promote sustainable modes and reduce traffic in the CBD, or have things changed?

1. Longer Airport Runway

The current text does not provide any information about how airlines would respond to a longer runway. Is there any assurance that they will provide the flights to enable the anticipated growth? Without this information, the reader has no knowledge of the risk inherent in securing a viable return on this \$90m investment, and is effectively being asked to trust in 'build it and they will come'. There appear to be some serious concerns out there regarding the modelling done for the business case, and a professional and independent peer review should be conducted before any commitments are made.

Given projections of sea level rise and more frequent and severe storm events, how resilient will the airport and associated transport routes be?

Given the forecast increase in visitors and freight that a longer runway would provide, is the airport extension contingent on improvements in the transport corridor through to SH.1?

2. Film & Tech Industries

Is a central city location the most appropriate for a tech precinct? Does this not provide the council with an ideal opportunity to energise other areas. Tech companies are so well connected, the need for a city centre location is largely irrelevant. An obvious choice would be Miramar, an established centre of tech expertise, excellent access to the airport and more space to plan.

3. Inner city Regeneration

Would it be possible to integrate the Urban Development Agency (p.29) with the Regional Economic Development Agency (p.27), in an attempt to improve alignment and reduce duplication?

4. Revitalise the Civic Square Precinct

This section is supplemented by detailed information in the appendix, though reference to this fact is limited to a low profile comment in the assumptions. Many readers may miss this reference.

Creating an active frontage around the Civic Square is likely to create a much more vibrant area.

It is not clear whether the upgrade proposals include repair of the defunct water features around the Michael Fowler Centre.

In the event that the current green space of Jack Ilott Green is lost to development (p.51), this would further erode the limited urban green space in the CBD. The proceeds of any lease of this space could be dedicated toward a compensatory development of urban green space elsewhere, rather than the current proposal of it going to earthquake strengthening.

The high (\$58.5m) cost of earthquake strengthening the town hall building (also reported as \$60m elsewhere in the document) versus a demolition cost of \$11m (and other options some of which are not costed) makes this a particularly high profile decision, deserving of greater public attention than it can be afforded via the LTP process.

5. Reigniting our Sense of Place

Johnsonville redevelopment needs to balance the planned intensification with protection of the diminishing green space.

Is a greater demand for books driving the development of a larger library? Doesn't the shift to digital media enable library facilities to be shrunk?

The proposal for medium density developments in Karori and Tawa makes sense where it replaces existing low density housing. However, suburban centres have suffered significant erosion of green space in recent years, so it would be more appropriate for intensification to occur on brownfield (rather than greenfield) sites.

Karori is a suburb served by a single, overly busy road, that suffers significant congestion during rush hour. Further intensification will clearly worsen this problem. Will all the new accommodation units be required to have car parks? If so, are the proposed improvements in public transport likely to be sufficient to offset a projected increase in private vehicle use? The road between Karori and the city is a very popular (and dangerous) cycle commuter route. What will be done to prevent the danger to cyclists being increased?

The benefits box suggests that the suburban redevelopment will support the use of public transport, walking and cycling. The mechanism that creates this benefit is not explained.

6. Strengthening Town Centres

A 12,000 seat arena is proposed for the central city, which is already crowded. Is there scope to locate this proposed development outside the CBD so that it can energise growth or improve the

urban experience elsewhere? The concrete wasteland around the railyards and stadium concourse would be obvious candidates.

There is reference to Auckland, Christchurch and Queenstown all planning new convention centres. Do we run the risk of contributing to significant over supply, thus making its economic viability less 'lucrative'? Can any such development be made into a multi-purpose facility, so that we only need one?

7. New & Improved Venues

If we are proposing a new music hub, will this compete with or complement the music centre at Christchurch's Performing Arts Precinct?

There is a question about what to do with the Basin Reserve. Given its large earthquake-prone stand, deteriorating structure, small size and location that fundamentally compromises two transport corridors, is it not time to think more objectively about whether retaining the stadium would be cost effective, and whether this is the right facility for this location?

8. New Visitor Attractions

Wellington currently has Te Papa and the Museum of City and Sea. Is there a public demand and economic justification for a war museum, film museum and Peace and Conflict museum (or are these proposals catering to the wishes of an influential minority)?

The proposal for a World War I museum is unsurprising, but questionable. Would a sculpture park be a better option, as it would have lower capital and operational costs, and potentially create another opportunity for boosting urban art.

The proposed Ocean Exploration Centre will improve awareness of the neglected Blue Belt, and further improve access and interest in a previously desolate and unattractive area. Hopefully those estimating visitor numbers have learned lessons from Zealandia's efforts to plan future revenue.

Given that the harbour and the natural environment feature so highly in defining Wellington and enabling residents to enjoy our current lifestyle, it is surprising that the proposed investment in a film museum is five times greater than that of the Ocean Exploration Centre. Is this simply a consequence of private investment interests, or does the Council genuinely consider that the movie industry (which some argue has now passed its peak) has significantly more importance for residents?

9. Improved Management of Key Infrastructure

It is good to hear that the Council is now keen to understand the performance of its sewage and stormwater network, but a concern that it is making such a leap from knowing very little, to wanting to know so much. An essential first step is to develop a calibrated hydraulic model for catchments (surprisingly this is not mentioned in the LTP), to identify potential for leakage, surcharge, and to cross check with actual measurements to assess inflow/infiltration. This can then be used to develop an integrated catchment management plan (not mentioned in the LTP). The LTP does talk about 'real time stormwater monitoring', which is a technically sophisticated approach that tells what the network is doing at all times. If the Council has a calibrated model and monitors the network on occasions, it does not need real time monitoring. It would be better to focus efforts on using model identify likely leaks from the sewer network (into the

stormwater or tide), rather than developing a sophisticated monitoring approach for the stormwater network itself.

What is the basis for the \$101m savings from infrastructure renewals. This appears to be quite a change from not very long ago, where there was insufficient funding to replace pipes to maintain current service levels.

The text references sea level rise of 0.6 to 1.1m, but does not mention the period the rise will occur over (5 years? 100 years?).

The text states what the Council can do over the next three years to reduce/mitigate sea level risk, but it does not mention the identification and prioritisation of at risk areas, or restricting development in impacted areas.

The Council is looking to benchmark its carbon emissions, but has the impact of an airport extension been considered (as it has the potential to increase long haul flights, and so grow the carbon footprint).

In the 'supporting our natural capital' item, it would be good to reference the green belt and the Southern Walkway (and perhaps other areas).

10. Use Smart Technology

The text describes an investment-return relationship for wireless parking sensors, which is one of the few places where the reader is given sufficient information to assess the value proposition of a proposal.

Will 'easier access to parking' encourage more vehicles to enter the city? Isn't the Council trying to encourage more sustainable modes of transport and reduce its carbon footprint? There seems to be a contradiction here.

Switching to LED street lighting is a good initiative, but costs of LED bulbs are falling rapidly. Unfortunately, as neither the cost or payback period are quantified, the reader cannot judge whether this is a good investment. It may be more cost-effective to wait for the cost to fall further before making this investment.

11. Real Transport Choices

The text on 'a cycling network' acknowledges our narrow and winding streets, but should also acknowledge that due to the increasing number and size of vehicles in recent years, Wellington is now recognised as the most dangerous city in NZ for cyclists.

Independent Auditor's Report

The auditor considers that the document ".....provides an effective basis for public participation in the Council's decisions....." However, there are very few instances where the costs of proposed initiatives are expressed in terms of their return on investment, or even the period over which the cost will be incurred. A rare example where this is done well is on p.42, where the reader is informed that a \$1.5m investment in improved parking technology will yield a return of \$8m over 10 years. The absence of information describing payback or the investment period means that the reader cannot assess the value proposition. It is recommended that value statements be included where practicable.

There is extensive duplication of content between the Long Term Plan, Infrastructure Strategy and Urban Growth Plan, and the distribution of content between the three documents is inconsistent and confusing. For example, the LTP has significant detail about the civic square renovation options, but next to nothing on the sewer and stormwater network and developments along the urban growth spine. This makes it confusing for the average reader to work out the difference in purpose between the different documents, and to form coherent comments. It will not be possible to rectify this in 2015, but the ERG would like to see more effort on making key consultation documents more coherent and consistent in the future, to truly provide “..... an effective basis for public participation in the Council’s decisions.....”

Miscellaneous

There is negligible acknowledgement (reference to WREDA on p.27.) that Wellington city is largely dependent on people coming in from surrounding districts to work, shop and play in Wellington. Although they are not ratepayers to Wellington City Council, they still make a significant contribution to the Wellington economy. Has this contribution been quantified? Acknowledging and understanding this relationship will help the council to better understand the development dynamic of the city, so that it can focus on maximising return on investment. It may prove more cost effective to focus on attracting more people from other districts, rather than continually aiming to grow Wellington’s population (particularly as this could reduce social and environmental pressures on the CBD). Is the council working with neighbouring councils to maximise such synergies? Has this group done the analysis?

There is reference to the development of sophisticated monitoring and modelling approaches to network monitoring and climate change impact assessment. However, these approaches can take years to be fully developed, calibrated and validated. It is important that the Council does not wait for the results before acting, as there will be enough evidence arising from early development that will identify critical priorities that need attention now (e.g. overflowing sewers, areas prone to repeated flooding, and land that should be restricted from future development).

Several pages encourage the reader to respond to questions presented in black speech ‘bubbles’ at the end of a section. Although this feedback process is an important part of a transparent public planning process, it’s effectiveness is undermined by the lack of objective information in the draft LTP, and the unduly short consultation period.

Appendix 1. Urban growth

Wellington Urban Growth Plan - Planning our strategy to manage an expected population growth of around 50,000 people over the next 30 years.

This appendix has been prepared by a sub-group of the Environmental Reference Group (ERG). It excludes aspects of the ERG's advice that are covered the group's overarching comments on the Long-term Plan 2015-25 (LTP).

Throughout this appendix, excerpts from the draft Urban Growth Plan (UGP) are reproduced here in *Blue coloured Italic text*.

Guiding Principals

The ERG would like to note that we support the guiding principles of the plan, namely;

- *keep our city compact, walkable and supported by an efficient transport network*
- *maintain the features that support our high quality of life*
- *protect the city's natural setting and reduce the environmental impacts of development and transport*
- *make the city more resilient to natural hazards, such as earthquakes, and the effects of climate change.*

However, we feel that a further guiding principles are appropriate, In particular, **the re-establishment of Wellington's original biodiversity** is a goal in need of inclusion in the guiding principles of the UDP. The ERG had submitted similarly on this issue to the draft "our natural Capital" policy, but this issue is so fundamental to Wellington's future environment - especially with respect to balancing an expanding "built environment" with the natural environment, which easily presents the biggest threat to biodiversity - that we feel it necessary for its inclusion in the guiding principles of the UGP.

As with the earlier drafts of "our natural Capital", the tone of the UGPs reference to the environment is one of "maintenance" rather than improvement, and there are significant areas of Wellington marked for urbanisation where there is little remaining "original" natural biodiversity to maintain (yet there lies enormous potential for its reestablishment, albeit within and among new suburbs). Stebbings Valley is a case in point: 150 years ago it was virgin forest, and uninhabited, yet it was cleared of almost all of this naturally occurring flora and most of the fauna, and for generations now it has been grassland pasture. Without a fundamental goal of "re-establishment" in the UGP, there is nothing within the UGP to direct developers and planners to maximise whatever aspects of naturally occurring biodiversity (both preservation AND re-establishment) they can, and to keep these objectives front-of mind.

This goal need not be costly or incompatible with urban intensification; indeed, many studies have shown that re-establishment of 'indigenous' natural capital maximises the sustainability and resilience of an urban area. If Wellington is to thrive as a successful, liveable and internationally competitive City, it has much to gain by pursuing its natural individuality, and this goal is arguably best achieved by incorporating more "naturally occurring" (i.e., pre-1840) biodiversity into its future structure, with the help of inclusion of this additional guiding principal

It is appropriate that the much higher number and diversity of locally occurring plant species be reflected in Wellington's streetscapes, parks and reserve improvements, and there is no reason why this could not be extended to private homes through landscaping choices of residential 'spec' developers. This improvement in 'quality' of flora – even in very small scale plantings - will attract and preserve other native flora and fauna (aid

corridors, etc.) , and these will become exponentially more valued as the intensification of the urban environment increases.

Outcomes

A compact city; Development along the growth spine, Greenfield growth areas:

Considering that Lincolnshire Farm and Stebbings Valley are situated almost as remotely from the CBD as it is possible to get within Wellington City – and well away from commuter rail links - we note the inherent inconsistency of this outcome with the objective of keeping Wellington “compact and walkable”. For the greenfields sites under rapid development in North Wellington, private motor vehicles will inevitably be the primary source of transport and ‘orientation’ of these suburbs will be ever-more towards Porirua than the Wellington CBD (Much closer, and more accessible by car).

Residential intensification achieves best results when it occurs in centres which are less dense. Paradoxically, the two suburbs chosen first for MDRA in 2010 are already the densest suburbs outside the CBD, and it is perhaps for this reason that MD redevelopment has not eventuated from either of these new MDRA zones in 5 years. The ERG encourages the Council to more closely focus on intensification in areas where intensification is most likely to actually succeed, rather than areas where there is no current or likely future demand for it, or where existing high densities render the benefits so much less than might be possible elsewhere. In this regard, Tawa and Karori are both more appropriate sites for MDRA, and we support the extension of MDRA to these and to other similarly low-density suburban centres.

A liveable city; Dynamic central city, Attractive suburban centres, Transport routes that provide choice:

Include ‘MDRA-Type’ housing options within new greenfields residential developments. The ERG agree that urban intensification is an environmentally desirable and legitimate means of reducing urban sprawl, and we note that MDRA seeks to “retrofit” intensification on established lower density suburbs, albeit at some cost (in terms of urban renewal to create the “dense centres”) near services and transport hubs that most agree are desirable.

However, we question the lack of similar planning initiatives to encourage (or even require) higher density centres in amongst new greenfields suburbs (like Lincolnshire Farm and Stebbings Valley). Surely it is easier in the long run to mandate higher densities in the centre of “new” suburbs from the onset, than it is to do so decades later (and then encourage the destruction and redevelopment of those same properties, as is now occurring in MDRA re-zoning)?

The primary stated reasons for targeted suburban intensification is to create housing choice (especially for aging citizens) and to create ‘affordable housing’. Yet if left undirected, greenfields developers seek to maximise profits (naturally), and at this point in time they are achieve this by building larger family homes (spatially less efficient), which are neither affordable nor suitable for ageing citizens. **Creating stricter rules for higher-density ‘quotas’ within greenfields subdivisions would ensure a better “mix” of citizenry long term, as well as reducing the associated environmental footprint.**

P2G Road construction. From an environmental standpoint, it is almost impossible to reconcile the P2G road with the objectives of the proposed UGP. For example, there is no existing established public transport service between Tawa or Johnsonville and the Hutt Valley now, and presumably that is because there is little or no demand for a service on that route. It is therefore nonsensical that building a new motorway access that is slightly more direct than existing routes can provide ‘choice’ in a way that is necessary or economically viable.

A city set in nature; Identity and sense of place, Coastal environment:

Much of Wellington's original natural habitat has been destroyed, and so, as there is little of that biodiversity remaining in the large tracts of 'undeveloped' Wellington, merely 'maintaining' the remainder is a very 'soft target'. As outlined on page 1 of this submission, we believe the goals of the UGP to create a liveable future Wellington could and should be much higher.

There is little in the plan that actually seeks to re-establish habitats for native species, and this can be done relatively easily and inexpensively - even on the 'micro' scale – if the Council's plans, such as the UGP, include provision for these initiatives. We encourage such inclusion.

A resilient city; preserving our built heritage, Preparing for natural hazards, responding to climate change

"Heritage" is a nice to have, but earthquake strengthened buildings are often almost impossible to bring up to modern efficiency standards, and the opportunity cost of forsaking opportunities to rebuild larger more efficient buildings usually rises continuously over time. As costs of earthquake strengthening (even to levels well below current minimum standards for "new builds") rises, we would like to see more focus on what redevelopment on some of these sites could offer the city.

Many inner-city suburbs like Thorndon are best placed to receive very much higher residential intensification, and their proximity to town belt and other greenspaces & to central Wellington services support that growth. In the interests of a more efficient, compact and walkable future Wellington, we would like to see the needs for sites for higher inner-city intensification given more weight relative to heritage values, which will soon begin to present a major obstacle to the most space highly efficient redevelopment of these areas.

Our strategy is to direct urban growth where it will benefit the city most:

- *along the 'growth spine', between Johnsonville and the airport*
- *around the central city*
- *around selected suburban centres which can support intensification*
- *in 'greenfield' areas, north of the city, at Lincolnshire Farm and Stebbings Valley.*

Intensification of housing is undoubtedly a positive step in terms of improving the sustainability of Wellington's population growth. The success of inner-city residential intensification is clear, but WCCs chosen vehicle for suburban intensification is MDRA zoning, and the success of this strategy (as implemented so far) is less convincing; In the 5 years since MDRA was introduced, there is evidence that developers have built any "MD" redevelopments within these zones at all (with at most one or two exceptions).

This raises the question as to whether simply re-zoning in places WCC would like to see intensified is a practical approach, when homeowners and property developers clearly do not share that enthusiasm (and they are the ones paying for any future redevelopment). We appreciate that MDRA is a "trade off" for the raising of in-fill building standards around the rest of "outer residential" Wellington, but because this targeted intensification mode is so slow to roll out (so far only extends to two suburbs and possibly soon two more), its scope is still too restricted to have much effect. Because MDRA re-zoning is such a passive & long-term tool to encourage intensive redevelopment, it may take decades for MDRA to have any effect, if it does so at all. **The ERG therefore suggests an acceleration of MDRA zoning to all suburban centres fulfilling the criteria for MDRA zoning, and a widening of those criteria to allow MD redevelopment to extend throughout the city.**

More rigorous protection of greenspace near areas marked for residential Intensification – Just as intensification should extend further, there needs to be more and better protection of parks, reserves and greenspace. Naturally Councils would prefer to retain maximum ultimate flexibility of what they may do with

‘Council land’, but we encourage the Council to firm-up its commitment to preserving these reserves for future generations, by whatever legal means are necessary, to prevent expedient political decisions from usurping greenspace for other purposes.

While residential intensification is certainly a positive for the environment in many ways, such growth is only sustainable as a ‘habitat for humanity’ if it provides the local services, greenspace, outdoor playing fields, etc. that New Zealanders consider it their right to enjoy. This is especially important where intensification (such as through MDRA zoning) is imposed on ‘outer residential’ suburbs where Kiwis expect more greenspace, and doubly so where MDRA type developments allow developers to create dwellings with zero ground-floor outdoor private space.

Intensified suburbs create more demand for a wealth of services, but the provision of those services should not come at the expense of ever-diminishing greenspaces, and those greenspaces that lie entirely within and on the periphery of MDRA zones deserve and should receive a much higher level of protection than is now afforded.

A case in point is Johnsonville, which was marked for MDRA redevelopment in 2010. Johnsonville already has the densest population of any suburb north of the CBD, with a strongly growing population and historically high proportion of children. Since 2013, four initiatives have been agreed to / consented / built to improve social and recreational services for the northern suburbs, but each has/will come at a considerable cost to greenspace. These costs have neither been acknowledged, nor have they been mitigated. The following summarises:

Development	Area	Prior Use	New use	Current “market” value
KSP Pool extension	300 m ²	Infants play area	Indoor pool	\$300K (@ \$ 500/m ²)
AMP all-weather turf	3000 m ²	Playing field	Parking lot	\$1.5 Million (@ \$ 500/m ²)
Proposed new library	700 m ²	Park, 1/2 court	Library	\$700K (@ \$1000/m ²)
Prop. new	2000 m ²	Playing field	Parking lot	\$1 Million (@ \$ 500/m ²)
			Total	\$3.5 Million

All these developments have unquestionably seen WCC invest many millions in better services for a needy suburb as it builds infrastructure to cope with MDRA, however, their construction has come at the cost of four significant losses of greenspace. These trade-offs will ultimately be realised as untenable as future generations of residents without any back yard space at all within MDRA zones rise demand greenspace.

The conversion of 5000 square metres of flat parkland for private vehicle car parking – at a site across the road from Wellington’s second biggest public transport hub, and adjacent to a new cycleway – seems particularly incompatible with the needs of a future intensified urban space.

The risk to the long-term ‘liveability’ of intensified suburbs, as Council officers and representatives making expedient ‘trade-offs’ of natural capital for built infrastructure, is therefore very high. **Creating legal means to prevent erosion of greenspace – or require any land taken for other development to be ‘replaced’ by similar quantity and quality of land elsewhere – would protect greenspace access for future generations and require ‘new community facilities’ to be fully costed, and not ‘cannibalise’ our natural capital.** It is therefore the ERG’s recommendation that the Council pursue greater legal and/or planning mechanisms to ensure a much higher level of protection for existing greenspace around areas marked for MDRA zoning.

With regard to the choice of Karori for MDRA zoning, the ERG notes that limited road access and traffic congestion creates a commuter transport problem (including PT overcrowding and delays) that requires significant attention. Wastewater & storm-water capacity are also already considered at or beyond capacity, and we would like assurance that these issues will be addressed as a priority before the Karori population can increase as a result of MDRA. It may be preferable for this essential infrastructure investment to take priority over more cosmetic investments, such as proposed improvements to the town centre.

Performance measures

The ERG supports the intention to develop effective monitoring and review processes, and would like to participate in the development of the indicators. Attention to unintended consequences associated with uncertainties and risks will also be required.

Appendix 2. Climate Change

This appendix has been prepared by a sub-group of the Environmental Reference Group (ERG). It excludes aspects of the ERG's advice that are covered the group's overarching comments on the Long-term Plan 2015-25 (LTP).

The Long Term Plan 2015-2025, the Urban Growth Plan and the 30 year Infrastructure Strategy provides Wellington with a critical opportunity to address climate change and its impacts.

These plans provide a platform to implement the Climate Change Action Plan 2013 to:

- reduce greenhouse gas emissions
- build resilience through adaptive management to the effects of climate change
- increase community awareness about the impacts of climate change.

The Long Term Plan recognises that "one of the most important tasks facing the Council is to prepare the city for [climate change] impacts. We will have to make decisions, for example, about whether coastal land needs to be protected by sea walls, or changes are needed to the storm water system or other infrastructure."

Now is the time to make some of these decisions. Currently, the plans do not provide any direction on how the city will respond to climate change and its impacts. This is a wasted opportunity with far-reaching implications.

Background

The Greater Wellington Draft Climate Change Strategy 2015 provides that:

"Climate change is something that will affect everyone in the region. It is often described as the biggest environmental challenge we face.

As a coastal region, hemmed in to the east, south, and west by the sea, we are particularly vulnerable to even a small rise in sea level, and coastal hazards such as erosion and storm surge.

This will be significant and expensive for some landowners across the region. Storms occurring on top of a higher sea level will affect public infrastructure such as transport network and stormwater systems, as well as people's homes and other buildings.

We all saw the impact of the big storm that took out a chunk of the Hutt-Wellington railway line for nearly a week. This was a big wake-up call and, as a region, we need to take these trends seriously.

Sea levels in the Wellington region have been measured for many years. They are now tracking towards a 0.8 metre rise by 2090 and one metre by 2115 compared to 1990 levels.

Extreme winds will likely increase in frequency between two and five percent over this century and average temperatures are forecast to climb 0.9 degrees celsius by 2040 and 2.1 degrees by 2090.

These projections come from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report, released in 2007 and downscaled to the Wellington region by NIWA.

The Parliamentary Commissioner for the Environment, Jan Wright, has noted that while some of the impacts of climate change are now inevitable due to the accumulation of past and current greenhouse gas emissions in the atmosphere, the speed and magnitude of impacts will be decided by how quickly countries - including New Zealand - reduce emissions."

Gathering Information

The Long Term Plan focuses on gathering information in relation to climate change effects. It provides that "we need to understand what will happen so we can prepare." We already have a good understanding of how climate change will affect our city - now is the time to prepare.

The consultation document for the Long Term Plan outlines some of the impacts of climate change but the only actions set out in the Plan are: the development of "a hydraulic model to assess the impact of increased storm intensity and rising sea levels on the stormwater network, so we can make sensible decisions about land use, building and infrastructure;" and to "review District Plan provisions for areas that might be vulnerable to rising sea levels." (p 41)

There is no information on the objectives of the District Plan review process (such as limits on new building in low-lying areas vulnerable to sea level rise or reinstating dunes along Wellington's south coast).

The only investment identified in the Long Term Plan that relates to climate change is for the hydraulic modelling of the stormwater and sewer (pages 9 and 16 of the consultation document). This modelling is intended to guide future decisions around climate change adaptation.

There is a number of references in the plans to building the city's resilience to climate change effects. But there is no information on how this will be achieved. This is vital information and must be included in these plans.

This focus on gathering better information to guide Wellington's future response appears to come at the cost of planning for the irrefutable impacts of climate change and committing to measures that would see an immediate reduction in our greenhouse gas emissions.

Submission – the ERG supports the collection of data to improve climate change understanding; however, action on climate change (as described in the Climate Change Action Plan 2013 and the Greater Wellington Draft Climate Change Strategy 2015) must occur at the same time.

Sea Level Rise

The 10 year plan provides that projected sea level rise will be between 0.6–1.1m. The plan, however, does not state the period over which the rise will occur over (5 years? 100 years?).

The Parliamentary Commissioner for the Environment (in the report *Changing climate and rising seas: Understanding the science* November 2014) states:

"Over the last century, the average sea level around the world has risen by about 20 centimetres. The International Panel on Climate Change (IPCC) expects it to rise another 30 centimetres or so by the middle of the century and up to a metre or more by the end of the century."

"The IPCC is inherently cautious since it relies on hundreds of scientists from many countries reaching consensus. The IPCC's prediction of a 30 centimetre rise in average sea level by the middle of the century is 'locked in' – it is expected to occur regardless of action taken to reduce greenhouse gas emissions. It is not until the second half of the century that the effect of any such action will be seen."

Submission - amend the Long Term Plan (and other plans) to more accurately reflect the IPCC's predicted sea level rise.

Reduce Greenhouse Gas Emissions

In its latest report, the Intergovernmental Panel on Climate Change predicts that sea levels will rise by a further 20 to 40 centimetres by the middle of this century. This increase is 'locked in' – it is forecast under all IPCC

scenarios. New Zealand, like other countries, needs to adapt. After 2050, the forecast rises in sea level become increasingly dependent on the actions taken to reduce future greenhouse gas emissions. Under IPCC's 'Business-as-Usual' scenario, the mean sea level is forecast to be as much as a metre higher in 2100 than it is now. But this is not inevitable. Reducing greenhouse gas emissions will make a difference in the future. (Parliamentary Commissioner for the Environment *Changing climate and rising seas: Understanding the science* November 2014)

The longer major reductions in greenhouse gas emissions are delayed, the more change in the climate becomes inevitable, and the more sea level will rise. According to the Parliamentary Commissioner for the Environment, "how high and how fast the water rises will be influenced by the speed at which the world – including New Zealand – reduces greenhouse gas emissions over the coming decades."

The Long Term Plan consultation document provides that "the city is making progress towards mitigating its contribution to carbon" (p41); however, there is no analysis of the climate change impact of the proposed new developments, in particular the proposed airport extension.

Some events hosted by Wellington have a significant carbon footprint such as the recent world waterskiing championship. A climate change analysis should be part of the process for deciding to host these events.

These plans are an opportunity for the Council to reduce greenhouse gas emissions.

Submission - implement the Climate Change Action Plan 2013 through these plans in order to reduce greenhouse gas emissions and include a carbon analysis for all new major investments and significant events.

Funding

The Long Term Plan provides some funding for the smart energy challenge and climate change mitigation. This is supported. Unfortunately, the Plan fails to fund any adaption to climate change effects. A budget for adaption initiatives was included in the previous Long Term Plan - this funding should be reinstated to enable the Council to build a more resilient city.

It is essential that the Council fund mitigation and adaption. You cannot do one and not the other. Even if we stopped emitting greenhouse gases today, the climate will keep warming, the sea will keep rising and the weather patterns will change. The Council must plan for these effects.

Submission - amend the Long Term Plan to provide funding for adaption to climate change effects in order to build the city's resilience.

Conclusion

Climate change has far-reaching effects - it is not just an environmental issue but it has social and economic impacts too. It should be a primary consideration for Wellington City Council in the development of plans and policies. We cannot consider economic development and the growth of our city without putting climate change at the centre.

The focus in the Long Term Plan on gathering information to enable better planning for climate change in the future has been used as a reason for deferring taking any action on climate change now. We already know that sea level rise and increased storm events will significantly affect Wellington. We cannot wait for perfect information (which may never come), before we act. The Council has a responsibility to take a lead for the city now.

These Plans are an opportunity for Wellington City Council to:

1. Demonstrate a commitment to reducing greenhouse gas emissions across all Wellington City Council's areas of influence, including its own operations, helping to create the conditions for a smart, innovative, low-carbon economy.
2. Manage risks from climate change-related impacts and increase resilience through consistent adaptation planning.
3. Improve understanding of the causes of climate change and community awareness of its impacts and implications.

These plans should explicitly promote the commitments in the Climate Change Action Plan 2013 and the recommendations in the Greater Wellington Draft Climate Change Strategy 2015.

Appendix 3. Water

This appendix has been prepared by a sub-group of the Environmental Reference Group (ERG). It excludes aspects of the ERG's advice that are covered the group's overarching comments on the Long-term Plan 2015-25 (LTP).

The following comments relate to the water aspects of the Draft Long Term Plan and, in particular, the Draft Infrastructure Strategy.

Overall it is considered that the LTP fails to respond to the deteriorating quality and ongoing environmental impacts of the city's stormwater discharges and makes insufficient provisions for works to mitigate the ongoing ecological, cultural and social impacts. Whilst there is a stated commitment towards developing a real time monitoring program the details of this are uncertain and the remainder of the plan and strategy do not adequately integrate the environmental management of our water resources into the proposed capital works over the coming years. The repeated references to the current good condition of our stormwater discharges is considered to be incorrect and not reflective of the current lack of water quality treatment within the network and corresponding poor water quality outcomes. Assessment of our water quality only in relation to the existing resource consent conditions is not sufficient as these current conditions do not include parameters which provide a true indication of potential eco toxicity. Similarly there is little consideration of the principals of water sensitive urban design and integrated water management within the documents in relation to management and/or planning of the three waters infrastructure and as an underlying framework for future development projects by both private and public entities.

It is also important to consider the implications of the current GWRC Whaitua process and the Wellington ICMP which are expected to lead to enhanced water quality requirements initially in the catchment of Te Awarua O Porirua and subsequently Wellington Harbour. These changes should be reflected within the current LTP, in particular for growth areas such as Tawa, Johnsonville, Churton Park and Lincolnshire Farm. These requirements will ultimately require a reprioritisation of capital and operational budgets for water services (especially drainage) which must be adequately forecast and planned for.

The following points refer to specific statements made in the Draft Infrastructure Strategy and the LTP respectively.

Infrastructure Strategy

- The stormwater summary states that *“Our stormwater service provides protection from flooding and weather events, while **minimising the adverse effects of stormwater discharges** on the harbours, streams and other water bodies of the City”*. This statement is unsupported and is inconsistent with the lack of investment in assets to treat water quality/quantity of stormwater. Almost all of the cities stormwater is currently discharged directly to the environment without removal of heavy metals, hydrocarbons, nutrients, sediments and other pollutants.
- The statement that *“in general water quality standards are currently being met”* is unfounded. With a lack of real time water quality monitoring on the cities streams and harbour outlets there is insufficient data to assert that standards are being met. Without any effective water quality treatment, stormwater discharges will almost certainly exceed ANZEC trigger levels for a range of contaminants during rainfall events. The statement that standards are being met gives the community an incorrect understanding of the Councils environmental performance.
- The risk table (Page 18/19) mentions the need to address water quality but offers only *“engagement in the Whaitua process”* as a solution. Engagement in this process is a requirement for Council and is

not an option. Investment and capital works will be required to manage water quality in the coming years, in particular as the Porirua and Wellington Whaitua will most likely result in more stringent statutory requirements.

- Discussion on the future levels of service (page 19) states *“To maintain the level of service we are currently providing for water quality – namely compliance with resource consents and maintaining appropriate standards of water quality and waterway health across Wellington City’s coastal and river environments”*. The current level of service is considered very low in terms of stormwater quality with significant change needed to align with national and/or international best practice. The current resource consents for the Councils outfalls currently only relate to the discharge to coastal marine areas and do not adequately reflect the range of pollutants and the impact of these on receiving environments. Monthly water samples at outlets, weekly water samples at swimming beaches are focussed only on faecal coliforms with the harbour sediment sampling including a broader range of toxicants. Whilst the conditions must clearly be met there is a need to manage the network to adequately reduce the impact of stormwater.
- Discussion on water supply does not adequately address the risks associated with climate change and the expected increased periods of drought. Solutions to implement integrated water management solutions which include the collection of stormwater/rainwater for non-potable uses should be included in the strategy as a means of providing resilience, delaying the timing of augmentation of supply storages and improving environmental outcomes.

Long Term Plan

- Further information is required on the proposed real-time stormwater modelling system. It is unclear whether this will accurately incorporate simulation of water quality pollutants (including heavy metals, nutrients and sediments) to support future infrastructure design and performance monitoring.
- The LTP mentions the intent to manage key infrastructure for better environmental outcomes but does not adequately reflect this in terms of specific projects.
- **#3 Inner City Regeneration**. No mention of the importance of managing the environmental impacts of urban developments and the potential to embed concepts of liveability, human health/wellbeing and water sensitive urban design into future flagship projects. In particular major regeneration areas should incorporate best practice integrated water management to reduce environmental impacts. This should be stated in the LTP.
- **#5 Reigniting our sense of place**. No mention of the potential to embed integrated water management and biodiversity into the urban core of the city. Projects such as laneway upgrades and Frank Kitts Park provide an excellent opportunity to incorporate the principals of WSUD to deliver a range of environmental, cultural and social benefits.
- **#6 Strengthening town centres**. States the aspiration to deliver liveability but makes no mention of water management and/or the principals of WSUD.
- **#9 Improved management of key infrastructure**. The assertion that *“the environmental impacts of stormwater runoff are monitored, and generally comply with resource consents and environmental standards”* does not reflect the true state of the city’s stormwater discharges. Currently very little event based monitoring is available in the local context with only a small number grab samples (not necessarily related to rainfall) and sediment sampling within the harbour. Until a more consistent and co-ordinated program of water sampling, ecological investigations and catchment based

pollutant modelling it is not possible to pass judgement on the current state of the discharges relative to 'environmental standards'. Further information is required on the proposed real time stormwater monitoring to determine whether this will provide confidence in future stormwater modelling and management. It is also noted that the current resource consent conditions do not require stringent testing of water quality and are more related to faecal contamination rather than other urban pollutants which pose a risk to receiving environments.

- The proposed airport runway extension is likely to cause multiple adverse environmental impacts. Has the impact on coastal erosion/deposition been evaluated? Has the impact on dispersal of plumes from Moa Point been done to confirm that it will not worsen the water quality situation at Lyall Bay? What would be the impact on the unique habitat of the giant kelp forest off Moa Point? What would be the impact on the seawater intake for the proposed Marine Centre?

Appendix 4. Transport

This appendix has been prepared by a sub-group of the Environmental Reference Group (ERG). It excludes aspects of the ERG's advice that are covered the group's overarching comments on the Long-term Plan 2015-25 (LTP).

Airport

Business case

The ERG notes that some experts believe that the business plan of the airport extension stacks up while others do not. The Council should investigate the issues raised by those who believe that there are problems with the business case used by the Council to date.

Transport choices

The Long-term Plan is very focused on long distance air travel. It also needs to consider and provide for improving other long distance travel choices such as improving pedestrian access to the ferries and improving long-distance trains and buses connections.

Connections

Any redevelopment of the airport needs to improve to encourage the use of buses, walking and cycling. These modes need to be prioritised to achieve the agglomeration benefits of a hub.

The airport should be designed to have walking connections to green spaces such as the coast.

Environmental effects of extension

The airport extension will have significant negative environmental effects including the impacts associated with construction and with the operation of long-haul air services.

Recommendations

The Council will need to take more control of how airport is designed to ensure it improves the use of buses, walking and cycling.

Inner city and sense of place sections

The Long-term Plan needs more on making all streets attractive public open spaces.

Design to prioritise walking, cycling and public transport, not car movements

In addition to turning lanes into areas with cafes and the like, the Council should be actively reducing the dominance of the car in all streets and making walking movements easier through crossings and adding amenity and seating.

Bond Street is a great example of this whereas Victoria Street is likely to deliver less benefit for the cost as it focuses on car movement and does not make a step change in service for bus movements. It will be hard to change the Victoria Street area as people's use of the space changes.

Overall, there needs to be more emphasis on making bus routes work better. For example, Lambton Quay should be redesign for buses and people and cars should not be able to use it. Bus stops need to be made much better places in their own right with improve connections to them for pedestrians.

Green spaces

The Long-term Plan should put more focus on using all the small, unused bits of transport corridor as green space in city centre (For example, terrace gardens, and gardens at the ends of dead-end streets) as the population density improves. This is important for the well-being for residents and for biodiversity.

Civic Square

If the Council leases areas in the Civic Square complex, it must retain control to ensure that any changes contribute to pedestrian networks and quality of the whole public space (e.g. perceptions of safety).

Creating liveable communities.

In terms of redevelopments in Johnsonville, major improvements in the walking network and public open space are needed. New housing should be focused near the railway station.

Other town centres also need pedestrian and public transport improvements.

New venues

New venues must be located so public transport is easy. Car parking should not be prioritised and walking should be made attractive. New venues need to connect to the surrounding area (E.g. the indoor sports centre has no direct link to Cobham Drive and the harbour for pedestrians.)

Basin and NZTA plans

Most of NZTA's proposals are actually contrary to objectives of Long-term Plan as they will increase traffic and congestion, and reduce pedestrian and cycling service levels. The Long-term Plan should not endorse current NZTA proposals.

Transport

The transport section of the Long-term Plan does not mention walking at all even though current service levels are often very low and submitters to previous Long-term Plans have called for improvements.

Footpaths should not be sacrificed for cycle ways. If the road corridor is not big enough, then provision for cars should be reduced or properly designed, shared space roads made.

Appendix 5. Waste

This appendix has been prepared by a sub-group of the Environmental Reference Group (ERG). It excludes aspects of the ERG's advice that are covered the group's overarching comments on the Long-term Plan 2015-25 (LTP).

Managing waste is an important service provided by Wellington City Council (Council). The effective and efficient processing and disposal of waste supports economic activity, protects public health and shields the natural environment from the long-term harmful effects of disposal to land and water.

Annually around 85,000 tonnes of waste is disposed of at the Council's Southern landfill but this figure does not represent fully the landfill waste generated by Wellington City as there is a net transfer of waste by commercial operators out of the city. Using regional figures for per capita landfilled waste¹, a higher volume of around 124,000 tonnes (excluding construction and demolition waste) can be estimated.

It is clear that the transition away from the landfill disposal of all waste, to a process that maximizes resource utilization, reprocesses, recycles and only landfills as a last resort is now considered best practice. The 12,000 tonnes of recyclable materials diverted annually from landfill by the Council's curbside collection is an example of a significant initiative in this transition.

However a Ministry for the Environment national study² suggests approximately 75% of waste currently going to landfill could still be diverted. This fraction represents significant opportunity for further reduction in the city's waste disposal to landfills. Waste education and minimisation programmes have an important role in changing waste-ful attitudes and finding ways to use all our resources more productively.

The ERG has outlined four initiatives that it believes need to be included in the Council's Long Term Plan to ensure that substantive progress is made in the area of waste minimization. Failure to make progress in minimizing our waste will inevitably undermine the Wellington City's claim to eco city status.

- **Divert sewage sludge from landfill**

Continued disposal of dewatered sewage sludge to landfill, needs to be considered a stopgap practice at best. The resource consent³ for this activity emphasizes this status by requiring alternative means of processing and disposal of the sludge to be investigated. Little progress is apparent in this regard since the consent was issued in 2009.

The consent³ requires a mixing ratio of four parts of general refuse to one part of sewage sludge. This balance is currently achieved with existing waste volumes but any increase in sludge volume or decrease in general waste would lead to a technical non-compliance to consent conditions. This situation is often cited as the most significant reason for the delay in the introduction of further waste reduction initiatives in Wellington City.

We also understand that charges for disposal of sludge to landfill do not reflect the true cost of disposal. This subsidy distorts the financial incentives for developing an alternative and environmentally sustainable process.

We suggest that priority attention be paid to this keystone issue and that a plan and commitment to a new disposal process is made within the 10 years of this LTP.

- **Increase support for waste reduction initiatives**

Using progressive waste diversion targets as key performance indicators. For example: A reduction in commercial waste based on a 2014/15 baseline, with 5% less in 2015/16, 15% less in 2016/17, 30% less in 2017/18, 50% less in 2018/19, and 75% less in 2019/20.

Making the city's commitment to recycling visible in public spaces by providing recycling stations alongside waste bins in the CBD.

The Council leading by example within its own business units, CCOs and sponsored events is crucial if the wider community is going to take these initiatives seriously. An example of this in practice would be to require all Council-sponsored events to have recycling stations set up at all waste collection points.

The Council should also actively promote the "Ecomailbox" initiative⁴ to Wellingtonians. It is estimated that a further 12,000 Wellington households would place these no-junk-mail sticker on their letter boxes if it was well promoted and the stickers were distributed. This uptake alone, would avoid 3600 tonnes of admail waste at source over the next ten years. A mailbox sticker insert with WCC rates notices, articles in community newspapers, "My Wellington" in the Dominion Post and other targeted measures would enable this initiative to gain momentum in the community.

Regional co-operation on waste reprocessing where benefits from economies of scale can be obtained. Polystyrene is an example of a material that could be collected at landfill level and processed at a regional level.

- **Create additional waste minimization funding**

Waste minimisation initiatives in Wellington City are primarily funded from landfill charges rather than general rates. While the principle of "Polluter Pays" seems most appropriate, the dependence of waste minimisation and recycling programmes on funds derived from landfilling volumes is problematic. As waste minimisation becomes more effective in reducing the rate of landfilling, the funding base for these programmes is effectively eroded. If we are to take a serious and long term view towards avoiding waste at source and significantly reducing waste volumes to landfill then funding arrangements need to ensure that successful projects continue to be well supported.

- **Mandatory Licensing of commercial collectors and transporters of waste**

Implement a licensing system for waste collectors and operators of waste facilities to optimise the recovery of resources, reduce the amount of waste that is disposed of and require waste data to monitor progress on the achievement of waste minimisation targets.

Auckland City, for example, has adopted a Solid Waste Bylaw⁵ which includes such detailed operational controls to give effect to their Waste Management and Minimisation Plan.

References

¹ *Wellington Region Joint Waste Assessment Report March 2011*

² *Quantity of solid waste sent to landfill indicator update, Ministry for the Environment, October 2012; INFO 654*

³ *Greater Wellington Regional Council Resource Consent 2009 WGN070230 [26013]: To discharge dewatered human effluent ('sludge') contaminants to land at the Carey's Gully Southern Landfill. Conditions 10 and 11*

⁴ <http://www.ecomailbox.co.nz/>

⁵ *Solid Waste Bylaw 2012 Auckland City Council*

2015-25 Draft Long-term Plan

Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Chris*

Last name *Weir*

Street address *32 Hornsey Rd, Melrose*

Suburb _____ City *Wellington*

Phone *021-2802834* Email *chrisweir88@outlook.com*

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation _____

Draft Long-term Plan consultation survey questions

1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose
Comments:

2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?
 strongly support support neutral oppose strongly oppose
Comments:

3) Should Council take action to improve our international air connections?
 strongly support support neutral oppose strongly oppose
Comments:

4) Do you think Council should be supporting the tech sector to stimulate it to grow?
 strongly support support neutral oppose strongly oppose
Comments:

5) Do you think Council should be supporting the film industry to enable it to stay local and grow?

strongly support support neutral oppose strongly oppose

Comments:

6) Do you believe Council should support private owners with the strengthening of heritage buildings?

strongly support support neutral oppose strongly oppose

Comments:

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

strongly support support neutral oppose strongly oppose

Comments:

8) Should Wellington seek to remain the events capital of New Zealand?

strongly support support neutral oppose strongly oppose

Comments:

9) Do you support our plan to provide a new and improved venue for concerts?

strongly support support neutral oppose strongly oppose

Comments:

10) Do you support upgrading sports facilities where need has been demonstrated?

strongly support support neutral oppose strongly oppose

Comments:

11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

strongly support support neutral oppose strongly oppose

Comments:

12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

strongly support support neutral oppose strongly oppose

Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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

Comments:

Only LED Streetlights

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

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

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

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

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

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

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

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

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

- strongly support
- support
- neutral
- oppose
- strongly oppose
- don't know

Comments:

Do you see other matters as priorities?

Improve roading issues at Basin Reserve

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 or Long-term Plan before? **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 **Please state:**
 Samoan Niuean

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 Long-term 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)

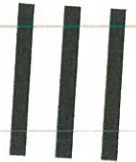
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Other issues/matters or general comments

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FREEPOST 2199
Draft Long-term Plan
Wellington City Council
Policy and Reporting (COPO01)
PO Box 2199
Wellington 6140

Hutt International Boys School Cricket Club Incorporated
1 Fry Street
Hutt City

17 April 2015

Submission to Wellington City Council 10 year plan

This submission is made on behalf of Hutt International Boys School Cricket Club Incorporated (HIBS Cricket Club). The HIBS Cricket Club administers cricket on behalf of the Hutt International Boys School. The cricket club was formed around 10 years ago and has firmly established a reputation as being among the strongest cricketing schools in New Zealand.

In the last five years the 1st 11 has represented Wellington at the secondary schools national finals finishing third on two occasions. Our year 10 team has finished 2nd at the national finals twice in the past 4 years. Last year the club was the first college in NZ to have qualified teams in the three national age grade finals. The club is proud of its achievements and enjoys a strong relationship with the cricket community and Cricket Wellington.

College cricket and in particular playing 1st 11 cricket will often be the highest level of cricket many of the boys will ever play. Almost without exception the highlight of a Wellington school boys cricketing career is the opportunity to play on the Basin Reserve. College cricket in Wellington has been well served by Cricket Wellington in making the Basin available to host important college finals. The boys who have been lucky enough to play on the Basin treasure that experience and the opportunity to play at such an iconic cricket ground.

We are making a submission in support of the proposed investment in the development of the Basin Reserve. It is apparent to anyone who visits the Basin that it has been long neglected in terms of maintaining the venue at a reasonable standard. This is one of the iconic cricket grounds in the world and it is here in Wellington, it deserves better and we commend the Council for advancing this initiative.

The village green feel is the right approach and totally in keeping with the essence of what makes the Basin special. We urge the Council not to get hung up and stalled by considerations around the Museum Stand, the heritage of the Basin is so much more than a dilapidated stand. We believe the Basin can be enhanced by the removal of the Museum Stand and also the Cricket Wellington offices and this area used more constructively to add to the village green feel and better integrate the ground. Having said that we hope Council make every effort to retain and better showcase the NZ Cricket Museum as part of any redevelopment.

We note the possibility of lighting at the Basin and think this is a smart move by Council to make provision for the future. Lighting may become a requirement for test cricket in the future and many grounds are already utilising lights to support play in late afternoons. It is sad for the Wellington cricket community that night cricket can only be played at the Stadium, there is no place on earth worse to watch a

Firebirds evening game in November. Lighting will only provide increased opportunities to see greater use of this facility.

Wellington is extremely fortunate to have a sporting venue such as the Basin that is talked about with the same reverence as other great grounds around the world like Lords. However none of these other grounds have the ability to be a true community asset like the Basin. We trust that the Basin will still be made available for important grassroots cricket such as college and club cricket.

In summary we support the initiative with respect to the redevelopment of the Basin Reserve and wish to register our appreciation of this Council for tangibly addressing the past neglect of the Basin and having such a forward looking plan.

On behalf of HIBS Cricket Club

M Johns
President

2015-25 Draft Long-term Plan Submission form

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name: *Philip*

Last name: *Bolton*

Street address: *29 McColl St*

Suburb: *Woolferton* City: *Wellington*

Phone: _____ Email: _____

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation: _____

Draft Long-term Plan consultation survey questions

- 1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?
 strongly support support neutral oppose strongly oppose
 Comments: _____
- 2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?
 strongly support support neutral oppose strongly oppose
 Comments: _____
- 3) Should Council take action to improve our international air connections?
 strongly support support neutral oppose strongly oppose
 Comments: *this does not stack up eg how can travel times improve by 33% when for instance you can fly through Australia with many connections.*
- 4) Do you think Council should be supporting the tech sector to stimulate it to grow?
 strongly support support neutral oppose strongly oppose
 Comments: _____

5) Do you think Council should be supporting the film industry to enable it to stay local and grow?
 strongly support support neutral oppose strongly oppose

Comments: *They are a business.*

6) Do you believe Council should support private owners with the strengthening of heritage buildings?
 strongly support support neutral oppose strongly oppose

Comments: *Made decision to buy. There are many others who could do with reduced rates to enable them to upgrade their homes*

7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?
 strongly support support neutral oppose strongly oppose

Comments:

8) Should Wellington seek to remain the events capital of New Zealand?
 strongly support support neutral oppose strongly oppose

Comments:

9) Do you support our plan to provide a new and improved venue for concerts?
 strongly support support neutral oppose strongly oppose

Comments:

10) Do you support upgrading sports facilities where need has been demonstrated?
 strongly support support neutral oppose strongly oppose

Comments:

11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?
 strongly support support neutral oppose strongly oppose

Comments:

12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?
 strongly support support neutral oppose strongly oppose

Comments:

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?
 strongly support support neutral oppose strongly oppose
 Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?
 strongly support support neutral oppose strongly oppose
 Comments: *I do not support 45 million on cycleways*

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?
 strongly support support neutral oppose strongly oppose
 Comments:

16) Do you support our proposal to improve public spaces such as laneways?
 strongly support support neutral oppose strongly oppose
 Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?
 strongly support support neutral oppose strongly oppose
 Comments: *Believe cost of Tville library higher than necessary*

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?
 strongly support support neutral oppose strongly oppose don't know
 Comments:

Do you see other matters as priorities?
*I believe priorities are wrong in some areas
 Spending 45 million on cycleways when only
 28 million is being spent on stormwater
 upgrades and would see little on sewer
 upgrades.*

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 or Long-term Plan before? *✓*

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)

<input type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali) Please state:
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

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FREEPOST 2199
 Draft Long-term Plan
 Wellington City Council
 Policy and Reporting (COPO01)
 PO Box 2199
 Wellington 6140

Antoinette Bliss

From: Marissa Cairncross
Sent: Wednesday, 22 April 2015 4:47 p.m.
To: Talava Sene
Subject: FW: JCA LTP submission support

fyi

Marissa Cairncross

Snr Adv Planning & Reporting | | Wellington City Council
 P 04 803 8683 | M 021 247 8683 | F
 E Marissa.Cairncross@wcc.govt.nz | W Wellington.govt.nz |  

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From: Mark Kirk-Burnnand [<mailto:Mark@propertylogic.co.nz>]
Sent: Wednesday, 22 April 2015 2:47 p.m.
To: Marissa Cairncross
Cc: Graeme Sawyer
Subject: JCA LTP submission support

Hi Marissa

If I can, I would like to submit on my support for the Johnsonville Community Association 10 year strategy and for their submission on the LTP which aligns with this. It is great that we have had proper consultation with the community (thanks to JCA) and now have a formalised plan for our future here in Johnsonville.

Kind regards,

Mark Kirk-Burnnand
 52 Lohia Street
 Khandallah

Antoinette Bliss

Subject: FW: Long Term Plan submission**Importance:** High**From:** Bridget hutchison [<mailto:bradnbridge@clear.net.nz>]**Sent:** Thursday, 16 April 2015 8:34 p.m.**To:** BUS: Long Term Plan**Subject:** Long Term Plan submission

Name	Bridget hutchison
Email	bradnbridge@clear.net.nz
Postcode	5011
I want Wellington to be safe for people on bikes. I want the council to:- Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:- Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:- Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Would you like to deliver an oral submission to council in person?	No



**WELLINGTON EMPLOYERS' CHAMBER OF COMMERCE
SUBMISSION TO WELLINGTON CITY COUNCIL
ON WELLINGTON CITY TEN YEAR LONG TERM PLAN**

APRIL 2015

INTRODUCTION

The Wellington Employers' Chamber of Commerce, ("the Chamber") welcomes the opportunity from the Wellington City Council ("WCC" or "the council") to make this submission on the ten year Long Term Plan ("LTP") consultation and we commend the Wellington City Council for the way in which they have undertaken consultation on the plan. In particular we acknowledge the extensive public engagement. We also welcome the opportunity to be heard in person at the appropriate time.

The Chamber has been the voice of business in the Wellington region since 1856 and advocates policies that reflect the interest of Wellington's business community, in both the city and region, and the development of the Wellington economy as a whole. Our organisation is also accredited through the New Zealand Chamber of Commerce network and is one of the four regional organisations of BusinessNZ through Business Central.

This submission follows in two parts; the first half looks at the Council invest to grow proposition, then finances, revenue and expenditure, and the second half considers the 11 key projects planned, providing commentary on proposals of key interest to the Chamber. The Chamber has chosen to comment on specific sections of the document and has no comment on sections of the document which are not present in this submission.

Executive Summary

Wellington's business community has a significant interest in the planning, operation, structure and performance of local government, given their contribution and the impact Councils' actions have on Wellington's business environment and the region's economic growth. Wellington City businesses – commercial ratepayers – **own 21 percent of Wellington City's total rateable property but pay 46 percent of the rates**. We are pleased to see this fact acknowledged in the documents following the Chamber's advocacy but continue to be concerned that, given this breakdown, the rates burden does not lie where the costs and benefits fall.

The Chamber, on the whole, is positive about the 10 year plan. Given the choice which has been presented, the Chamber is supportive of the additional investment sought from ratepayers with some important and non-negotiable caveats; that for each invest to grow project there must be a **robust business case, cost benefit analysis, return on investment** and that **additional rates raised for 'invest to grow' projects must be ring-fenced to only those projects** – not base lined for other activities or councillor's pet projects. The funds should be returned to the ratepayer if they are not used. There must be a clear return on investment articulated. We would welcome further consideration of each proposal with a clear project by project assessment, alongside each investment budgeted and borrowed for – and that this not be limited to just the additional 0.8 per cent 'invest to grow', but all council spending.

While we support many of the projects in principle, the Chamber is concerned with how the long term strategy is to be funded. We are **concerned that when you compare the rates collected in the year 2014/15 to the amount projected to be collected in the year 2024/25, it is an increase of 61.28 per cent or \$147,926,000.** We also **question the costs that have been presented for just 'business as usual'** as these are high at an average annual increase of 3.1 per cent. We question whether the 'business as usual' increase is financially sustainable for ratepayers, given the rate of current inflation.

Further, the Chamber has ongoing concerns that project funding is not apportioned against demonstrable benefit from the groups it is funded from. In particular, we would recommend that the business rating differential is lowered and greater transparency in numbers and the detail provided.

Background

The LTP is the Council's 10-year plan. It sets out WCC's activities, associated performance measures, and the budget for capital and operating projects and programmes. The LTP determines how rates will be adjusted and which projects rates will fund over the next ten years. The draft plan rests on a binary narrative, asking whether ratepayers support a 'business as usual' programme, with the implication that Wellington will simply continue on a path of stagnate growth, or support for an 'invest for growth' programme, with the promise of returns, greater economic growth and a thriving capital city.

This plan plays a critical part to support the growth and performance of both the city and regional economy. We commend the council on the consultation undertaken, particularly the use of online channels to promote engagement. With this in mind we would encourage that next year's plan be made available as one set of documents for stakeholders, such as ourselves, to ensure all the information is can be assessed. For example there were at least 11 documents in total to download, and in addition to this several web pages with different and further information for feedback. We are also not convinced that the numbers are presented in a way that ensures it all adds up and is easily accessible.

General comments

The Chamber is concerned about Wellington's performance against economic indicators. While we are beginning to see signs of recovery cement, perception and reality has to be addressed with urgency. Our annual economic growth to December 2014 was just 2.7% per cent compared with the national average of 3.3% per cent. And while business and consumer confidence is the up, employers are telling us that skilled labour is becoming harder to find in the industries in which Wellington excels. The long term trends are even more of a concern. **Over the last ten years the Wellington economy has performed worse than the national economy on most key indicators,** and despite being home to 11 per cent of New Zealand's population the region's GDP has been just 1.5 per cent compared to the national average of 2.1 per cent. (2014 BERL Report). The latest ANZ regional trends show that Wellington business optimism has lowered fractionally over recent months, however, compared to the national average, Wellington businesses are more optimistic than other regions. This optimism comes as no surprise to the Chamber, because we believe Wellington has all the ingredients for success.

The weight of responsibility to turn these results around doesn't rest with WCC or other local agencies alone. We understand there are pressures outside of local government's control. However it's about

ensuring WCC does the very best with what they do control, the city's finances. WCC needs to ensure that the city has what it needs as the region's economic driver, to generate business activity, and ensure we are nationally and internationally attractive and vibrant.

This submission comes at a **time of structural uncertainty** for the region's local government arrangements, as we wait for feedback from the Local Government Commission. We understand it is business as usual until a decision is made, however, we believe it is in some ways rather artificial to be turning our minds to a plan which is more speculative than usual given the uncertainty of the future for councils. We also would ask whether the cost of projects with regional benefit should be shared amongst those who receive that benefit. Simply put, we question whether it is right that Wellington thinks in isolation about such an increase to fund projects that have implications for the whole region. Surely a number of these projects would be more effective if considered on a region-wide basis?

The Chamber believes the **reorganisation process is crucial for the region**. We are of the view that the Wellington region is currently in a holding pattern – which is holding us back. It is clear that the current model is not delivering for the region and the current fractured decision making structure is holding the region back. Our region's economic performance reinforces this. The Chamber continues to advocate for structural transformation in local government, given the consistent support for change by 75 per cent of our members.

While the Chamber foresees the benefits of shared services for the Wellington region, as discussed in WCC's proposals, we maintain that **greater use of shared services is not the answer**. With the current reorganisation proposal on the table and given the size and scope involved, it is the Chamber's view that merging councils will be more efficient than shared services could ever be. We continue to advocate for the implementation of a structure which will reinforce this cooperation. A structure is needed which requires decision-making to be made for the benefit of the region as a whole.

COUNCIL'S FINANCES

Business as Usual or Invest for Growth

The LTP proposes to increase rates by an average of 3.1% a year. In addition, the LTP proposes an 'Invest to Grow' programme that would mean a 0.8% increase in rates, to an average of 3.9% annually over ten years. The Council justifies this increase as a trade-off as it will invest in projects to expand the city's economy and grow the rating base.

We are concerned that 80 per cent of what's being asked for is just 'business as usual'. This leaves just a 20 per cent for the additional 'invest to grow' projects. **The rates increase for 'business as usual' needs to be lower**. We question why the increase for council's 'business as usual' service is so high, given that current inflation is sitting so low. We believe it points to a need for council to fully assess its 'business as usual' activity. We do not accept council's assertion any reduction to the 3.1 per cent means a cut in current services. Instead we would submit that all services provided should be assessed to find efficiencies and make better uses of technologies available. A line by line exercise should be undertaken by officers, to provide council with a clear picture of each business as usual item, to start to look at how savings, efficiencies and productivity could be raised. The Chamber would be happy to be involved in such an exercise.

The Chamber has some concerns about the additional 0.8 per cent for the 'invest to grow' projects. We believe the projects are important and need to have assurance of funding availability. The Chamber believes one way to ensure funding availability and fiscal prudence would be to **'ring fence'**

this additional funding. This would ensure the additional 0.8 per cent funds collected for the 'Invest to Grow' projects are spent directly on these projects.

In a survey earlier this year, we asked our members their view of the suggested rates increases, and if they supported the 3.1 per cent increase and the 0.8 per cent amount for invest to grow projects. In general, respondents did not support an increase to rates of more than 1 per cent annually (70.96%). Many respondents wanted no increase to their rates, or even sought a reduction. When asked if they supported the 3.1 per cent increase, just 26 per cent of respondents supported, and 87.14 per cent went on to express concern about the increase in the following question. With regard to the 3.9 per cent increase, we asked if they would support an increase if it provided funding for an 'invest to grow' strategy. Of the respondents, 30 per cent agreed, 62 per cent did not. However, when asked if they would support the idea of ring fencing the additional increase, the 0.8 per cent, 93.5 per cent of respondents said yes. This is a considerable response, given the results across the survey. There was consensus that ring-fencing funding would provide greater transparency, accountability and limit the rates increase alone to the specified project. Further information from this survey can be found in appendix one.

With these results in mind, and given the choice which has been presented, the Chamber is supportive of the additional investment sought from ratepayers with an important and non-negotiable caveat; that for each invest to grow project there must be a robust business case and return on investment. The additional rates raised for 'invest to grow' projects must be ring-fenced to only those projects, not base lined for other activities or councillors pet projects. If collected, **the funds should be returned to the ratepayer if they are not used.** We would welcome further consideration through a clear project by project assessment, with a business case that includes both a CBA and ROI, alongside each investment budgeted and borrowed for – and that this not be limited to just the additional 0.8% invest to grow programme, but the total council spending.

It is important for comment to be given on what the Chamber considers is not invest to grow and should not be included in the programme. In particular we reiterate our concern with the council's provision for **a living wage**, for council staff, and we see in the proposal that it is to apply to Wellington Zoo and the Museums Trust. We also have been told that the proposal includes the other CCO's, including venues. The decision taken last year to pay staff a rate equivalent to the living wage was done to ensure retention rates slowed and lifting employee performance, to "improve safety, lift environmental practices, enhance customer service and drive efficiencies so that we are open for business". A workforce development plan was also going to be developed to sit alongside the new remuneration policy.

Applying the rationale of last year's decisions taken by councillors, we ask, does the Wellington Zoo and Museums Trust have a staff retention problem? If not, what is the rationale for the extension? If it simply an ideologically driven decision we question whether this would be upheld given the requirement in section 14 (1)(g) of the Local Government Act which says "a local authority *should* ensure prudent stewardship and the *efficient and effective* use of its resources in the interests of its district or region" and Section 10 (1) (b) of the Act "to meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way *that is most cost-effective for households and businesses.*"

We also seek the costs to implement the rate across all CCO's, having been told it sits in the millions - but this has not been made clear in the plan. The Chamber also asks whether the rate has had the intended impact, as outlined above. Have staff retention rates of WCC improved since the introduction of the rate? How has the workforce development plan been implemented across the business?

As council will be aware, the Chamber **does not support the living wage** and is concerned with the method in which Councillors made the decision last year. Though a living wage is well-intentioned, and we all want everyone to be paid more, what is not clear is how the proposal is going to help the city grow so everyone can enjoy higher wages. The living wage commitment by the Council incurs an additional operating cost on the city and rate payers which should not be within local government's mandate. Minimum wage and employee income subsidies are a central government issue for which individual and business contribute through tax. There are public policy concerns over the accuracy of the living wage and questions as to whether it will achieve what it is intended to do, which we have raised with the Council previously. A report produced by the New Zealand Treasury and a comprehensive study from Brian Scott has released figures questioning the methodology and data used by the Living Wage campaign in determining the wage rate of \$18.40 p/h. The reports highlight the following concerns:

- Two-parent, two-children households make up just 6 per cent of families earning less than \$18.40 p/h.
- Almost 80% of New Zealanders earning less than \$18.40 an hour, including young people and students, don't have children.
- Of those earning below \$18.40 p/h one in five family household incomes earn more than \$80,000 P/A.
- A low income family with two parents and two children would only gain \$63 a week from the living wage while the Government would gain (via abatements and extra tax) \$126 a week.
- The "living wage" would least help low-income families whose welfare support would abate as their income rose. In those cases, the main beneficiary of the living wage would effectively be the Government because it would receive more in tax and pay out less through abated transfers.
- 43% of those who earn below the living wage are aged under 30.
- The living wage would only reduce the relative poverty rate by 0.3%.
- The proposed \$18.40 living wage is high compared to the other living wage rates being proposed by similar groups overseas. Compared to Australia, Canada, USA, and the UK, it is the highest proposed living wage relative to GDP per capita.
- Only 12.5% of fulltime employees are paid less than 2/3rds of the median wage which is one of the lowest proportions in the OECD. The US is 24.8%, UK 20.6%, Canada 20.5% and Australia 14.4%.

Prior to WCC implementing the rate, Living Wage Aotearoa ("LWA") announced an increase in the living wage from \$18.40 to \$18.80 after having conducted an annual review of the rate (see the report February 2014). Further analysis of the report released by LWA shows that the methodology used to calculate the \$18.80 rate appears to be different to the one used to calculate the \$18.40 rate. Using the original methodology, as applied by the Council to calculate the living wage rate for direct employees, a figure of \$22.89 an hour is produced. Recently, the LWA rate has been increased from \$18.80 to \$19.25 for the 2015 year.

As Council is aware, the Chamber repeatedly raised concerns about the methodology during the period when the Council was considering adopting the living wage. Our concerns remain. However, if the methodology was sound the \$22.89 figure should have been adopted by LWA as the new living wage rate. The fact that it has not, we believe, provides further evidence that the whole approach is flawed and totally unacceptable for the Council to use to set pay rates. In any event, to help the Chamber better understand the Council's position and rationale, we wish to raise the following questions about the extension:

- Will the Council be moving all staff to the new 2015 rate? If so, which rate? If not, how can the Council claim to continue to have "adopted the living wage"?

- If the Council are moving to the 2015 rate of \$19.25 what are the cost implications of this on top of what has already been publically made available?
- What pay rises, if any, will be given to staff whose salaries are the same or only slightly higher than the 'Living Wage' rate?
- Furthermore, if the Council is not adopting the higher rate that the original methodology produces how is this justified given the same methodology was implicitly endorsed by adopting the concept in the first place?

The Chamber knows families have had it tough in the last few years. Many of our members who operate businesses have also had it tough – it has been hard for some to stay afloat. But we do not believe the living wage is the answer. It is not the way to achieve higher wages which we absolutely want to see. We want to work with Council and other local government agencies to achieve higher wages for all Wellingtonians, and in order to do this we need to grow the Wellington economy. As a business organisation we have to question whether the adoption of the living wage is a prudent business decision. Lifting everyone's wages is something we should all be aiming for, but it is a matter of how we do that and the basis for it. And it is not done by a stroke of a pen.

Looking at other projects included in the invest to grow programme, we would note that the \$1.4 million increase to social and recreational grants also is not in and of itself going to meet an economic return test. The same point can be made for 'pop up' street events. The Chamber's views are further set out in section two of our submission.

Rates increases

Wellington City Council's rates are based on property's capital value, land use and whether it receives targeted rates, a rates remission or is non-rateable. Rates are calculated using a differential rating system that is based on land use. Currently the Council applies a 2.8 differential rate to property used by 'commercial, industrial and business' ratepayer. Wellington City businesses contribute nearly half (46%) of the total amount rated, including targeted rates. The business community has a strong interest in the activities and efficient operation of WCC. As businesses are major contributors to the city's rate take, there must be demonstrable value for money.

We are concerned that when you compare the rates collected in the year 2014/15 to the amount projected to be collected in the year 2024/25, it is an increase of 61.28 per cent or \$147,926,000. **This increase is too high.** We are significantly concerned that this increase exceeds far beyond what can be reasonably expected. It would be unpalatable for a business to increase costs in such a way. Mandated by our members, the Chamber continues to advocate that there needs to be a zero rate rise or even a reduction. The Chamber has previously advocated that rates should be adjusted year on year based on any changes to inflation. Comparing the increase to inflation adjusted terms, the latest CPI increase to March 2015 was just 0.2 per cent.

The 61.28 per cent increase is **even much higher than the BERL Local Government Cost Index.** The LGCI has been forecasted to sit at an average of 3.06 per cent for the next ten year period – and this was forecasted as at October last year. While our members do not think this index is the appropriate benchmark to increase rates by, we note that this is the benchmark the council has set in the past for rates increases.

Over the next year (2015/16) the document seeks an increase in rates of (average) 4.7 per cent., however this actually equates to 6.14 per cent or \$148.10 million. Given current inflation, this is again difficult to support.

Looking at the reasons Council has given to support increasing rates, the Chamber does not accept that previous rate increases, an average of 4% over a 15 year period, is sufficient justification. Neither is the amount that rates increased in the 2005/06 year (8%) or that in the 1990's Wellington's growth correlated with larger projects. We do not think this is good justification given the apportionment of increase is an 80/20 split between 'business as usual' and 'invest to grow'.

The numbers

Funding impact statement (Document 11 p2.)

	000\$			% change
	14/15	15/16	24/25	14/15-24/25
Total operating funding	\$ 404,252	\$ 419,097	\$ 597,609	47.83%
General rates	\$ 134,936	\$ 149,670	\$ 234,699	73.93%
Targeted rates	\$ 106,451	\$ 106,527	\$ 154,614	45.24%
Total rates (general + targeted)	\$ 241,387	\$ 256,197	\$ 389,313	61.281%

Average rates increase (Document 1 p.13)

	10 yr	3 yr	15/16	16/17	17/18
Status Quo	3.10%	4.10%	not given	not given	not given
Invest to Grow	3.90%	4.50%	4.70%	4.40%	4.60%
Average rate increase limit*	3.90%	4.50%	4.50%	4.50%	4.50%
Nominal*	Not given	5.80%	5.70%	5.60%	6.10%
Growth (forecast)		1.23%	1%	1.20%	1.50%
After growth*	3.7%	4.56%	4.70%	4.40%	4.60%
Actual	4.93%	6.28%	6.14%	5.61%	6.04%
<i>*inclusive of invest to grow</i>					

Looking at the figures as set out in the table above, we are concerned firstly about the use of 'average rate increases' **rather than the actual rates increase** which is given. For example, the actual increase averaged over the next three years is 6.28 per cent contrasted with the 5.8 per cent nominal and the 4.56 per cent after growth. The actual, rather than the averages, are important to provide the full picture. Secondly, we are not convinced that the growth forecasts impact will be as great as calculated, in particular given the city's population growth to date, currently 0.2 per cent down on the national average and below previous forecasts. We would like to better understand the evidence behind this, how this growth of 1.2 per cent a year and \$200 million increase in total rates capacity will materialise.

We would also like to see outlined in the numbers the projects for both the 2015/16 year and over the next ten years that seek savings of 1 per cent or \$50 million. The proposal notes these will come from shared services and other efficiencies. The Chamber would also submit that **there are further savings to be made** and would encourage council to undertake a line by line review of all services to investigate this as a funding opportunity.

Debt increases

Turning to WCC proposed debt. We are pleased to see, following Chamber's advocacy, the debt to operating revenue used a ratio. We believe this is an important measure of ongoing debt feasibility. However, we are concerned that it currently sits just above 100 per cent of income. We are further concerned about the proposed actual increase of debt to income ratio to 140 per cent and a budgeted increase of 175 per cent of income. Over the next ten years, WCC is planning to increase its total debt (current and non-current borrowings) from \$404.163 million to \$ 814.827million. **This is a 101 per cent increase to total debt from 2014/15 to 2024/25. This is a significant increase.** Debt increases will require greater increase to service borrowings. We are also concerned that it may have an impact on the Council's future ability to make decisions if new capital opportunities were to arise, or unexpected crises were to incur significant cost or create revenue loss.

Our concern about the Council's current level of debt, and planned increase over the next ten years, is not to say that we are against future investment or the consideration of future project expenditure, particularly with the Council's growth agenda and the use for projects with intergenerational benefit. But we are concerned about adding to this debt. As previously indicated, for any proposals, the Chamber requires:

1. An investment strategy with a robust business case, including a convincing cost benefit analysis and return on investment, with funding in collaboration with commercial partners.
2. A repayment strategy, with a solid plan and commitment to service and pay down the debt quickly.

Rates allocation

An issue the Chamber has previously drawn council's attention, and which remains to be an issue, is the explanations as to how rates are determined and **how the benefits of each program are deemed to fall on the different categories of rate-payers**. Of particular interest to our organisation, is how targeted rates are determined.

Currently the Council applies a 2.8 differential rate to property used by 'commercial, industrial and business' (business) ratepayer. Accordingly, businesses pay 2.8 times more than residential ratepayers per dollar of rateable property. This differential was phased down from the early 2000s, which was greatly welcomed by the Chamber. This phase down was completed, leaving it at the current 2.8. We note that under the current council there have been no further reductions. The phase-down of the differential was about reducing a major cross-subsidy paid to residential ratepayers by business ratepayers. As the cross-subsidy reduced, businesses' rates became more in keeping with the benefits they receive and their ability to pay. Even so, businesses still pay 2.8 times as much as residential ratepayers per dollar of rateable property irrespective of the benefits they receive. In fact the benefits received principle seems to be totally ignored by Council officials when assessing the differential.

The chamber has strong concerns about the **burden of rates falling unfairly on business** vis a vis other categories of ratepayers. The fact that several activities funded by council rates are more to the benefit of residential ratepayers is a longstanding concern. It is essential that council does not overcharge Wellington businesses if it wants to attract and retain businesses in the region. Businesses provide employment, pay wages, produce goods and services, and determine the depth of the rating base. If rating policies effectively take businesses for granted they are liable to respond, relocate, close down or downsize.

Auckland and Christchurch both charge a business differential. Both these Councils have also been phasing them down to ensure that their businesses remain competitive. Comparisons are difficult because of the particular circumstances those cities face (earthquake recovery and super city formation) but last year they were both lower than Wellington' and **Auckland sought to lower this differential further**. This is very relevant given that Wellington in one sense is 'competing' with these two cities to attract and retain businesses. The Chamber's view is that rates should reflect the benefits received and should not be unfairly applied to businesses as a revenue raising mechanism.

It is important to note that because rates are collected from property owners who pass them on to tenants (business and residential) - usually in a non-transparent fashion (i.e. the commercial property sector rentals applies gross rentals in Wellington meaning rates aren't displayed at all), a large section of the community are oblivious to the high cost of funding the Council. Transparency and decision making would be improved greatly if citizens knew how much Council activities were costing the community and themselves indirectly.

The Chamber continues to be concerned that **Wellington City rate payers are paying twice for the economic development of the region**, through Wellington City contributing to WREDA through both the WCC and GWRC rate take. The Chamber supports a proportionate reduction being made to either the GWRC targeted rates or the WCC contribution so that Wellington businesses are not paying twice for the economic development of the region or a greater contribution be made by the other councils proportionate to regional benefits. Across both funding streams Wellington City ratepayers, both residential and commercial, contribute 88% of the total funding to WREDA, 77% of which is funded by Wellington business. We are also concerned about the current performance of the agency responsible for economic development work. We see real opportunity under the new merged model for the agency to have the right focus, with the right people, and to work with us and Wellington's business community.

The Chamber is concerned about a number of areas where work is required, the most important area for our members is the issue of skills shortages. We need to take a real look at Wellington's talent pipeline and the training on offer. We need to do better in attracting and retaining both international and domestic students, as well as using skilled migration. We've been talking about the issues for some time. **It's now time to act.**

The Plan provides in document 11 *Funding Impact Statements financial Information* as to how much revenue is sought from each rate base and provides some insight into the policy behind how the rate is apportioned. The Chamber finds the policy explanations insufficient as they provide little insight as to how targeted rates are allocated against benefit received to the rated group. The Chamber generally supports the principle of targeted rates, and user-pays, however it is prudent for clear explanations to exist which point to the benefits of services, and how this correlates to the apportioned targeted rates.

We are also disappointed that the funding impact statement does not itemise out the total value of factor across each contributing group, as previous years' documents have. This creates concerns around transparency of the numbers. The importance of transparency should not be underestimated. It is important that ratepayers have a good understanding that these rates are meeting the goals of the council and are being spent fairly across the region.

Commercial Sector Targeted Rate – Events Attraction and Support

The Commercial Sector Targeted Rate is paid by businesses across the city to fund 'events attraction and support'. This rate is paid solely by businesses city-wide, not just those in the CBD. Events

activity receives its entire rate funding from this commercial rate. Wellington City Council's events programme makes an important contribution to the city. As well as the direct economic contributions these events provide, they enhance the reputation of the city and make it a better place to live or visit. We fully support the Council's role in events attraction but this area of activity has grown significantly in recent years and this is another area where we think there needs to be more transparency. There also needs to be a debate as to how the events activity is funded. Some central city businesses (particularly those in the hospitality, accommodation and retail sectors) are beneficiaries but residents also enjoy these events. Under the current arrangements it is businesses, including suburban businesses, which pay 100 per cent of this expenditure. There is no reason why businesses should be singled out, particularly non-hospitality businesses and suburban businesses.

We support the investment the city makes in the events where events have a direct economic benefit for the city as well as serving to promote the city through the positive exposure they receive. However, it needs to be emphasised that there are significant risks attached to events activity. As competition from other cities to host events increases, **Wellington needs to be smart in how and which events it attracts**. This might mean focussing on events in which the city has a natural advantage over other cities due to its special characteristics, rather than throw increasing sums of money at events. With Auckland having increased expenditure on events attraction, and desire to be the events centre, Wellington must focus on events which play to our strengths, and leverage these to our unique advantage.

The Downtown Levy

The downtown levy is paid by the city's CBD businesses and is used to pay for 'tourism promotion' and facilitation of 'free weekend parking'. The levy also pays for 70% of the 'visitor attractions' activity and 25% of the 'city galleries and museums' activity. The Chamber believes that the Council's funding commitments from the downtown levy should benefit the area in which the money has been generated. The Chamber advocates for **greater interaction between those who contribute to the downtown levy and the allocation of the funds generated**. We continue to be supportive of further investigation to follow the BID model for application to the downtown levy. Currently, businesses do not have a good understanding of it or how the levy is spent.

The Chamber supports targeted rates like the downtown levy. There is a good argument for central city businesses to club together and pay a levy to fund services from which they can benefit. But this is not currently the case with all of the downtown levy revenue. A significant amount is diverted by the Council for other activities and it is not clear that the return is there for some of the expenditure. The downtown levy is paid by all central city businesses whilst not all directly benefit from what it funds. A large proportion of the downtown levy pays for Te Papa and the Carter Observatory yet all ratepayers enjoy these facilities. For example, the Carter Observatory is not in the CBD. Te Papa is an iconic Wellington institution and we support a Council contribution but we recommend the Council better leverage its existing funding whilst increasing consultation on how Te Papa operates to obtain clear agreement as to how the funding is to be used. We support Council providing some provision for these facilities, but we believe it should come out of the general rates.

Fees and Charges

The proposal aims to set fees and charges at appropriate levels so that individuals who directly benefit from a service pay an appropriate contribution towards the cost of providing that service. The Chamber supports this goal. The amount collected from the user vis a vis the rates contribution should reflect the costs and benefits of the service and where they fall. However, a glance at the

schedule of fees and charges reveal over the ten year period that too many fees are increasing at rates in excess of inflation suggesting that they are simply another revenue raising mechanism for the Council.

KEY PROJECTS

General comments

The Chamber would like to provide comment on some of the Council's proposals and programmes. A general comment is that while there are some projects and proposals identified under each priority area, not all project and programme funding is clearly allocated or attributable to a line item. We are generally supportive of the ideas the Council proposes. The Chamber recognises the Council's responsibility to provide for a resilient and sustainable city, which includes both essential infrastructure needs, and the cultural needs of a populated city.

The Chamber has itemised from the document the dollar allocation for each project. We were disappointed that not all projects included in the invest to grow programme have costings or guidance on how the funds were to be allocated which rate-paying group would be contributing. This analysis should be clearly provided as we have done for each of the following projects.

Project	Described Budget	Total for 10 years	Running Total
Airport runway	\$90million investment \$6.5million over 40 years starting 2019/20 [for this 10 year period, 6.5 x 5 years = \$32.5million]	\$122.5million	\$122.5million
Tech Hub	\$500,000 per year from 2015/16 = .5 x 10 = \$5m	\$5million	\$127.5million
Industry enterprise zone	No budget	Unspecified	\$127.5million
Redeveloping Kent and Cambridge terraces	\$72million of capital expenditure [72million x 1] Project beginning 2017/18	\$72million	\$199.5million
Urban development agency	No budget	Unspecified	\$199.5million
Strengthening heritage buildings	\$1 million per year (1m x 10 = \$10m)	\$10million	\$209.50million
Town Hall strengthening	\$59million [x1]	\$59million	\$268.50million
Earthquake strengthening of library and office building	\$16.8million [x 1]	\$16.8million	\$285.30million
Civic square improvements	\$10.6million [x1]	\$10.6million	\$295.90million
Service separation costs and conversion of office building into workplace in civic square	\$14.1million [x 1]	\$14.1million	\$310million
Increased funding for major events	Increasing Events Development Fund through WREDA, to \$5million per year. [\$5million x 10 = \$50million]	\$50million	\$360million
The New Zealand Festival	Additional \$500,000 per year grant [500,000 x 10]	\$5million	\$365million

Laneways 'cheering up'	\$4.5million capital expenditure over 10 years [4.5million x 1]	\$4.5million	\$369.5million
Frank Kitts park	\$5.5million [x 1]	\$5.5million	\$375million
Circa Theatre	\$250,000 over 3 years [250,000 x 3 = 750,000]	\$750,000	\$375.75million
Alex Moore park	\$1.5million over 10 years [x1]	\$1.5million	\$377.25million
Johnsonville Library	\$17million capital expenditure [x 1]	\$17million	\$394.25million
Karori & Tawa	\$1million per suburb [x 2]	\$2million	\$396.25million
Indoor arena	\$65million construction cost [x1]	\$65million	\$461.25million
Convention Centre	No capital commitment Operational grant of \$4million per annum from 2016/17 [\$4million x 7 = 28million]	\$28million	\$489.25million
Basin Reserve Redevelopment	\$21million [x 1]	\$21million	\$510.25million
Hockey Stadium	\$1.1million capital expenditure	\$1.4million	\$511.65million
International Film Museum	\$30million [x 1]	\$30million	\$541.65million
Museum of Wellington City & Sea expansion	Council contribution of \$7.4million [x 1]	\$7.4million	\$549.05million
WWI Commemorations	\$10million capital investment in 2015/16 [x 1]	\$10million	\$559.05million
Ocean exploration centre	Operational grant of \$6million in 2015/16 [x 1]	\$6million	\$565.05million
Understanding key infrastructure	No funding required, but claims to make savings of \$101million over 10 years.	-\$101million claimed	
Real-time storm water monitoring	No budget allocated	Unspecified	\$565.05million
Understanding impacts of climate change	No budget allocated	Unspecified	\$565.05million
Wireless car park sensors	\$1.5million [x1]	\$1.5million	\$566.55million
LED lights	No budget allocated	Unspecified – but claim costs offset by reduced energy use	\$566.55million
Cycle network	\$45million [x 1]	\$45million	\$611.55million
Public transport	\$10million	\$10million	\$621.55million
		Total: \$621.55million	

Project 1: Bringing in more international visitors and enhancing business and education connections

This strategy proposes to extend Wellington airport's runway. (\$90million investment, + \$6.5million per year from 2019/20). Mandated by our members, the Chamber is supportive of this project, provided the business case stacks up. There also needs to be commitment from a minimum of one airline, for a sustainable period, to and from Wellington.

Long haul flights out of Wellington are an important part to attracting businesses to Wellington and potential to create a significant contribution to local economic development across visitor and international student attraction. We're told for every dollar, there is return of 1:5. It's important that progress on this proposal is made. Further on this point, our region needs to be supported by a

modern and efficient motorway system to allow Wellington to maintain its competitive CBD to airport linkage. This in turn needs to include a modern and efficient public transport network.

The Chamber is pleased with the collaborative efforts across the region in support of this project and looks forward to the further economic analysis being produced to further consider the benefits of long-haul connectivity.

Project 2: Supporting smart and sustainable economic growth

This strategy proposes to implement a “tech-hub” in Wellington (\$500,000 budgeted per year), and industry enterprise zone (\$17.5million annual contribution to WREDA). As one of Wellington’s growing sectors, the tech-hub would be expected to lead to more jobs and commercial opportunities for ICT graduates, and allow for a higher profile for Wellington’s ICT sector, as well as increasing talent available to ICT companies. While supportive, we would query the need for one centralised location or building, and would encourage that the council’s strategy to be city wide, using technology to provide greater connectivity, opening up access for collaboration and activity.

On WREDA we are pleased to see structural progress a year on, and continue to believe it will provide strategic benefits to better deliver for ratepayers. Bringing the main drivers of economic activity into one should result in a more co-ordinated and highly tuned organisation which can better deliver on what the regions needs. However, the Chamber continues to be concerned that Wellington rate payers are paying twice for the economic development of the region, through Wellington City contributing to WREDA through both the WCC and GWRC rate take. The Chamber supports a proportionate reduction being made to either the GWRC targeted rates or the WCC contribution so that Wellington businesses are not paying twice for the economic development of the region or a greater contribution be made by the other councils proportionate to regional benefits.

Across both funding streams Wellington City ratepayers, both residential and commercial, contribute 88% of the total funding to WREDA, 77% of which is funded by Wellington business. We also note we are yet to see the \$500,000 savings that were to be freed up from the PWT and PWV merger. The funders of both organisations – CBD businesses, via the Downtown Levy - expected to see direct benefits from the savings, either by being returned to the contributors or through prudent investment. As the detail is worked through for the July 2015 implementation we will continue to seek information on the resulting savings.

Project 3: Promoting housing choice and a vibrant inner city

This strategy proposes to revitalise the inner city (\$72million), establish an urban development agency, and strengthen heritage buildings (\$1million per year to Build Heritage Incentive Fund).

With regard to revitalising the inner city, we would caution the council regarding laneway creation, given the already high number of vacancies of retail shops in Wellington golden mile, whether this investment is a justifiable spend to attract and support the creation of more retail space. Given long term retail trends, there needs to be a thorough assessment of need. We would encourage this issue be consider more fully by council urban planners, in particular it should form part of the proposed agency urban development agency’s work. On the urban development agency, we would welcome involvement in investigating whether this is the right model to follow for Wellington. We also commend the council and government for their continued progress on the Housing Accord, and identification of special housing areas. We are eager for construction to begin for these residential areas.

The chamber supports incentives to support and encourage earthquake strengthening. The proposal to provide rates relief for buildings not earning an income during earthquake strengthening of buildings is sensible. We note that rates relief actually abates an increase which would not have been achieved had no upgrades been undertaken in any case. In fact the rates generated by earthquake prone buildings that are not addressed could reasonably be expected to decrease further over the coming decade as demand for such buildings is expected to remain in low demand and owner's ability to meet rates payments will become strained. We have seen cases where there is real pressure coming on to businesses that have been forced out of buildings because of structural issues caused by the earthquakes and on building owners whose buildings are not earning an income, so this is timely.

Council and other partners must continue to do all we can to retain the businesses we have, while working to attract new ones and these moves will make a big difference. We would encourage council to continue its efforts working with central government as they look to develop policy responses to earthquake risk. We are concerned that the policy response to this issue is becoming splintered. The development and implementation of policy must be fulsome so that building owners can respond and be certain of what is required of them. The most recent example of council looking to introduce a new veranda standard is appropriate where there is risk. However, it needs to not be a one-off but considered as a whole solution.

Project 4: A national music hub, more activity, and a strengthened Town Hall

This strategy aims to redevelop civic square (\$77.6million, \$22.4 million to be sourced from leasing out of carpark).

Given our comments in last year's draft annual plan submission, regarding our concern about the town hall, we are pleased to see Council has considered alternative options with regard to strengthening the existing town hall, given there are further costs than first anticipated. Attractive public spaces are good for visitors and residents alike and make the city a more attractive place to live, visit and do business. We support the proposal for the prescient, and look for more detail to on the development and project as these plans are worked through.

Project 5: Reigniting our sense of place through events and public space improvements

This strategy includes increasing funding for major events (\$5million per year to WREDA), providing for a wider range of entertainment and cultural opportunities (\$500,000 to NZ Festival), cheering up streets and laneways (\$4.5million), and redeveloping Frank Kitts park (\$5.5million + \$250,000 to Circa).

PWT has a good record with events attractions to-date and a good reputation for hosting international sporting events. We support the investment the city makes in the events where events have a direct economic benefit for the city as well as serving to promote the city through the positive exposure they receive. We fully support the Council's role in events attraction but this area of activity has grown significantly in recent years and this is another area where we think there needs to be more transparency and as outlined above, we must emphasised that there are significant risks attached to events activity.

Project 6: Creating liveable communities and accommodating growth

This strategy aims to facilitate growth by strengthening infrastructure in areas where population growth is expected in coming years. Johnsonville is expected to carry much of this growth, hence redevelopment projects in this area. In particular, the Plan proposes funding for redevelopment of Alex Moore park and the Johnsonville Library, as well as town centre upgrades for Tawa and Karori.

The Chamber believes that urban planning and policy, building control and facilitation, development control and facilitation, earthquake risk mitigation and public spaces development are of paramount importance to the city.

The Chamber is generally supportive of these projects, and recognises the need to supply services for a growing population. The Chamber is also pleased to a user-pays principle in action given local clubs are also fronting the costs for Alex Moore park. Despite support for the projects, the Chamber is disappointed with the financial breakdown provided. The document (pg 34) says the Council will contribute \$1.45million towards the Alex Moore park project, and clubs to fund the remainder. Under the 'assumptions' heading \$1.5million is allocated for the project. Are we to assume the difference in the figures refers to the amount the clubs are to fund? It is difficult to understand the figures when a full explanation is not provided.

Project 7: New and Improved venues for music, sport, and conventions

This strategy includes proposition for an indoor arena, a convention centre in Wellington, the Basin Reserve redevelopment, and a national hockey stadium. The Chamber is generally supportive of these projects which will attract more visitors and ensure Wellington remains competitive. The Chamber seeks a business case be presented prior providing support and prior to implementation, especially for the projects that are expected to be funded 40% by Downtown Targeted rates (Indoor Arena/Convention Centre). The Chamber is pleased to see the Council specifically mention it is exploring the business case in relation to the Indoor Arena project.

Project 8: Celebrating Wellington's culture and environment

This strategy includes propositions for an International Film Museum (\$30million contribution), Museum of Wellington City & Sea Expansion (\$7.4million contribution [of \$11m]), World War I Commemorations (\$10million) and an Ocean Exploration Centre (\$6million contribution [of \$18m]).

The Chamber see the benefit of projects to will increase visitor numbers for the region and strengthen Wellington's cultural attractiveness. The Chamber is pleased to see that outside funding is being provided for some of the projects. Preferably a more detailed breakdown of the rating apportionment would have been provided, such as provided for Project 7.

We are also conscious that feedback from the Business Forum, held in March last year with the council, gave the feedback that Wellington need to 'sweat its assets more' regarding our exhibitions and museums. With this in mind, we consider whether adding buildings or simply exhibitions to the offering will encourage the increase to bed nights and other tourist spending.

Project 9: For greater efficiency, and better environmental and social outcomes

This strategy is too vague for the Chamber to comment on. It appears that this strategy is an assessment only strategy, and no funds are allocated towards it. The Plan notes that a \$101million reduction is expected based on better management of the water network. We also note that earlier in the document, there is a \$1.4 million increase to social and recreational and wonder if this ought to be included in this project area and if so, what it is going to be spent on.

Project 10: Reduce energy use, make streets safer, and make parking easier.

This strategy includes proposals to install wireless car sensors, and LED street lighting. Smart technology is to be implemented to make it easier for drivers to find and pay for car parks. The cost of implementation is \$1.5 million, but it is expected savings of \$8 million will occur over 10 years. Increased revenue of \$1 million is expected each year. The Chamber supports this initiative, provided the trials come back successful, as this is an innovative idea. We look forward to its progress and, we would like continue to be included in the development of the new dynamic pricing model.

The LED street-lighting proposal is an interesting idea, however the Chamber has some reservations about how this project costings – or rather lack thereof. The Plan states no budget has yet been allocated, but believes the cost would be offset by the savings made regardless. Projects of this nature which have not been fully considered, should not form part of a Long Term Plan as a general principle.

Project 11: Real transport choices for an efficient, sustainable and safe transport network.

This strategy proposes a cycle network (\$45million over 10 years), and a bus priority network (\$10million on bus measure, and \$433million on vehicle network).

The Chamber is supportive of measures to reduce congestion and facilitate movement around the region. The Chamber notes the Plan shows support for NZTA's programme to improve roading networks. The Chamber believes the Basin Reserve project should remain on the top priority list despite being on hold. The issues which the Basin Reserve project seeks to resolve remain problematic. Once a court decision is made this project will resume its status as a high priority project for the business community.

The Chamber would recommend that Wellington Port Access Improvements be ranked in the top 3 priorities. This particular project is relatively inexpensive and would result in large positive impacts for the area. The amount of freight which is being moved around the region is increasing, and the infrastructure system needs to facilitate this. Of particular concern is the access to industrial precinct Seaview which is suffering and at risk of losing its industrial capacity without the ability to access the port.

The Chamber strongly supports the current priority ranking of the Petone-Grenada link road. This is a crucial piece of roading which will impact positively on strategic routes throughout the region.

The Chamber would also rank the following significant activity priorities highly:

- SH1 Mt Victoria Tunnel Duplication
- SH1 Terrace Tunnel Duplication
- Cross Valley Link
- Wellington Integrated Fares and Ticketing

- Wellington Region Resilience Programme
- Regional Rail Plan
- SH2 Corridor Improvements
- Wellington City Bus Rapid Transit Infrastructure Improvements.

The Chamber continues to question the cost of cycleway improvements, and we would want to see a robust investment case. The Chamber takes the view that any development or growth planning must take a balanced approach and we recommend there should be increased safety and infrastructure to accommodate these increasing modes of transport. On the funding front, we would also advocate for the introduction of some form of user pays or contribution system, such as bike parking discs or through a localised bike registration system.

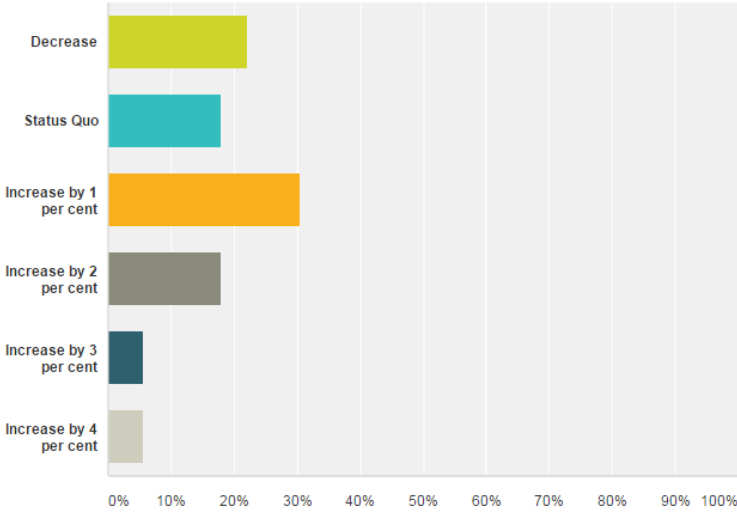
CONCLUSION

The Chamber thanks the Council again for the opportunity to make this submission on the ten year Long Term Plan. We appreciate effort involved from Council officers in preparing the documents. We also appreciate that, within the specific provisions for implementation of this plan and policies, the devil is truly in the detail.

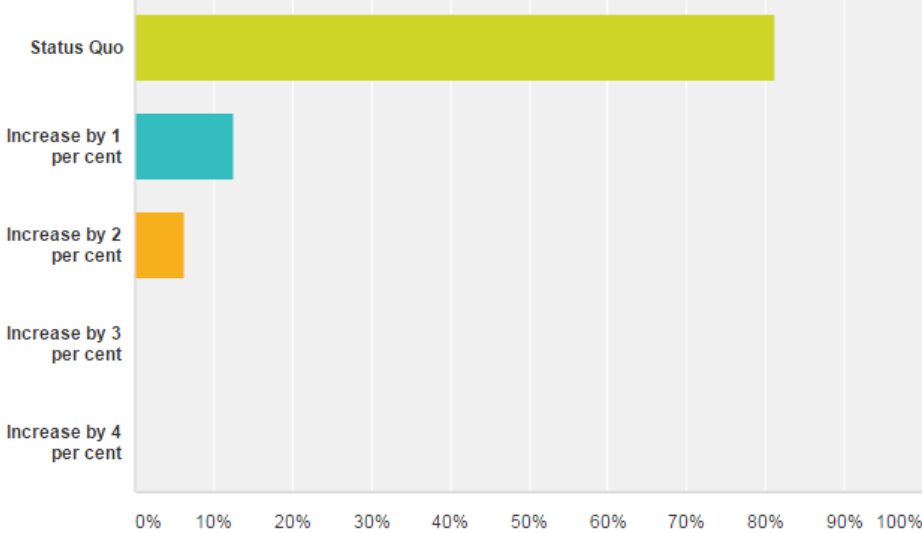
We welcome the opportunity to be heard in person at the appropriate time.

**Appendix One
Member Survey results**

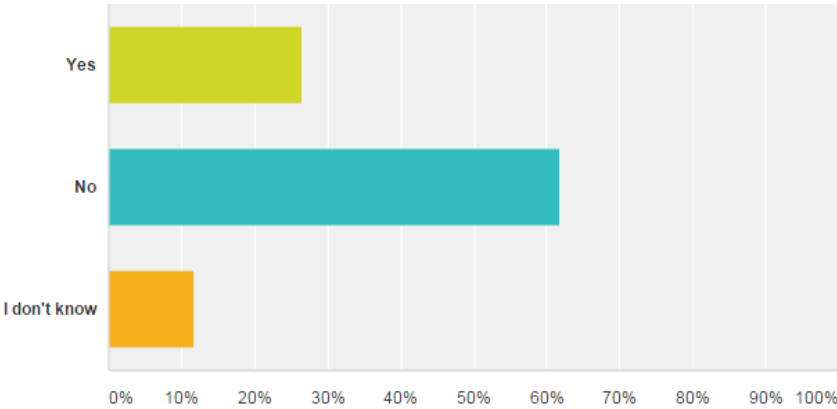
In your opinion, how much do you think rates should adjust by annually?



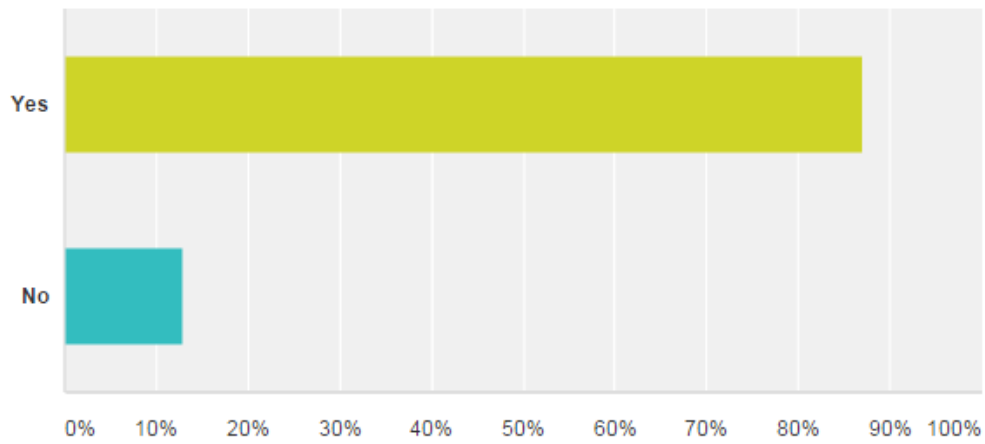
If rates cannot decrease year to year, how much do you think rates should adjust by annually?



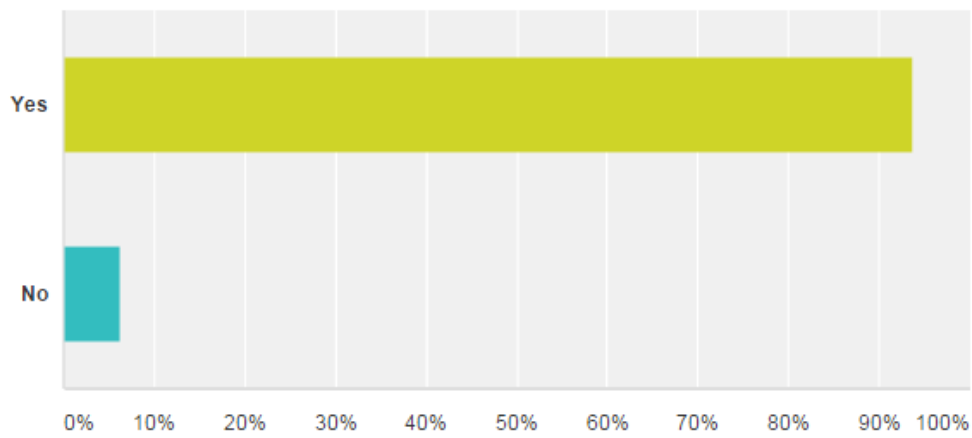
Would you support a rates increases of 3.1 per cent?



Are you concerned about rates increases above 3.1 per cent?



Do you support the idea of 'ring fencing' the additional 0.8% of rates funding?



Appendix Two
Key financial data from Long Term Plan

Rates Increases

Source: Funding impact
statement (Document 11 p2.)

	(000)\$											% increase
	14	15	16	17	18	19	20	21	22	23	24	14-24
Total operating funding	404,252	419,097	438,500	459,205	476,619	499,469	519,662	539,680	561,278	581,910	597,609	47.83%
General rates	134,936	149,670	159,987	170,289	180,755	200,294	200,521	210,294	223,307	229,776	234,699	73.93%
Targeted rates	106,451	106,527	110,584	116,624	121,571	132,738	132,738	137,551	142,566	149,510	154,614	45.24%
Total rates (general + targeted)	241,387	256,197	270,571	286,913	302,326	333,032	333,259	347,845	365,873	379,286	389,313	61.28%
Difference \$		14810	14374	16342	15413	30706	227	14586	18028	13413	10027	147926
Difference %		6.13	5.61	6.04	5.37	10.15	0.07	4.37	5.18	3.67	2.64	49.25%

Debt Increases

Source: Prospective statement of financial
position (Document 10 p.2)

	(000)\$											% increase
	14	15	16	17	18	19	20	21	22	23	24	14-24
Current borrowings	155,562	229,947	260,987	292,887	319,860	327,893	336,419	383,055	400,811	413,580	430,233	
Non-current borrowings	248,601	204,929	233,302	261,818	285,929	293,110	300,731	342,421	358,292	369,707	384,594	
TOTAL borrowings	404,163	434,876	494,289	554,705	605,789	621,003	637,150	725,476	759,103	783,287	814,827	101.61%

PASIFIKA ACTION PLAN

DRAFT DATED: 21 MAY 2014

Purpose of the plan:

Through its annual report to the Wellington City Council (Council) on 12 September 2013, the Pacific Advisory Group (PAG) proposed “*developing a Pacific Action Plan/Cultural responsiveness guide that will guide the Council when engaging with the Pacific community and help the Council understand the needs of Pacific communities and ensure they are represented in policy development and planning*”.

Nature of the plan:

The Pasifika Action Plan is a living document that will guide the future work of both the Council and PAG.

It is proposed that the Action Plan is reviewed annually with input from members of Pasifika communities, most likely through the Pacific Forum.

After it is updated, it will be presented by PAG to the Council through the Governance, Finance and Planning Committee. Each year, the Committee will be asked to endorse the Plan and agree to Council undertaking a set of actions (which will contribute to achieving the plan) over the following 12 months.

The Action Plan will also inform PAG’s Annual Work Programme by identifying the issues that it should focus on in its interactions with Council. It will assist PAG to identify which strategies, policies and programmes to give most input into.

Council and PAG will report back to Pacific communities on progress with the actions at least annually, through the Pacific Forum.

Connections between the Pasifika Action Plan and Wellington’s strategic direction.

Wellington Towards 2040: Smart Capital was developed by the Wellington City Council in 2011. It is a statement of the future that we all want for Wellington and how this can best be achieved. It contains four goals that describe a different way of working - focusing on collaboration, not competition - to build Wellington's resilience in the face of future environmental, economic, and social challenges.

The Pasifika Action Plan connects to these four goals in a number of ways.

Goal 1. People-centred city

Wellington's people are the city's greatest asset. Wellington's shape and character will continue to reflect the people who live in, work in, and visit the city.

The Action Plan contributes to Wellington becoming a more open and welcoming city by identifying how the Council can support the social and economic aspirations of Pasifika communities in the city. It promotes access to public transport, affordable housing, recreation activities and new technology as ways of ensuring Pasifika communities can thrive and make their unique contribution to Wellington's future. It also enables Pasifika communities to become more active in the development of the city by enabling greater participation in city-level decision-making.

Goal 2. Connected city

As a connected city, Wellington's people, places and ideas access networks - regionally, nationally and globally.

The Action Plan encourages collaboration and partnerships in the city and region by identifying actions that will respond to the needs of Pasifika communities across the region and actions that will require collaboration between local authorities, central government and non-government bodies. It also contributes to Wellington's arts and events successes to increase the city's profile and reach to international audiences.

Goal 3. Eco-city

Developing Wellington as an eco-city involves a proactive response to environmental challenges. It recognises the importance of Wellington taking an environmental leadership role as the capital city of clean and green New Zealand.

The Action Plan contributes to the city's eco-friendly goals through its health and wellbeing strategy. It promotes the importance of sustainable and healthy lifestyles, such as access to affordable healthy food, community gardens, and accessible public transport options. The plan recognises that healthy environments contribute to healthy Pasifika communities.

Goal 4. Dynamic central city

As a city with a dynamic centre, Wellington will be a place of creativity, exploration and innovation.

The Action Plan supports the growth of economic activity in the central city for the benefit of the wider city and region. It also plays a significant role in reflecting the diversity of cultures that are part of the city's history.

Governance		Measures / Indicators
What do we want to see? (Key outcomes)	Pasifika peoples have opportunities to present their views to decision-makers	Number of persons who identify themselves as of Pacific decent that participate in formal Council consultation processes
	Pasifika issues are taken into account in decision making	Level of agreement by PAG members that Pasifika issues have been taken into account in decision-making
	Pasifika peoples influence civic decision making	
What goals we will focus on? (Strategic objectives)	Increase the number of Pasifika peoples in Wellington that enrol and vote	
	Pasifika communities have access to Councillors and other decision makers	
	Strengthen Pasifika representation <ul style="list-style-type: none"> a. On Community Boards b. On Council c. On other Council bodies d. At senior management levels within Council 	Number of Pacific people represented on these bodies
	Include PAG in very early formative discussions on policies of importance to /impact on Pasifika peoples	Level of agreement by PAG members that they are involved in formative discussions on policies of

		importance to /impact on Pasifika peoples
	Encourage greater partnerships between Council, Pasifika communities and other organisations	Number of partnerships facilitated between Council, Pasifika communities and other organisations

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Work with PAG to increase Pasifika people's understanding of, and ability to participate in, Council's processes and decision-making	Research, Consultation & Planning and Democratic Services teams with PAG
	Create opportunities for Councillors to meet with different Pasifika communities	Research, Consultation & Planning and Democratic Services teams
	Inform former PAG members of other governance opportunities and the process for appointment (eg. for Council boards, District Licensing Committees)	Research, Consultation & Planning and Democratic Services teams
	Invite young people to attend forums and other Pacific events	Research, Consultation & Planning team with PAG
	Share success stories at the Pacific Forum as a way of role modelling	Research, Consultation & Planning team with PAG
Other potential actions	Educate people on the value of voting Visit secondary schools to encourage youth voting before they turn 18yrs old	Democratic Services team for local authority elections

	Support Pasifika user-friendly voting systems and processes	Electoral Commission for other elections
Communication		Measures / Indicators
What do we want to see?	Pasifika peoples are able to easily make contact with Council and confidently express their views	
(Key outcomes)	Pasifika peoples are informed about all Council activities or decisions that may affect their lives	
What goals we will focus on?	Strengthen communication between Council and Pasifika communities on issues of importance to them in a transparent and timely way	Pasifika residents' agreement that Council information is easy to access
(Strategic objectives)	Utilise a range of proven and culturally appropriate methods when communicating with Pasifika communities	

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Include all Council related Pasifika events in news updates	External Relations team
	Promote council entitlements more widely e.g. rates rebates and concession cards	Community Services team
	Support community outreach by City Councillors using Pacific interpreters	Democratic Services team
	Increase use of Pasifika faces/images in council publications, posters and online	External Relations team

	promotional material where appropriate	
	Engage with PAG to understand current processes and appropriate responses to issues that may arise for Pasifika people in Council housing properties.	City Housing team and PAG
	Develop and implement a communications plan for Pasifika Festival.	City Events and External Relations teams
	Develop and maintain a database of Pacific contacts including service providers, churches, businesses, and general Pacific networks	Research, Consultation & Planning team with input from PAG
	Ensure all communication on issues affecting Pacific communities are provided in a timely way	External Relations team and PAG
Workforce Development		Measures / Indicators
What do we want to see?	Pasifika peoples across the Wellington region have proportionately higher rates of participation in the workforce	Pasifika workforce participation rates and unemployment rates.
(Key outcomes)	Pasifika businesses are supported to thrive in the Wellington region	
	Local and regional economic development strategies reflect the employment needs of a growing Pacific population	
What goals we will focus on?	Strengthen Pasifika youth participation in training/employment opportunities	Pasifika young people who are not engaged in education, employment or training (NEET).

(Strategic objectives)	Ensure Council's workforce better reflects Wellington's Pasifika communities	
	Support the range of employment opportunities available and accessible to Pasifika peoples across Wellington	

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Encourage up-skilling of Pasifika staff for management positions in Council	Human Resources team
	Introduce training internships or placement opportunities to attract Pacific people into careers at Council and other agencies	Human Resources and City Communities teams with Mayor's Taskforce for Jobs

Health and Wellbeing		Measures / Indicators
What do we want to see? (Key outcomes)	Pasifika peoples in Wellington lead healthy lifestyles, that embrace holistic values including spirituality	
	Pasifika peoples feel safe in their homes, neighbourhoods and local centre	Pasifika peoples feel safe in the neighbourhoods and local centres
	Pasifika peoples in Wellington experience improved health outcomes across a range of measures	Range of health measures including chronic disease rates
	Needs of elderly Pasifika people are understood and addressed	
What goals we will focus on? (Strategic objectives)	Encourage Pasifika communities to participate in physical activity	
	Promote Pasifika people's choice to access affordable healthy food	
	Involve Pasifika peoples in city and community safety and resilience initiatives	
	Ensure Council processes and policies positively impact on the wellbeing of Pasifika peoples	
	Facilitate increased access to affordable and healthy homes	
	Facilitate access to affordable & accessible public transport options	
	Recognise importance of spiritual well-being	

Actions		
What Council is doing or will do over the following 12 months to contribute to the goals	Involve Pasifika communities in Neighbours Day	City Communities team
	Target resources to Pasifika communities as part of World Health Organisation Safer Cities status	City Communities team
	Implement current thinking around healthy food from garden to kitchen	City Communities team
	Work with NZ Police to trial Pasifika Warden programme in the Eastern Suburbs	City Communities team
	Provide Pasifika communities with access to education resources for people with impairments	City Communities team with PAG
	Advocate for a review of public transport fares and concessions for families	
	Promote and support Pasifika communities' participation in and utilisation of community gardens	City Communities team
Other potential actions	Explore opportunities to increase home ownership within Pasifika communities	
	Promote and support Pasifika participation in existing health related services and events	
	Provide more free drinking fountains around Wellington	
	Provide more education around water safety and swimming	
	Add a Pasifika sports event to the annual calendar of Council events	

Education		Measures / Indicators
What do we want to see? (Key outcomes)	Pasifika peoples in Wellington achieve their educational potential	Education qualifications amongst Pasifika communities
	Pasifika languages, stories and history of settlement within Wellington are captured and preserved	
	Wellingtonians are able to access Pasifika stories and learn Pasifika languages readily	
What goals we will focus on? (Strategic objectives)	Increase access to quality educational resources and services for Pasifika communities	
	Increase opportunities for people to learn Pasifika stories and languages	Number of people who can speak Pasifika languages
	Explore opportunities to support improved educational outcomes for Pasifika peoples across the Wellington region	

Actions		Lead
What Council is doing or will do over the following 12	Continue to support literacy initiatives in Newtown to Aoga Amata, St Anne's School and Newtown School	Libraries & Community Spaces team
	Continue to host homework groups in libraries	Libraries & Community Spaces team with PAG

months to contribute to the goals	Continue to provide free wifi in libraries and move to provide access through community centres	Libraries & Community Spaces team
	Promote Pasifika books, music and film through Council libraries	Libraries & Community Spaces team with PAG
	Support more Pacific resources that promote Pacific languages & cultures in public libraries where possible	Libraries & Community Spaces team
Other actions	Provide incentives to encourage more Pacific teachers to opt for teaching positions in Wellington schools	
	Support a Pacific education and careers expo	

Arts and Culture		Measures / Indicators
What do we want to see?	Wellington is a centre for world class Pasifika arts and cultural performances	
(Key outcomes)	Traditional Pasifika art forms & cultural activities are preserved and protected	
	Contemporary Pasifika art forms & cultural activities are developed and supported	
What goals we will focus on?	Increase the number of Pasifika cultural performances within Wellington	Number of Pasifika cultural performances within Wellington
(Strategic objectives)	Celebrate all things Pasifika amongst all Wellingtonians	
	Increase visibility of Pasifika art forms and cultural activities in Wellington	

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Increase local business sponsorship and government agency participation at Pasifika Festival	City Events team
	Run workshops for Pasifika Festival participants and others on administration and funding /sponsorship related skills	City Events team with PAG
	Be open to and encourage new activities being associated with the Pasifika Festival as part of a regional festival programme	City Events team
	Run workshops and provide support for	City Arts and Grants

	Pasifika artists and community groups on application process for public art projects, exhibitions and Culture Grants	teams with PAG
	Continue to host exhibitions (e.g. Te Vaevae exhibition at Toi Pōneke), support public art projects (e.g. mural by Shane Tuffery) and other Pasifika art projects where they meet criteria for funding / support.	City Arts team & Grants team
	Look at how to support Pacific Language Weeks	Libraries & Community Spaces team
	Continue to include Pasifika artists and art forms in mainstream events	City Events team
Other actions	Investigate and assess feasibility of potential partnerships for a Pacific Fale (eg. with Victoria University)	
	Provide resources to record and preserve stories about Pacific elders, their settlement history and experiences	

RONGOTAI COLLEGE



SWIMMING POOL REVELPMENT

BACKGROUND

- The Rongotai College Swimming Pool is located on the grounds of Rongotai College, adjacent to Tirangi Rd. It is also adjacent to both the proposed route of the Kilbirnie to Lyall Bay cycleway/walkway and the existing WCC Car Park at the end of the Kilbirnie Drainage Reserve.



Figure 1: Location of Rongotai College Swimming Pool

- Built in 1955-56, the pool measures 30metres X 12 metres, and has 5 lanes for pool swimming. With a capacity of 800m³, the pool has 'deep water capability' by having an old fashioned 'deep end'.
- The pool is unheated and uncovered, and currently only able to be used seasonally, i.e. over the summer months.

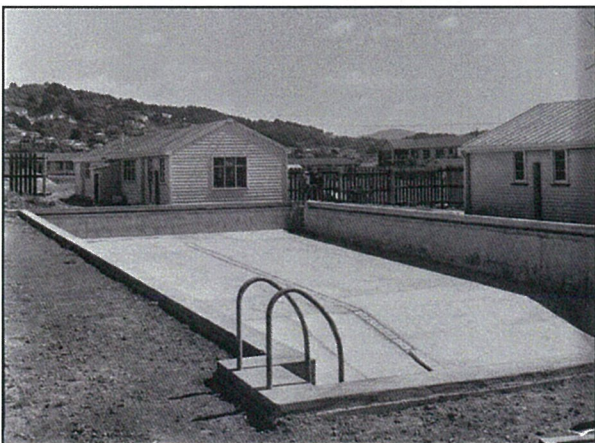


Figure 2: Rongotai College Swimming Pool c1956

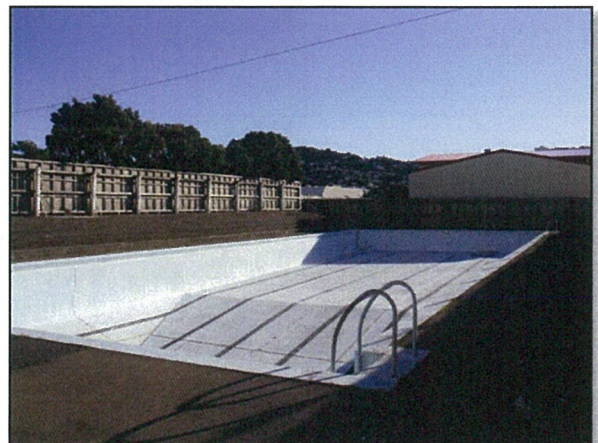


Figure 3: Rongotai College Swimming Pool 2014

- As Figures 3-6 show, the Rongotai College pool is currently in poor condition and needs to be upgraded. To perform as a modern outdoor pool, the pool requires the following remedial work:
 - resurfacing
 - repainting
 - replacement of the filtration unit.
- The current 'life expectancy' of the pool is between 0-5 years; given lack of funding for swimming pool construction or redevelopment by the Ministry of Education, the school will not be able to fund the remedial work from its own capital reserves, and the pool will be de-commissioned and the area re-purposed.
- However, the College believes that the pool provides an opportunity for WCC to partner with the College, the community, local aquatic clubs (especially those water-based sports and activities that are currently marginalised by lack of space at existing facilities such as the WRAC and Freyberg Pool such as Water Polo, Canoe Polo, Underwater Hockey, Ocean Swimming, Free Diving, Scuba Diving etc) and private operators. The school itself will have minimal demands on the facility, allowing significant time and space for outside users.
- To perform as a community pool, we believe the pool requires:
 - heating
 - covering, either with a roller cover or, ideally, with a permanent structure
 - changing facilities
- On at least two previous occasions, Rongotai College has entered discussions with WCC regarding the future of the school's pool:
 1. In 2006, discussions were held to examine the possibility of replacing the existing pool with a new two-pool facility to form a proposed Rongotai Aquatic Centre. Council were interested in this possibility and funded a development study, commissioned by Harbour City Water Polo Club, to examine the costs associated with this proposal. WCC decided not to pursue this development due to cost.
 2. In May 2011, the College applied for \$200,000 funding under the School Pools Partnership Fund to part fund the upgrade of the existing pool. The work to be carried out was limited to replacing the existing filtration unit and repainting the existing surface. This was supported by local 'Learn-to-Swim' providers and Harbour City Water Polo Club. The application was unsuccessful.

THE CURRENT PROPOSAL

- Rongotai College believes that the potential re-development of the Rongotai College pool will expand the capacity and range of services available in the wider Wellington City community (and residents of the Southern and Eastern Suburbs in particular).
- Many school pool redevelopments undertaken as part of the School Pool Partnership Funding Programme have focussed on 'Learn to Swim' activities. We believe that a re-development of the Rongotai College pool will have real benefit for aquatic sports users who are currently marginalised in terms of practice and training space in the current network of WCC pools, as well



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Walter Maxwell
Re Rongotai School Pool

Wednesday, 16 April 2014

Hi Walter.

This is an estimate for the replacement of the filtration and heating system at the Rongotai school pool Wellington.

This estimate does not include repairs to the walls of the pool itself.

This estimate is based on renewing the filters in the plant room (after existing plant has been removed by others)

All filters, body feed equipment and DE separation tanks etc as required.

All circulating pumps, pump bases, sump pumps, VSD drives and foot valves etc as required
Equalising valves etc as required.

All electronic or diaphragm type water make up valves etc as required

All pressure/vacuum/temperature gauges and fittings, flow meters and mounting panels etc as required.

All dosing pumps, flusher units, automated chemistry controllers and CO2 units etc as required

All UPVC pipe required

All UPVC elbows, sockets, tees, couplers and bushes etc as required

A new 200mm supply pipe to pool and new returns down pool wall.

Additional outlets in overflow channel connecting to 200mm pipe back to balance tank.

New 50mm float water make up valve.

All electrical items as specified

All commissioning of equipment, staff training and chemical costs etc as required

Labour, travel, accommodation, project management and on-site costs etc as required

Freight, labels and valve tags and general expenses etc as required

Design costs, manuals and as-builts etc as required

Concrete work and excavations as required for reticulation services to the pool.

A mobile roller system and Mc Ball thermal pool covers.

Installation of 2 x HR800 gas heaters (to be connected by others)

Estimate price **\$300,000-\$350,000 EXCL GST.**

This is an estimate only and not a formal quotation.

Yours sincerely
IAN COOMBES LIMITED,

Chris Penny
Wellington Regional Manager

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09/02/2014

Walter Maxwell
under.ground@paradise.net.nz
Rongotai School

Rongotai School

Work . Home .
Fax . Mobile 0212 571 189

Sales consultant: Ben Peterson

Reference Number: ,

Job Number: JaNZS18020908175107, Quote Number: 201235

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Building size; 12.000x36.000x3.900 VHigh Wind
Roof type; Gable with 11 Degree Pitch
Wall cladding; Custom Orb, 0.9m Max Girt Spacing, Smooth Cream
Roof cladding; Trimline, 1.2m Max Purlin Spacing, Scoria
Gutter type; Scoria 125 Box Gutter with 80mm Down Pipe
Barge; Scoria
Corners; Scoria
Door/s; Scoria

Inclusions:

16 SkyLights
1 Roller Door S2 (height less 50mm) 3.300 H x 3.800 W
4 Access Doors 2.000 H x 0.800 W
1 Ranch Slider 2.000 H x 1.800 W
4 Windows 0.700 H x 1.480 W
Coloured Wall Screws
Coloured Roof Screws
FireRetardant Diffuser344SafetyMesh
Freight
Engineering
Building Consent
Crane & Access Equipment

Quote summary;

Building Kit, including 'Inclusions' as listed
Supplied ex yard unless noted

Construction included:

(Based on suitable access & power available)

Total:	(Excluding GST)	\$	122683.91
GST:		\$	18402.59
Total investment: (Including GST)		\$	141086.50

This quote is valid for 20 days and subject to our standard building agreement.

Finance available.

Please Note: This quote is subject to a structural engineers and geotech report.

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- Actual building dimensions are as quoted
- Standard manufacturing lead time is 20 working days
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SUBMISSION

APRIL 2015

Introduction and Background

Council officials have invited us to comment on the Draft Long Term Plan for 2015-2025

On behalf of Mana Whenua here in Wellington City, please find enclosed our submission for April 2015 on behalf of the Port Nicholson Block Settlement Trust. (PNBST)

Āku mihi ano

Jason Fox

Chief Executive Officer

Port Nicholson Block Trust

Taranaki Whānui ki te Upoko-o-te-Ika a Māui

Wellington's Plan for Sustainable Growth

1. A Longer Airport Runway

PNBST in principle supports the extension of the airport runway subject to suitable environmental protection.

Wellington's Plan for Sustainable Growth

2. Supporting Smart and Sustainable Economic Growth

PNBST in principle supports the establishment of a central city tech hub.

The development of Māori in the high-tech industry is necessary where primary industry in Wellington has never been a career option for mana whenua.

PNBST would encourage council to partner with PNBST on site selection.

Wellington's Plan for Sustainable Growth

3. Promoting Housing Choice and Vibrant Inner City

- Redeveloping the City End of Adelaide Road

PNBST has a strong self interest in Adelaide road with sale and leaseback provisions on the Police Engineering Workshop at 21 King Street.

Redevelopment and revitalisation of this space is a welcome initiative.

- Establishing an Urban Development Agency

PNBST are supportive of an agency that does not attempt to trump the Right of First Refusal of Crown properties of PNBST

PNBST has spent over 175 years settling with the Crown to achieve this right and we invite the Council to consider these partnership provisions in urban development.

Wellington's Plan for Sustainable Growth

4. A National Music Hub, More activity, and a strengthened Town Hall.
 - We support the Council strengthening its own buildings when it is providing notice to others to strengthen theirs.....

Wellington's Plan for Sustainable Growth

5. Reigniting our Sense of Place through Events and Public Space Improvements.
 - PNBST supports increasing the Events Development Fund and increasing the funds available for Waitangi Day celebrations

Wellington's Plan for Sustainable Growth

6. Creating Liveable Communities and Growth

- Watts Peninsular, Shelly Bay and Mt Crawford (Motu Kairangi) are target suburbs where growth and change is occurring.
- There is no allowance for upgrades in these areas identified in the 10 year plan.

Wellington's Plan for Sustainable Growth

7. New and Improved Venues for Music, Sport and Conventions

- PNBST supports the establishment of an indoor arena.

Wellington's Plan for Sustainable Growth

8. Celebrating Wellingtons Culture and Environment

- The 10 year Plan is silent on Māori cultural celebration.

9. Real Transport Choices for an Efficient, Sustainable and Safe Transport Network

- As a Harbour City and a sea-tradition culture - there are no sea-based activities in the plan to assist the transport network.
- The neglect of the wharves at Shelly Bay have further eroded transport options to eastern suburbs. Upgrade of this Council facility would provide alternative choices to the Mt Victoria tunnel congestion, assist tourism and enhance recreational options for Wellingtonians.
- Capital expenditure on Watts would also need to consider future sea access options to offset limited parking and public bus services.

Summary

We congratulate the mayor and Council for putting forward a bold vision of growth for Wellington over the next ten years.

Overall we are upbeat as to the direction of Council and we invite Council to consider our additions in the final plan.

We look forward to presenting this submission in person.

2015-25 Draft Long-term Plan

Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Visit our 10yearplan.co.nz if you want to submit online. Submissions close 17 April 2015

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	WILL
Last name	CACCIA-BIRCH
Street address	113 ADELAIDE RD
Suburb	NEWTOWN
City	WELLINGTON
Phone	389 0020
I would like to speak at a submission hearing <input type="checkbox"/> Yes <input type="checkbox"/> No	
I am making this submission as an <input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation	
Name of organisation WELLINGTON RUGBY FOOTBALL UNION	
Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service? <input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
3) Should Council take action to improve our international air connections? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
4) Do you think Council should be supporting the tech sector to stimulate it to grow? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	

<p>5) Do you think Council should be supporting the film industry to enable it to stay local and grow?</p> <p><input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>6) Do you believe Council should support private owners with the strengthening of heritage buildings?</p> <p><input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>7) Should Council strengthen its key Civic Square buildings, and offset the cost where possible?</p> <p><input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>8) Should Wellington seek to remain the events capital of New Zealand?</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>9) Do you support our plan to provide a new and improved venue for concerts?</p> <p><input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>10) Do you support upgrading sports facilities where need has been demonstrated?</p> <p><input checked="" type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?</p> <p><input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose</p> <p>Comments:</p>
<p>12) Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?</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>

13) Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

strongly support support neutral oppose strongly oppose

Comments:

14) Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

15) Do you support the Council funding and taking action to regenerate inner-city precincts?

strongly support support neutral oppose strongly oppose

Comments:

16) Do you support our proposal to improve public spaces such as laneways?

strongly support support neutral oppose strongly oppose

Comments:

17) Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

strongly support support neutral oppose strongly oppose

Comments:

18) Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

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 or Long-term Plan before? **YES**

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)

<input checked="" type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	<input type="checkbox"/> Other (such as Dutch, Japanese, Tokelauan, Somali)
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian	Please state:
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean		

Privacy statement

(Note: all submissions (including name and contact details) are published and made available to the public. Personal information will be used for the administration of the consultation process and decision-making on the Long-term 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)

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Other issues/matters or general comments

The WRFU fully endorses the submission by Sport Wellington on behalf of a number of RSOs including the WRFU. In particular;

1. Collaborative approach needed between WCC and RSOs to determine strategically sport sector needs of the region.
2. Balancing the needs of community and professional sport/event funding, including increased transparency around funding criteria for both.
3. Demonstrated need for sport facility upgrades:
 - sustainable; collaborative; accessible and future proofed.

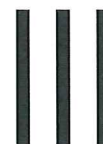
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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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Draft Long-term Plan
Wellington City Council
Policy and Reporting (COPO01)
PO Box 2199
Wellington 6140