



Our 10-Year Plan submissions summary
8 to 15 May 2018

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Merio Marsters	Newtown	Individual	forum

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not sure	Housing,Transport,Arts and culture,Resilience and environment,Sustainable growth

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	Oppose
Building accelerometers	Support
Predator Free Wellington	Strongly support
Community-led trapping	Strongly support
Resilience of the transport corridor	Support
Security of water supply	Support
Waste management and minimisation	Strongly support
Storm clean-up	Strongly support
Adding land to the Wellington Town Belt	Support
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Strongly support
Wellington Housing Strategy	Strongly support
Special Housing Areas	Strongly support
Inner City Building Conversion	Strongly support
Special Housing Vehicle	Strongly support
Rental Warrant of Fitness	Strongly support
Te Whare Oki Oki	Strongly support

Do you have any other comments?

Offering WCC Housing tenants reward incentives for up to date rents; long term tenant; best neighbour/tenant = \$100 shopping gift cards. Financial struggles is real in Wellington and tenants need to know Council cares besides charging 70% market rent. Annually, community BBQs (SUMMER, SPRING, AUTUMN & WINTER)

Transport summary

Cycling Master Plan	Neutral
Introduction of weekend parking fees	Strongly oppose
Let's Get Wellington Moving	Strongly support
Transport-related initiatives	Strongly support
Do you have any other comments?	
"Golden Mile" should be restricted to buses, delivery vehicles. Other traffic diverted outside of CBD district. No taxi's in the CBD again a location allocated outside CBD district eg: Kent/Cambridge Tce, Taranaki St, Ghuznee St, outside of Willis & Lambton Quay areas. Make that area buses only. large fine for vehicle owners , taxis (\$1000) breaching the zone. Bus - Where are the snapper kiosks? Central library should not be the only one!	

Sustainable growth summary

Planning for growth	Strongly support
Movie Museum and Convention Centre	Support
Kiwi Point Quarry life extension	Support
Wellington Zoo upgrades	Oppose
Do you have any other comments?	
Pasifika (Multi cultural) conference Fale within a 3 - 6 year timeframe (maybe 9 - 10 years) in the making	

Arts and culture summary

Strengthening cultural facilities	Strongly support
Additional support for the arts	Strongly support
Investment in the arts	Support
Do you have any other comments?	
Pasifika festivals to be more pacific. Collaboration with Pacific Advisory group on performance acts, planning & programming to make it more pacific community owned. Funding from WCC (Biggest funder) but also funding from Government organisations to acknowledge & promote pacifi people & their work place and employers	

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Recognition of suburb community/residents associations to address needs of all communities Support our community-led/owned facilities or buildings to remain in our community before sold off to developers.Developers to support their communities that they build in or own properties.Property investors charged 10 - 15% of their rental properties to community funding on top of their quarterly rates.More edible trees surrounding suburbs. On kerbside, public walkways, parks & townbelt area, community orchards and our schools.Consultation closing dates should be on a Friday at 5pm end of business week & allows late submissions by post time to arrive in time

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

Water storage capacity and network improvements Wastewater network improvements Tawa and Miramar Peninsula stormwater network improvements Built Heritage Incentive Fund (BHIF) Building accelerometers Predator Free Wellington Community-led trapping Resilience of the transport corridor Security of water supply Waste management and minimisation Storm clean-up Adding land to the Wellington Town Belt Do you have any other comments?	
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Housing summary

The Strategic Housing Investment Plan (SHIP) Wellington Housing Strategy Special Housing Areas Inner City Building Conversion Special Housing Vehicle Rental Warrant of Fitness Te Whare Oki Oki	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Surfbreak protection society (SBS) recommends that WCC withdraw future funding of this consent process (Wellington International Airport Limited airport extension consents) in that the council is conflicted in representing the desire of its ratepayers to retain the existing natural character of Lyall bay with that of its shareholding in a commercial enterprise.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

The surfbreak protection society (SPS) assert that the ongoing addition of rocks to the Lyall Bay sea-wall has lessened the quality, size and consistency of rideable surfing waves at 'The Corner' or 'Wall' as its known (the Eastern end of Lyall Bay).We would like this section of the sea wall (roughly 50m in length) that has over time become a sloping wall to be reinstated to a more vertical sea wall as it once was. A more vertical wall at this point of the sea wall will reflect and retain most of the wave energy as it used to.Further comments in attachment.Houghton Bay -Houghton Bay is the city's second most popular surf beach and extra funding should be allocated to ensure containments such as asbestos and heavy metals do not reach the receiving waters of the bay, impacting on the health, use and enjoyment of this surfing beach. Wellington wastewater / stormwater connections.SPS are disappointed that nearly ten years since WCC secured consents for continual discharge of wastewater along Wellingtons South Coast while the council would resolve this issue on a long term basis, nearly 10 years later ocean users are still being warned to avoid emersion in coastal waters on the city's south coast for up to 48-72 hours after a significant rainfall event. It is storms on the south coast that often deliver surfable waves, within a 48 hour window.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



P.O. Box 55846 Botany Auckland 2163

www.surfbreak.org.nz

info@surfbreak.org.nz

Submission to: Wellington City Council Long Term Plan 2018-28

We wish to speak to our submission

Surfbreak Protection Society (SPS) is the leading National NGO on surf break protection, coastal processes and water quality that impacts on the cultural, environmental and social practices of coastal and inland communities, whose wider catchments flow to the wetlands and estuarine environments.

Our organisations core values are to protect surf breaks and coastal areas from adverse effects of inappropriate subdivision and development and to protect the hydrodynamic character of the swell corridor, seabed morphology and aquatic lifeforms. SPS maintain that science and coastal science is an essential tool to arrive at viable and sustainable alternatives and for the delivery of solution based decisions.

Background

SPS had substantial input into the New Zealand Coastal Policy Statement 2010, and participated in several recent second generation Regional Council Policy Statements in addition to taking part in a range of Local government hearings on environmental matters.

Surf breaks are a natural characteristic, and part of the natural character and landscapes, of the New Zealand coastline/coastal environment, of which there are few when compared to the total length of the New Zealand coastline¹.

Approximately 7% [310,000] of New Zealanders are estimated to “surf “on a regular basis². Surfing makes a valuable contribution to the wellbeing of New Zealanders by promoting health and fitness, cross cultural and intergenerational camaraderie and a sense of connection to, and respect for, New Zealand’s coastal environment and resources.

In terms of Part 2 RMA surf breaks, therefore, contribute to amenity values/recreational amenity and natural character of the coastal environment; surf breaks and surfing enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.

Land based activities that harm surf breaks

The use and enjoyment of surf breaks can be significantly impaired by land based activities such as reclamation, under performing wastewater systems.

Our submission

The Surfbreak Protection Society Incorporated (SPS) is a member of the recently formed Surfing **Wellington Advisory Group (SWAG)** which has also submitted to the WCC LTP.

SPS fully supports the SWAG submission in regard to land based activities conducted by Wellington International Airport Limited (WIAL) along Moa Point Rd that is impacting on surfing wave quality at the surfing venue known as the “Corner Surf Break.”

SPS note that WCC is a minor shareholder in WIAL and has responsibility for coastal defences along Moa Point Road in this location

SPS assert that the ongoing addition of rocks to the Lyall Bay sea-wall has lessened

¹ Scarfe (2008) states that there is only: “one surfing break every 39km to 58km. Many of these surfing breaks are only surfable a few days per month or year when the tide, wind and wave conditions are suitable.”

² Figures sourced from SPARC

the quality, size and consistency of rideable surfing waves at 'The Corner' or 'Wall' as it is known (the Eastern end of Lyall Bay).

We would like this section of the sea wall (roughly 50m in length) that has over time become a sloping wall to be reinstated to a more vertical sea wall as it once was. A more vertical wall at this point of the sea wall will reflect and retain most of the wave energy as it used to.

The current sloping contour of this section of the wall has the effect of reducing the wave energy and thus creating smaller waves and less surfable conditions, at arguably one of New Zealand's premier surfing locations.

The general consensus between WIAL, GRWC WCC, and SPS coastal scientists and engineers is that by reinstating a more vertical profile to the Moa Point Rd seawall, it would not only be cheaper for WCC ratepayers, the retro refit would improve the surfing quality at the Corner surfing venue, resolving the issue of rubble and rocks that wash onto Moa Point road whenever significant swell events occur.

In 2017 SPS presented to the Greater Wellington Regional Council on the local and national surfing communities concern over the continued degradation of surfing wave quality at the Corner surf break, and we have the support of GWRC in relation to restoration of natural character at the Corner surf break.

While it should be noted that WIAL are challenging the inclusion of the Corner surf break in the GWRC Proposed Natural Resources Plan Schedule k of regionally significant surf breaks, The Corner surf break venue is still recognised as a regionally significant surf break by the Board of Inquiry to the NZCPS in that the panel accepted the Wavetrack New Zealand Surfing Guide as a legitimate proxy for the identification of new Zealand surf breaks.

SPS asserts that Wellington City Council has an obligation to take into consideration activities along the Moa point Rd seawall conducted by its commercial partner Infratil that negatively impact on the Corner surf break venue, and must prioritise funding to restore this surf break under policy 14 of the NZCPS

Houghton Bay.

Houghton Bay is the city's second most popular surf beach and extra funding should be allocated to ensure contaminants such as asbestos and heavy metals do not

reach the receiving waters of the bay, impacting on the health, use, and enjoyment of this surfing beach.

Wellington Wastewater /storm water connections.

SPS are disappointed that nearly ten years since WCC secured consents for continual discharge of wastewater along Wellingtons South Coast while the council would resolve this issue on a long term basis, nearly ten years later ocean users are still being warned to avoid emersion in coastal waters on the city's south coast for up to 48 – 72 hours after a significant rainfall event. It is storms on the south coast that often deliver surfable waves, within a 48 hour window. SPS wish to speak to our submission on this point.

Funding of WIAL airport extension consents.

SPS recommends that WCC withdraw future funding of this consent process in that the council is conflicted in representing the desire of its ratepayers to retain the existing natural character of Iyall Bay with that of its shareholding in a commercial enterprise.

Please find attached several documents that SPS will speak to at the hearing.

Kind Regards

Michael Gunson

Research and Communications officer

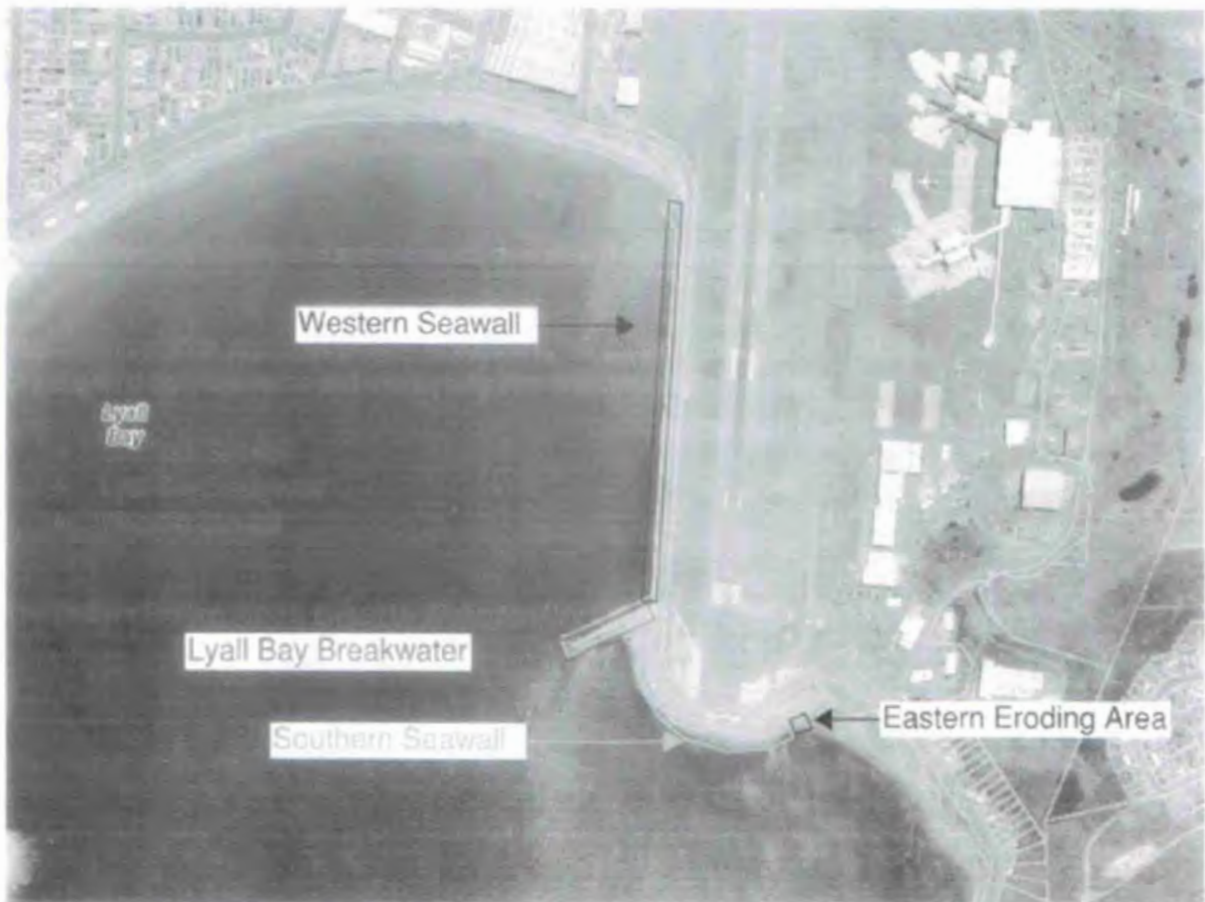
Surfbreak Protection Society

Western Seawall history and maintenance overview for Wellington Boardriders

The airport's marine structures provide protection to the southern and western boundary (along Moa Point Road) of the airfield against erosion and overtopping from sea conditions, these structures are

- Southern Seawall
- Lyall Bay Breakwater
- Western Seawall

The Eastern Eroding Area is owned by Wellington City Council and borders the airport's property.



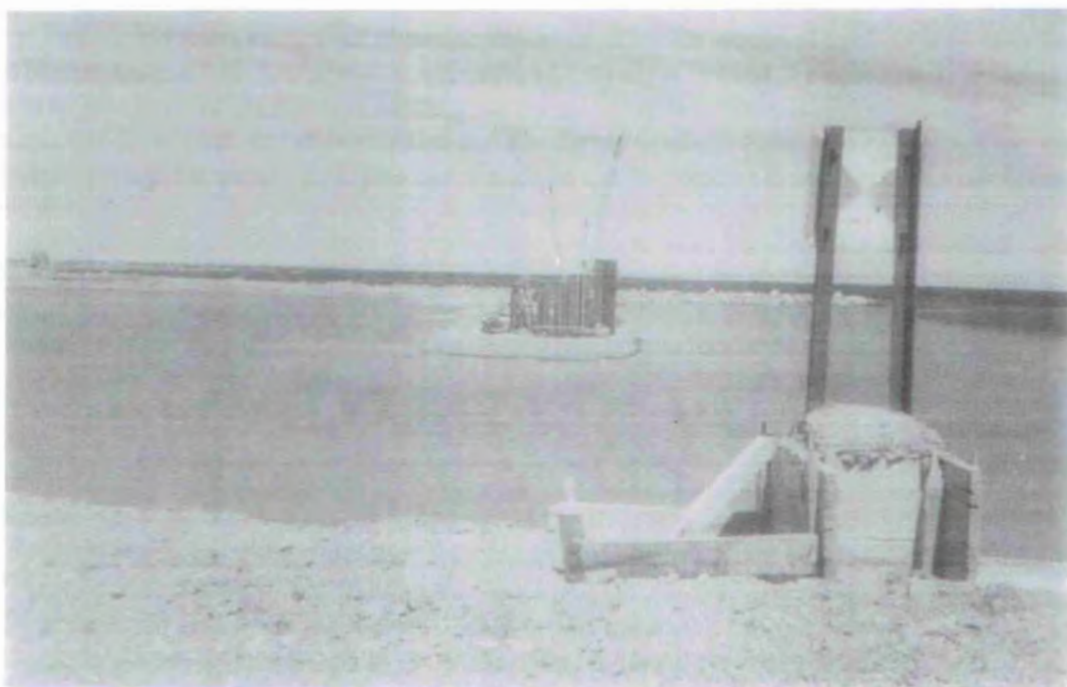
Background

The 600m long Western Seawall alongside Moa Point Road was originally constructed on reclaimed land in 1953 as part of the airport's construction. It is made up of a series of 32 steel sheetpile cells plus a 70m revetment at the northern end. Following unsuccessful stabilisation work in the early 1960's, rock armour protection was subsequently placed in 1983-87. While not as extensive rock was placed at the base of the Seawall when it was reclaimed.

The Western Seawall protects Moa Point Rd, Wellington's main sewerage pipelines to Moa Point, high pressure sludge pipeline to the landfill and the Airport runway itself. The Seawall receives a degree of protection from Lyall

Bay Breakwater. Waves which overtop or are refracted around the far end of the Breakwater concentrate in the semi-protected area north of it and load the Western Seawall in severe storms, particularly towards the southern end. The wave climate for this seawall is not as severe as that for the Southern Seawall, due to the shallower water and presence of the Breakwater.

The original design included a series of groynes extending out from the wall. These were constructed with large square concrete blocks which extended out from the wall approximately 15 metres and were 40 metres apart. Four groynes are still intact, but a number have been broken up over the years.



Previous repairs

The ongoing maintenance or repair of the airports marine structures, including the Western Seawall, is a permitted activity (within the form of the existing structure) under GWRC Proposed Natural Resources Plan and is undertaken due to the following issues:

- Over-steepening reduces the stability of the seaward face of the Seawall and increases the likelihood of further damage.
- Breakage of rock reduces the mass of individual units and interlock, leading to further breakage and displacement, and ultimately affects the integrity.
- Crest lowering increases the amount of overtopping which increases erosion of crest material. Over time, the loss of crest material has the potential to reduce the stability of the Seawall. It also results in deposition of debris on Moa Point Rd during storm events.
- Corrosion of the 60-year old (northern 350m) and 40-year old (southern 200m) sheetpile allows fine material to escape through the seawall rock. This loss of material has the potential to result in rapid loss of backfill and wall failure.

Repairs over the years have maintained over the years have maintained the existing profile. They have involved replacement of the corroded sheetpile with geotextile and HDPE sheet, to retain fine fill material landward of the rock seawall, and reconstruction of the rock seawall using new armour rock and the existing rock as underlayer.

Seawall repairs over the past twenty years include:

- 1998/1999 (cells 1 and 2, chainages 60-90m),
- 2000/2001 (3, 4 and 5, chainages 90- 140m)
- 2002 Storm repairs (recovery and replacement of rock, and addition of new rock to replace lost material)
- 2004 (6, 7 and 8, chainages 140-180m)
- 2009 Compaction of rip rap at the southern end of the Seawall
- 2012 Replenishment of rock armour in the middle (cells 17, 18, 19, chainages 310-390m)

The 2012 repairs also included HDPE sheet to protect the geotextile from abrasion. For previous repairs the remains of the sheetpile were considered to provide some protection against abrasion. For the 2012 repairs, corrosion of the sheetpile had advanced to the point where additional protection was necessary.



Present maintenance approach

Due to the severe nature of the environment all the marine structures require regular ongoing maintenance and repair works. They are under-designed by today's standards. Therefore even with the present ongoing maintenance, the marine structures have an expected 15 years of design life remaining. A 2014 seismic vulnerability assessment also identified a significant possibility of lateral spreading of the Western Seawall due to liquefiable sediments.

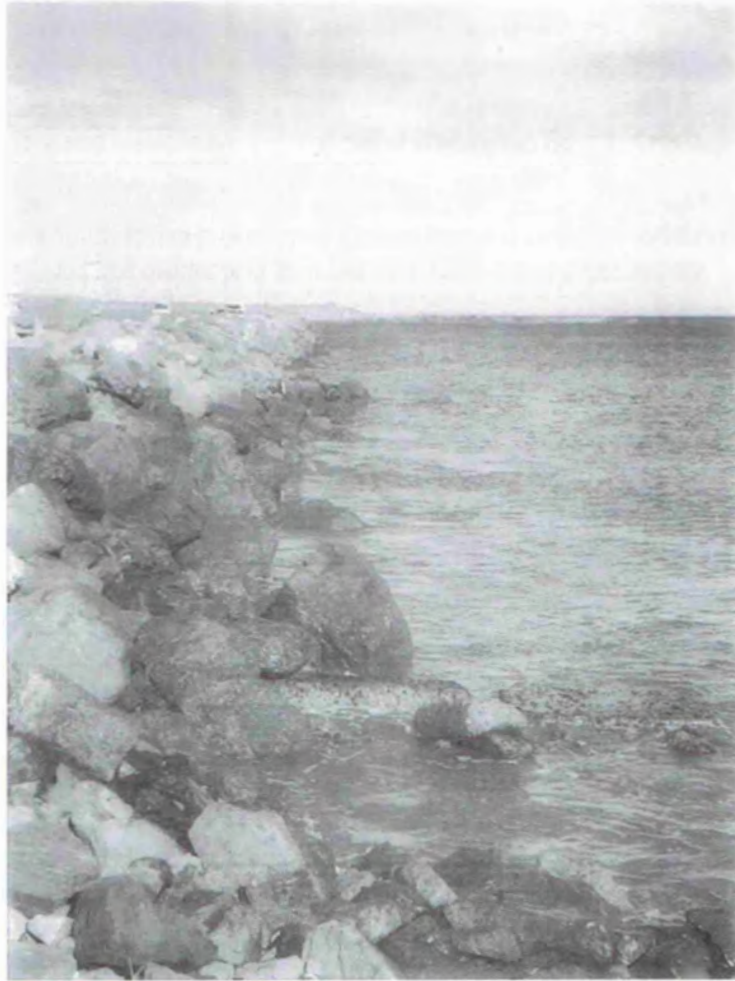
The present ongoing maintenance regime for the Western Seawall comprises:

- Staged replacement of the existing rock and sheetpile seawall with the Seawall reconstructed from new and reused rock, including geotextile and HDPE sheet landward of the Seawall to retain fines. The rate of replacement has averaged 0.6 cell per year since 1998, with 21 of the 32 cells remaining to be replaced (i.e. replacement of the remaining cells will be completed around 2050 if this regime is continued).
- Recovery and replacement of crest rock and clearance of debris from Moa Point Rd after storm events (at least once per year undertaken by Wellington City Council).
- Replenishment of crest rock after approximately 15-20 years and after large storm events to address crest lowering resulting from loss of material.
- Forecast replenishment of armour rock in the new sections after approximately 15-20 years to address rock breakage and loss of rock causing holes and over-steepening of the seawall profile.

Options for the future

As the marine structures including the Breakwater and Seawalls are under-designed and approaching the end of their design life, long term options for their protection are still to be investigated and assessed, and a preferred engineering option selected and consented (where required).

Consideration of the surfing amenity will be applied to any long term and significant works to the marine structures, including consultation with the surf community and Lyall Bay Boardriders.





P.O. Box 58846 Botany Auckland 2163

BY EMAIL

Mr Chris Laidlaw
Chair Person Greater Wellington Regional Council
Greater Wellington Regional Council
PO Box 11646
Manners Street
Wellington

cc GWRC Councillors

30TH March 2017

Dear Mr Laidlaw,

Restoration of Natural Character in Lyall Bay.

Since the 1960's the "Corner" has been the Wellington regions most patronised surf break. Yet due to WIAL's activities along Moa Point Rd of late, this is no longer the case. As I write this letter, we are in danger of losing this regionally and nationally significant surf break as natural processes continue to adapt to the new "norm".

Lyall Bay has heritage status whether officially recognised or not, with Olympic swimming champion Duke Kahanamoku surfing the Bay in 1915. "The Duke" is considered to be the father of modern surfing, and was invited as a guest of the Lyall Bay Surf Life Saving Club, the first surf life saving club to patrol in NZ.

Historian Gavin McLean in his book Blue White And Dynamite (100 years of the Lyall Bay Surf Life Saving Club) writes an account of how the bay used to be from an old time surfer/ life saver John Watt, a member of the Lyall Bay Surf Club from the 1940s through to his death in 2012. He was a NZ Representative and a highly talented surf swimmer and surfer, from the book:

Many deeply regretted the losing the elegant eastern oval of the bay to the airport and to the later sewerage plant. Interviewed in 2008, John Watt recalled that:

"You had the full thing right around to Moa Point, you had the full bay and in actual fact, to get the good waves you virtually went into the centre of Lyall Bay, reasonable sort of waves in front of Lyall Bay clubrooms but for the best waves... You see there was a run out directly at the end of Onepu Rd. That was where the run out was. Which on a good surf, was like

hopping on an escalator and getting taken out, then you'd swim along and we would catch the waves in, Not on a big surf, just a little surf, we would go round to the centre of the bay...That went right round to Moa Point."

You see Mr Laidlaw, Lyall Bay has always provided exceptional surf breaks, and even though the Bay had been compromised by the original airport reclamation (1957 -1959), the Bay still held its outstanding natural character, and natural processes, which subsequently formed the Corner surf break, an Outstanding Natural Feature in its own right.

The Surfbreak Protection Society (SPS) and local surfers have been alerting WIAL even before meeting with the airport company in May 2015, about adverse effects on the natural processes that create the Corner Surf break by way of modification to the Moa Point Rd seawall.

The May 2015 meeting was a part of a consultation process with Wellington Surfers to mitigate adverse effects from the proposed airport extension on Lyall Bay surf breaks, with the understanding that where possible adverse effects on the Corner surf break would be avoided.

Over the last few years WIAL have also been remodelling the Moa Point Rd Seawall from its initial vertical profile that reflected and focused swell energy back into Corner surf break. The seawall is being increasingly remodelled by WIAL placing more rocks into an increasingly sloping profile, which absorbs much of the swell energy travelling shoreward along the wall toward the Corner Surf break, and is degrading surfing wave quality.

In June - July 2015 WIAL again carried out further works along the Moa Point Rd seawall. Local surfers had always assumed it was the Wellington City Council undertaking these works.

In December 2015 SPS once more requested information as to what organisation was responsible for these works.

With no response from Greg Thomas, the WIAL communications manager who consulted with local surfers from the beginning over the airport extension's impacts on Lyall Bay's surf breaks, and with concern regarding even more rocks placed on the landward side of the seawall ready for placement, SPS alerted GWRC, to seek the origin of these activities. SPS were informed by GWRC that it was not the Wellington City Council who is responsible for the works, it is indeed WIAL.

The works have been carried out under rule six of the existing Regional Coastal Plan (2000) without consulting Wellington surfers.

On the 5th of October 2016 SPS made an Official Information Act Request to WIAL and WCC (who hold a minority shareholding in WIAL) for work records on the modifications to the seawall. The request was denied by WIAL which in itself, does not contribute to open and transparent consultation over the airport extension project.

WIAL also propose to build a widened promenade along Moa Point Rd with a new seawall that provides viewing platforms down to sea level as a mitigation offset to impacts on natural character overall, from the airport extension.

Local surfers are very disappointed about the adverse effects from the seawall on the Corner, as noted in a number of media articles¹.

Restoration of Natural Character in relation to the New Zealand Coastal Policy Statement (NZCPS) and The GWRC Proposed Natural Resources Plan (PNRP).

Surf breaks are recognised as Outstanding Natural Features (ONF's) in their own right in the New Zealand Coastal Policy Statement 2010. As a requirement of policy 13 (1) (c) The GWRC have duly mapped and identified Wellington's regionally significant surf breaks (ONF's) in schedule k for the Proposed Natural Resources Plan (PNRP) including the Corner surf break. While the plan is still proposed, these regionally significant surf breaks are still protected under the NZCPS.

Under the NZCPS, objective 2 encourages restoration of the coastal environment, and policy 14 gives direction for Councils to restore Natural character where it has been affected by Human interference;

14 (iv) *rehabilitating dunes and other natural coastal features or processes, including saline wetlands and intertidal saltmarsh;*

Is but one example of clauses that facilitates giving direction to WIAL to restore the Corner in the NZCPS.

I would like to draw your attention to *4.4.2 Natural character* in the PNRP;

Policy P24 Outstanding natural character where the policy re enforces policy 14 in a number of clauses, and importantly "*requiring built elements to be subservient to the dominance of the characteristics and qualities that make up the natural character values of the area.*"

The reverse has clearly been the case with WIAL's actions along the Moa Point Rd seawall impacting on the Corner surf break.

¹ <http://www.stuff.co.nz/dominion-post/news/wellington/71843619/Surf-study-under-way-to-protect-Lyall-Bay-waves>
<http://www.ocular.co.nz/articles/how-to/real-surf-live-work-bay/October 20 2014 Wellington Boardriders Club letter to WIAL>

Policies p25 and p26 of the PNRP are also particularly relevant to restoring natural character attributes of the Corner surf break.

Chris, it would not take much expenditure in way of modelling to ascertain what the optimum slope angle of the Moa Point Rd seawall would reflect swell back into the line-up for the Corner take off point. Wellington City Council has already done this in regard to establishing wave action behaviour that impacts on the car park opposite the Spruce Goose Café in Lyall Bay, next to the airport.

With regard to the observed effects on the Corner surf break by the expert surfers of Wellington, I am reminded of a quote from Marilyn Waring:

“...Someone who has lived on the bank of the river as a subsistence fisherman, even when he or she is illiterate, is the expert on fish at that point in the river. He will always know more than the departmental scientist from Bangkok and the World Bank consultant from Cornell.”

(Quotes from Address by previous crown minister, Dr Marilyn Waring to SOLGM 2001: Absolutely Positively Local Government: Best practice for local government in the new millennium Wellington. September 10, 2001.

Dear Chris, The Surfbreak Protection Society has been approached by a significant number of Wellington surfers asking us to request GWRC, as the enforcing authority, to direct WIAL to undertake remedial action to restore the natural character of Lyall Bay at the Corner surf break where the natural character has become subservient to the modifications (built elements) of the Moa Point Rd seawall. There is direction under policy 14 of the NZCPS and policies p24, p25, and p26 under the GWRC PNRP. The works along Moa Point Rd also conflict with, (but not limited to); impacts on natural character and amenity values under policy 2.3.5, 6.2.2 of the GWRC Regional Coastal Plan 2000, as well as not meeting requirements under general standards of the RCP (14.1.6) where debris from the works extends further than five meters from the seawall (measured from the structure existing at 29 June 1994). Debris from previous airport works has also been an issue at the Airport rights surf break, at the southern end of the runway

Wellington surfers are deeply disturbed by WIAL's actions.

A best case appraisal is that WIAL are reacting in an ad hoc fashion to large swell events along Moa Point Rd, oblivious to any adverse effects on the Corner Surf break.

For anyone wary of WIAL's true intentions, it could be perceived that WIAL are doing their utmost to destroy the Corner Surf break, ahead of any airport extension consents...

The Wellington surfing community are seeking the restoration of the Corner surf break, and would very much appreciate the Greater Wellington Regional Council's assistance in this matter.

For the sake of the Corner surf break we seek that GWRC lend urgency to our request, and look forward to your response.

Kind Regards

A handwritten signature in black ink, appearing to read 'Paul Shanks', with a stylized flourish at the end.

Paul Shanks

President
Surfbreak Protection Society Inc.



Meeting at Spuce Goose with WIAL, WBC and SPS

Date: 29.9.17

Time: 11am

Attending: Greg Thomas (WIAL), John (WIAL), Russell Millar (WBC), Rico Lane (WBC), Scott Brenton (WBC), Mark Shanks (SPS), Gary Hurring (SPS), Shaw Mead (eCoast)

Apologies: Michael Gunson (SPS), James Whittaker (WBC)

Re: **Discussion on how modification of the seawall at Lyall Bay has impacted the quality of 'The Corner' and what can be done to restore it to its former glory**

These are not official minutes but just a recording of conversations. I have collated what was said under 3 headings for ease of understanding – background, solution, and where to next.

Background

Shaw:

- offering independent expert advice

Russell:

- Anything that happens to the seawall will affect wave quality.
- 2012 dumping of rocks had immediate detrimental effect on wave quality.
- There was no advance dialogue from WIAL beforehand.
- WBC acknowledge WIAL's request for dialogue to solve the issue
- WBC want to halt further degradation and where possible enhance quality of the wave

Gary:

- The slope and creep has deteriorated the quality of the wave
- SPS would support restoration of the wall to bring it back to how it used to be ie. vertical face to maintain swell speed and create deflection to form a wedgy peak and wall
- There could be advantages for the public if the wall was restored as there would be a concurrent opportunity to create walkway, cycleway and sitting/viewing areas

Greg:

- The steel shutter structure failed and that is why the rocks were dumped
- Rocks were first dumped in 1989
- WIAL had consent to do this work. It was done to protect Moa Point Rd and the airport from 50 year storm effects.
- A lot of factors caused the deterioration of wave in 'The Corner' – carpark, storms, beach is wider than it was
- Lyall Bay is a highly modified environment
- Can't take the rocks away otherwise the road will fall away
- There has to be ongoing maintenance and WIAL do have an engineering profile and maintenance plan for the seawall

Rico:

- Dumping rocks beyond the line of the steel shutter structure was not a permitted activity
- WIAL only had a remit to maintain up to the shutters, not beyond

Solution

Greg:

- What's the solution? – will a flat vertical steel wall improve the break?
- A little bit of history will help us understand what is best to do
- WIAL are open to finding a solution that works for everyone
- SPS has made it difficult with their adversarial approach
- WIAL want informal dialogue to find a solution
- The continual dumping of rocks may not be as cost effective as constructing a permanent vertical wall
- A vertical wall will cause 'toe scouring'
- Creating better surf will have potential effects on the rest of Lyall Bay

Shaw:

- Gathering evidence will give us the best options for improving the surf
- Some great free data is already available through the MBIE survey. Survey concludes October 2018 but there will be interim reports released and this data can be used to inform planning
- Would require a 4 week project to determine best recommendations for restoration and improvement. Cost \$25K - \$30K. Much of this work would be to show what affect any restoration would have on the rest of the beach

Rico:

- Best solution would be to build a vertical wall at the edge of the current rock verge
- The new vertical wall needs to be taller which would protect the road and airport better

John:

- We need to understand what is and what could be

Russell:

- We need to know what WIAL's ongoing plan is to protect the road
- WBC do not want to be involved in negative lobbying or litigation. If this happened they would withdraw.

Where to next

Greg:

- Any new work would require consent which will oblige science, baseline data, engineering, costings for good decision making
- Asks WBC and SPS to review their own goals and work out what you want WIAL to look at, and then come back to WIAL
- How does WIAL combine maintenance with restoration?
- Any restoration, if approved, would be a medium to long term project. Not envisaging a start for at least 12 months
- Who will pay?
- WIAL will keep WBC and SPS informed of any work that is scheduled to be carried out

Rico:

- WBC and SPS need a copy of WIAL's maintenance schedule for the seawall

Meeting closed around 12.15pm

Mark Shanks

SPS Committee Member
022 6580189



THE UNIVERSITY OF
SYDNEY

SURFING A WAVE OF ECONOMIC GROWTH

Australian Conference of Economists, 20 July 2017

Thomas McGregor^a and Dr Sam Wills^{a,b}

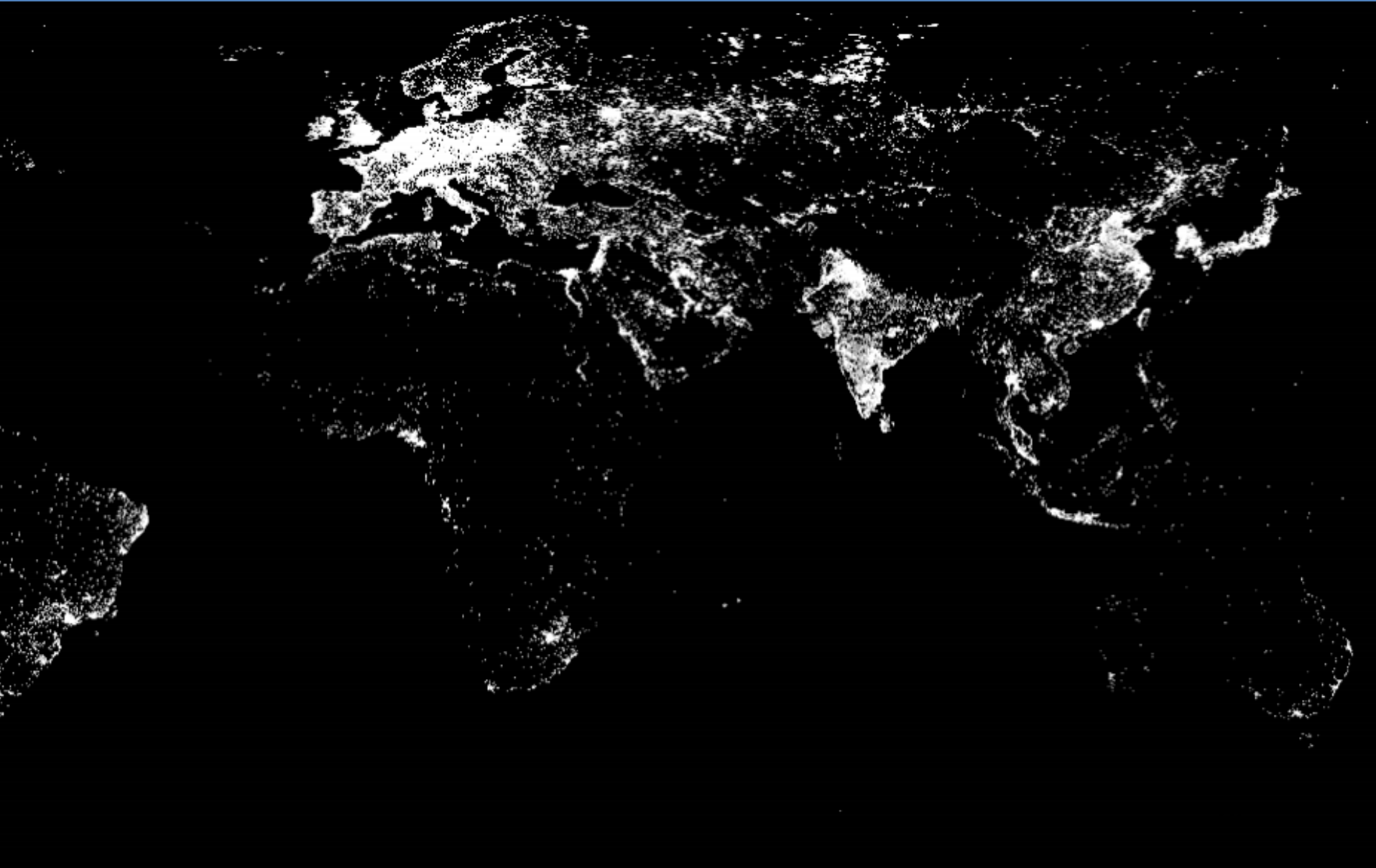
^a Department of Economics and OxCarre, University of Oxford

^b School of Economics, University of Sydney

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<https://samuelwills.wordpress.com/>

The location and pace of economic growth varies widely across space



One school of thought argues that economic growth is primarily driven by institutions (e.g. North, Acemoglu, et al.)



Another school of thought argues that first-nature geography matters, as rivers and ports are natural capital inputs to production (Diamond, Sachs)



However, natural amenities are labour-augmenting capital, but there is little evidence they are important

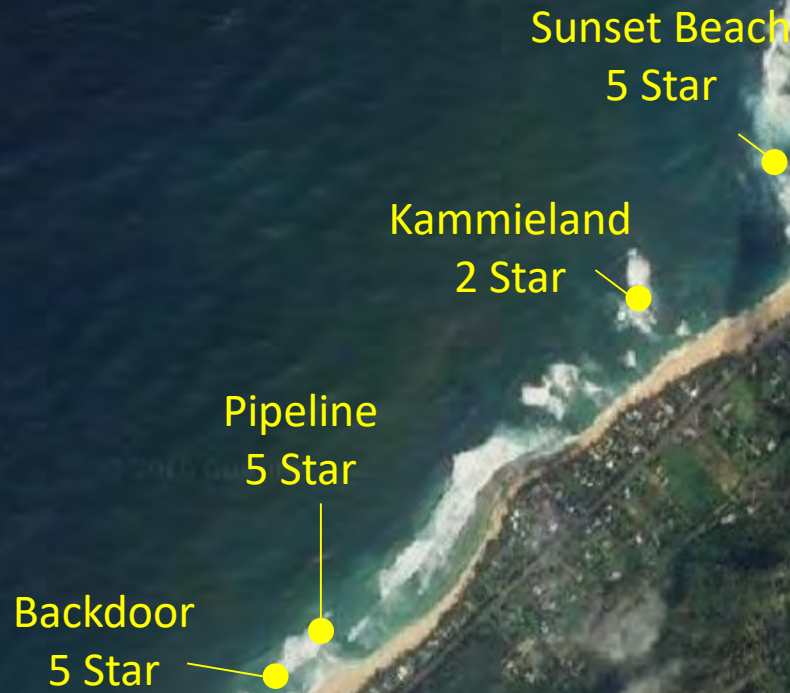


The challenge with studying natural amenities is in identification and measurement

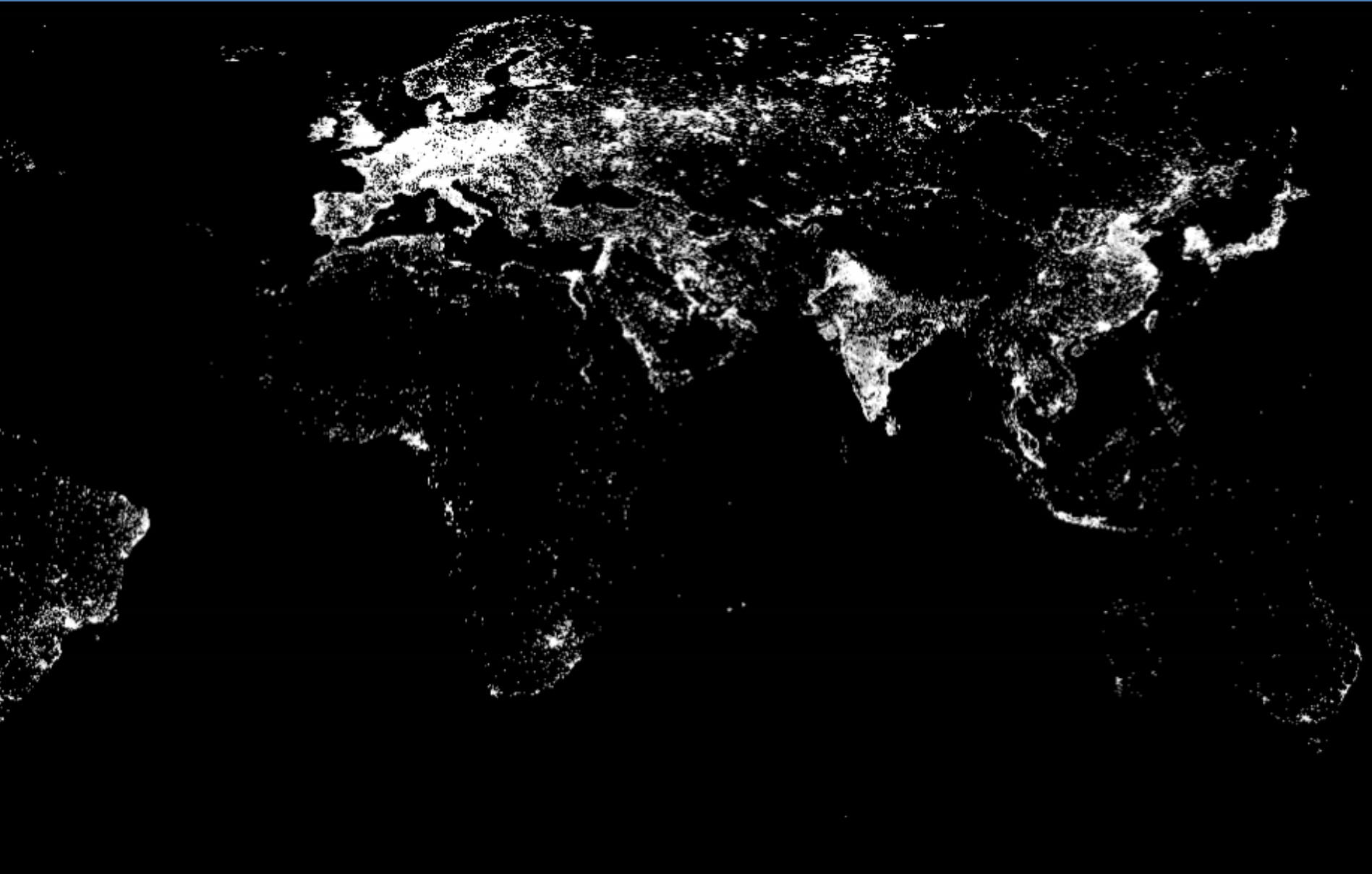


We can isolate the economic impact of surfing by exploiting random variation in the quality of waves – like an experiment

North Shore of Oahu, Hawaii



**And measure the economic impact at a fine resolution (1km²)
using night-time lights as a proxy**



Why surfing? There are 35 million surfers in the world, typically from developed countries. This is set to grow as Brazil/Indonesia develop.

Pipeline Masters, Hawaii



Good, uncrowded waves are so rare that surfers are very willing to travel to them

3x world champion Mick Fanning, as excited as a little kid



Punchline: We conduct four different experiments and find that good breaks raise nearby growth by 0.4-5.6 p.p. per year

Experiment	Result (max p.p. per year)
1. Good vs Bad Waves	0.4
2. Discoveries and Disappearances	2.2*
3. Battery-heated wetsuits and cold water waves	2.7
4. Large El Nino waves	5.6

* Surrounding 50km, other experiments are surrounding 5km.

Data

To conduct the experiment we use unique data on over 5000 waves around the world from www.WannaSurf.com



Wannasurf is a global database of surf spots and their characteristics around the world, verified by "Regional Coordinators"

BOILERS


MOROCCO, SOUTH

User rating (24) ★★★★★

Other places: In South

✦ This is an interactive map! Use controls to pan and zoom this map.

[Edit this page](#)



ADD A SURF SESSION

ADD TO MY SURFED SPOTS

★ RATE IT! (24)

💬 COMMENTS (10)

📅 SESSIONS (1)

🗺️ TRIPS (0)

📷 PHOTOS (35)


📺 VIDEOS (0)

📄 PDF GUIDE

📍 KML & GPS FILES (2)

🔗 SHARE

FAVOURITE



YOUR FAVOURITES AND FUTURE SURF SPOT LISTS

▶ add surf spots to your profile

ACCESS

On the road to Essaouira from Taghazout check out www.maps.google.com Boilers is clearly visible - follow the road along the south facing tip, when the shrub ends there is a road down and a building there to the left is boilers, plenty of car there that day!

Distance	Take a car
Walk	Don't know
Easy to find?	OK
Public access?	Private access
Special access	Don't know

Datum: WGS84 [[Help](#)] Latitude: 30° 37.467' N

Precision: Approximate Longitude: 9° 52.697' W

📍 GPS History (2) ☀️ Weather Forecast

[Tweet](#)

[Like](#) 0

SURF SPOT CHARACTERISTICS

SURF SPOT QUALITY

TIDE, SWELL AND WIND

SURF SPOT QUALITY

Wave quality	World Class
Experience	Experienced surfers
Frequency	Don't know

WAVE

Type	Reef-rocky
Direction	Right
Bottom	Boulders
Power	Normal length
Normal (50 to 150m)	
Good day length	Long (150 to 300 m)

TIDE, SWELL AND WIND

Good swell direction	Good wind direction
Swell size	Starts working at 1.5m-2m
/5ft-6ft and holds up to 4m+ / 12ft	
Best tide position	Low tide only
Best tide movement	Falling tide

MORE DETAILS

Week crowd	Empty
Week-end crowd	Crowded
Webcam url	

DANGERS

ADDITIONAL INFORMATION

Hard to enter and go out the water when it's big! You really have to wait for the flat between two sets, and paddle hard to join the guys out there!

Atmosphere Really good wave, long and fast but take care of the tide...it could be risky to get on of the bad waves in front of the rocks! I guess that 6-8ft is the best size to surf this place, because the wave is already very long and fast and tube on the 2nd section (for my part I forget to do so on the 3rd). Experts would enjoy it till 12ft+.


General Really nice place. Check the place twice a day, because who knows, you'll find it perfect and surf it on your own (only during the week off course!)

Author: Anonymous Contributors (3) 🧑‍🌴 They surfed this spot ! (131)


PHOTOS

Show all (35)...


[▶ Submit New Photos](#)




Boilers Morocco



Boilers Morocco



Boilers Morocco



Boilers Morocco

VIDEOS

Show all (0)...


[▶ Submit new video](#)

No video available

LAST SURF SESSIONS

Show all (1)...

[▶ Add a surf session](#)



Boilers

LAST SURF TRIPS

Show all (0)...

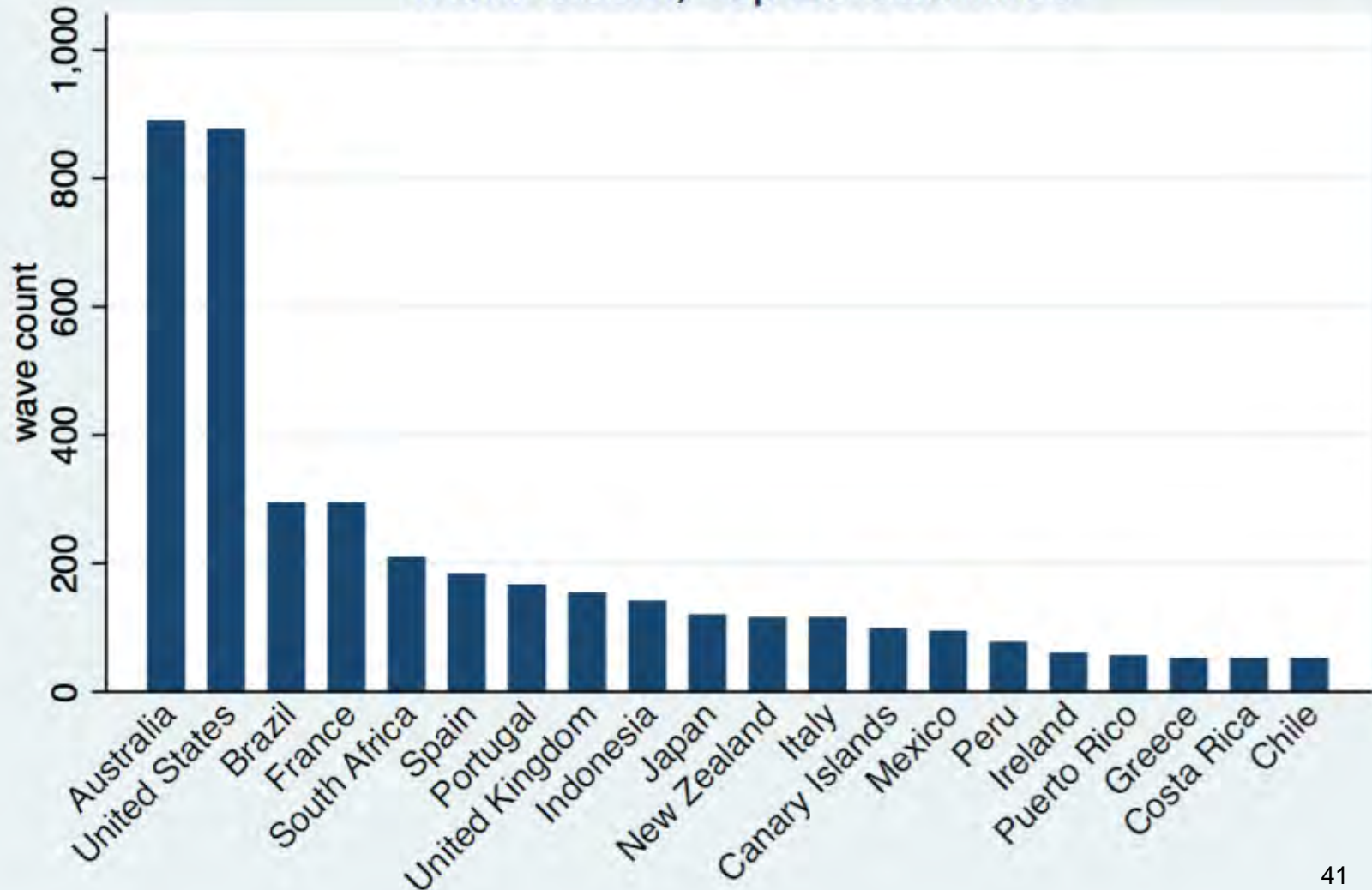
[▶ Add trip](#)

No surf trip

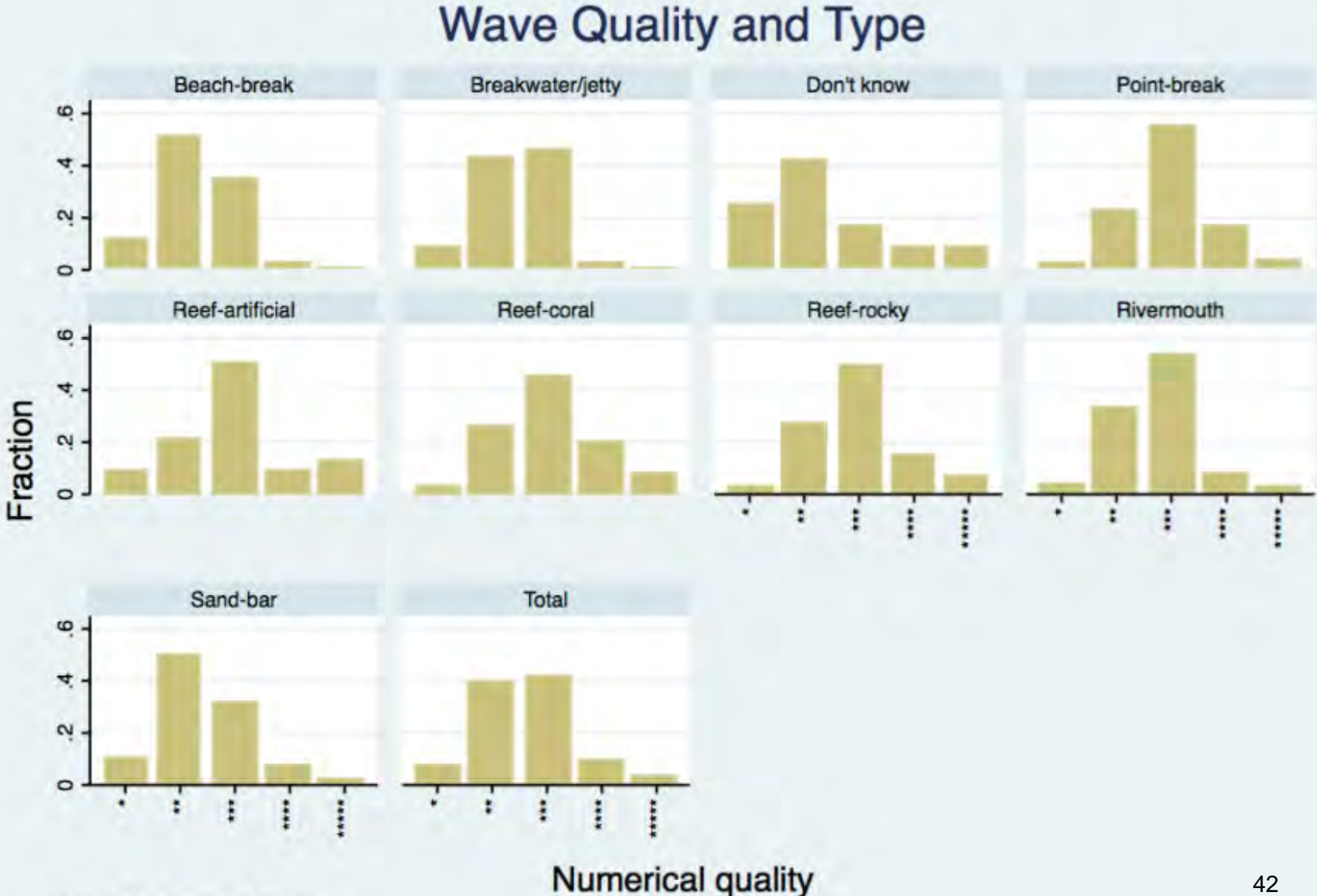
40

Australia and the US have the largest number of waves, though they are distributed around the world

Wave Count, Top 20 Countries

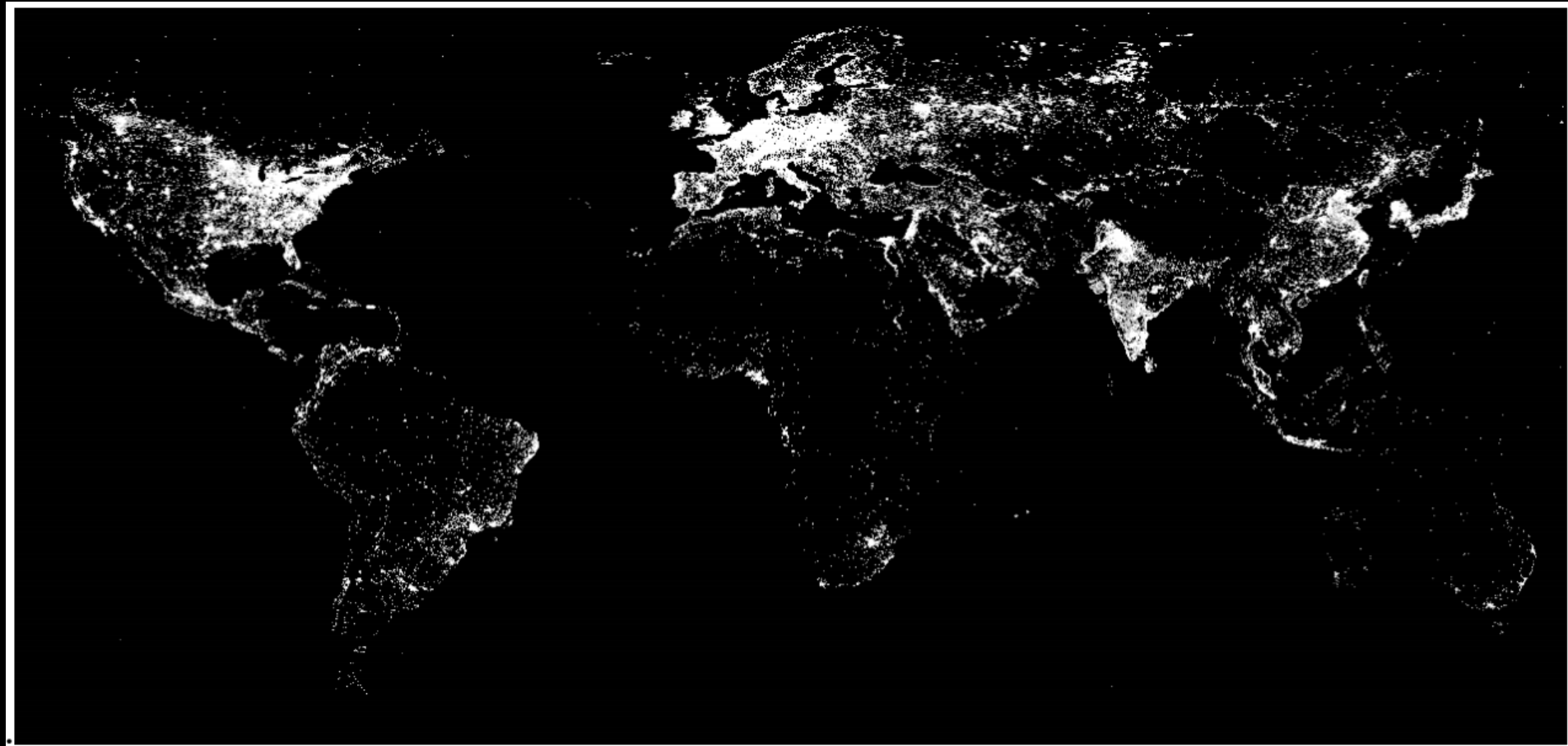


Most waves are 2 or 3 star. Reefs, rivermouths and point-breaks (headlands) are better quality on average



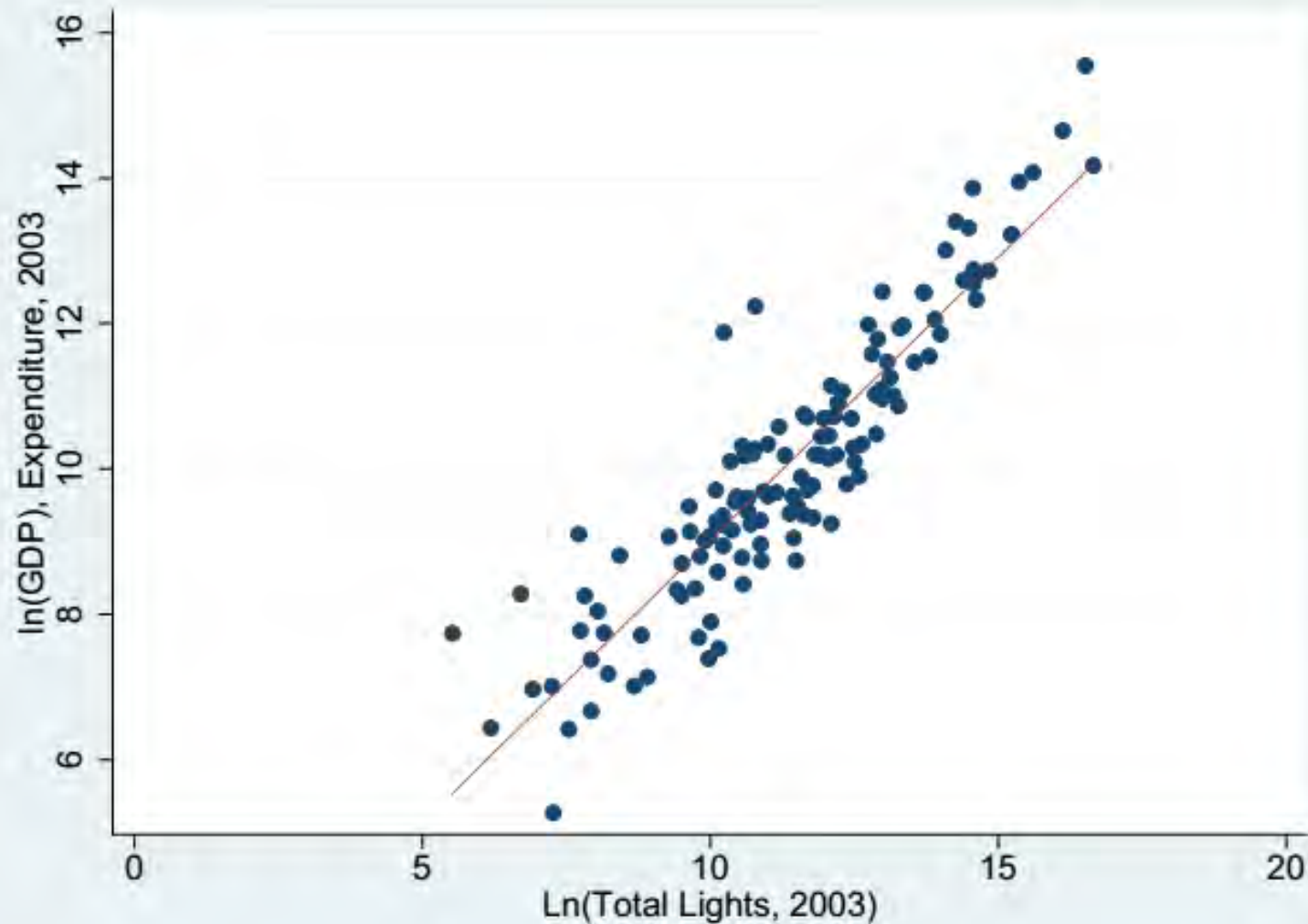
Graphs by type of break

We proxy local economic activity using DMSP-OLS data on night-time lights from 1992-2013, at resolution of 1km² near the equator

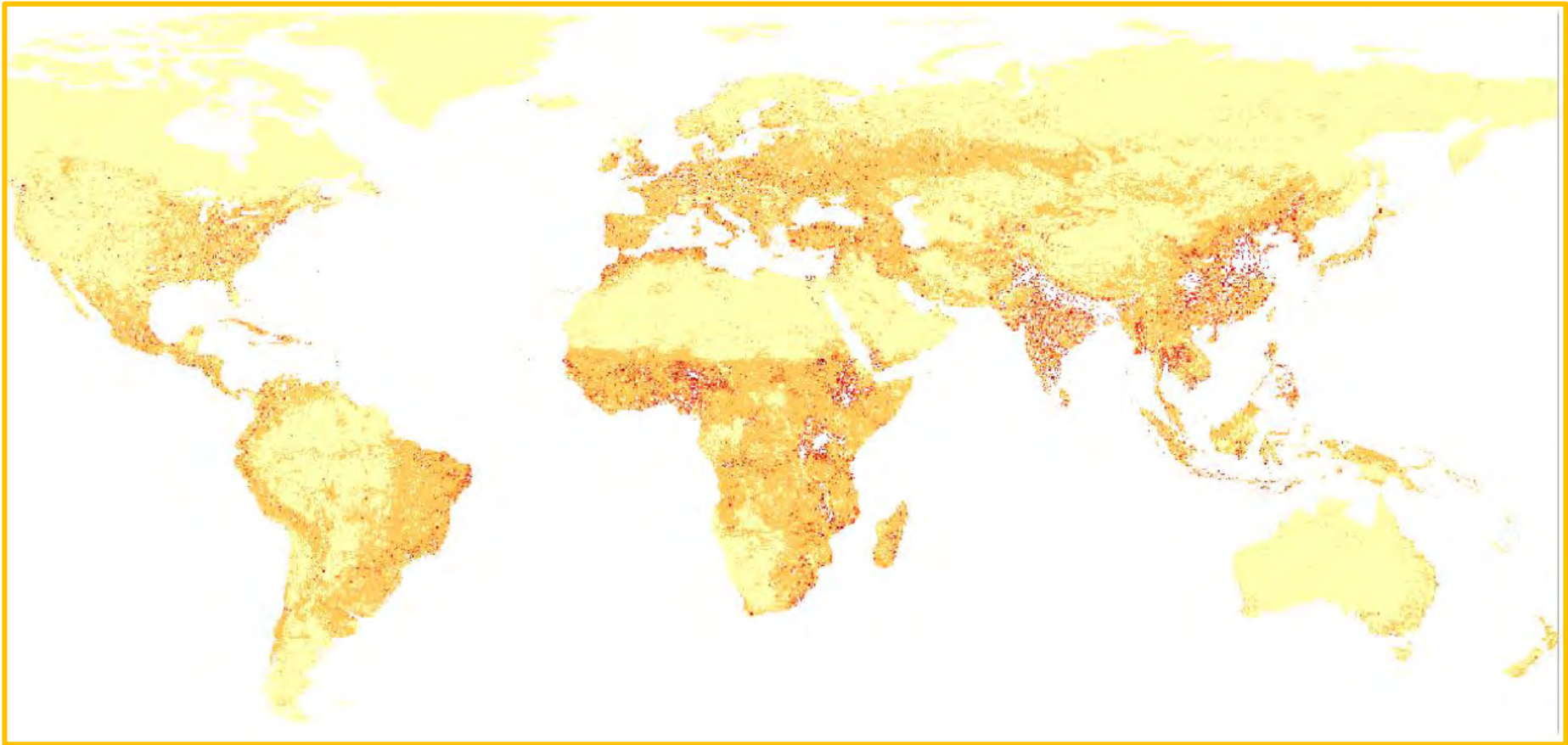


Lights are strongly correlated with economic activity at a national level

PPP adjusted GDP vs log of Total Lights, 2003



We also have LandScan data on “ambient” permanent population from 2000-2013, also at 1km², which excludes tourists.



LandScan constructs the dataset using (sub) national population data, and satellite data on roads, land cover, buildings, etc.

Experiment I

Do good waves contribute more to the local economy than bad waves?



We use random variation in wave quality around the world at a high resolution



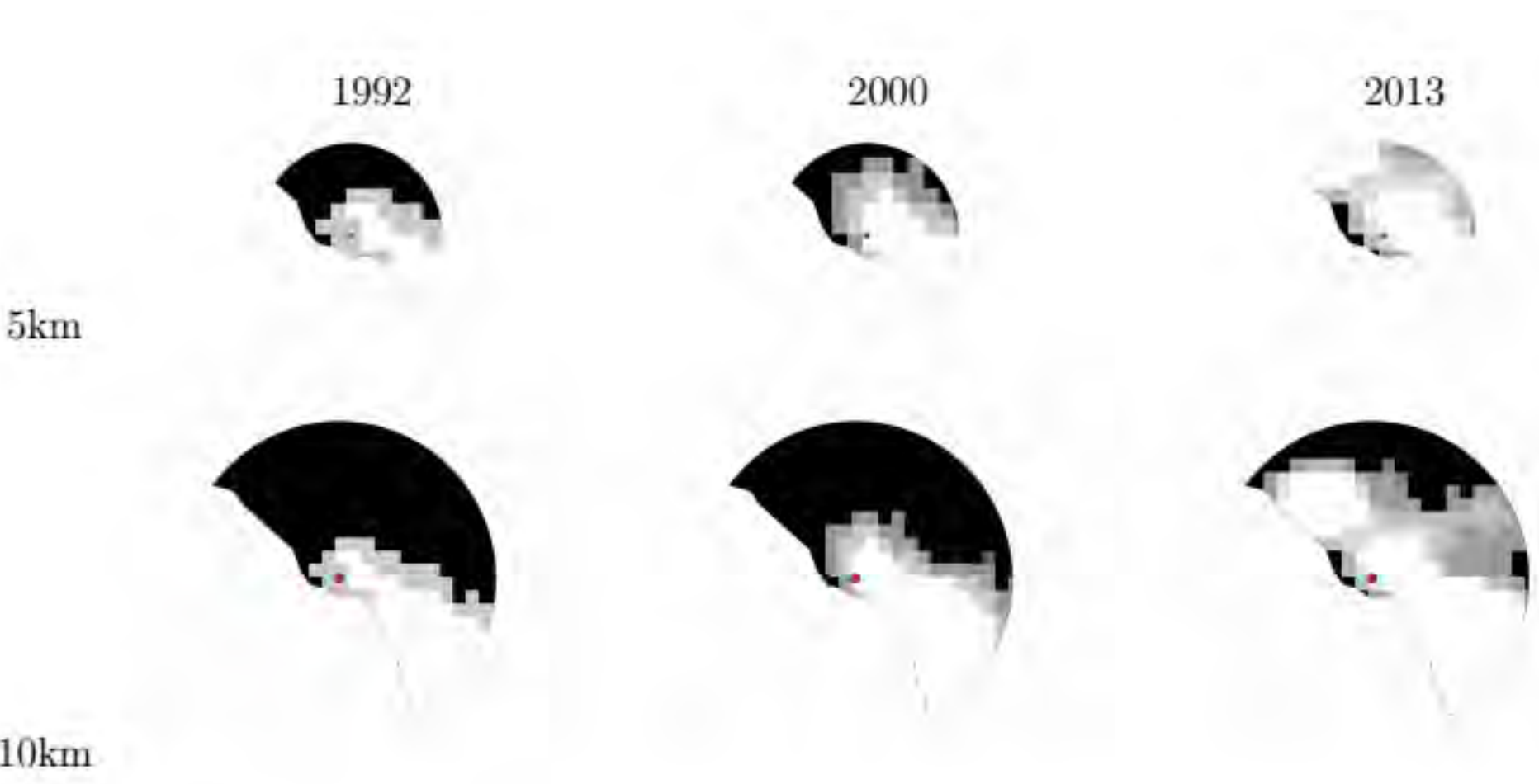
La Source
3 star

Anchor Point
4 star

Hash Point
2 star

Economic activity is measured by nearby lights at different radii

Light growth in 5km and 10km surrounding Anchor Point, Morocco (4-star)



The main specification we use is a standard difference-in-difference, which exploits cross-sectional variation in wave quality

Difference in difference model

$$\begin{array}{l} \textit{Total change in log lights} \\ \ln(Y_{i,2013}^d) - \ln(Y_{i,1992}^d) = \alpha + \beta Q_i + W_i + Z_t + \epsilon_{i,t} \\ \textit{Wave quality} \qquad \qquad \qquad \textit{Time FE} \\ \qquad \qquad \qquad \qquad \qquad \qquad \qquad \textit{Country/Zone FE} \end{array}$$

Standard Errors: clustered at zone level, robustness: country cluster and Conley SE

Control group: area surrounding 1-star waves (high hurdle: coastal, etc)

Light in the 5km near 4-star breaks grew ~8.7 p.p. more than 1-star breaks from 1992-2013. Globally equals \$4bn (surrounding 10km) p.a.

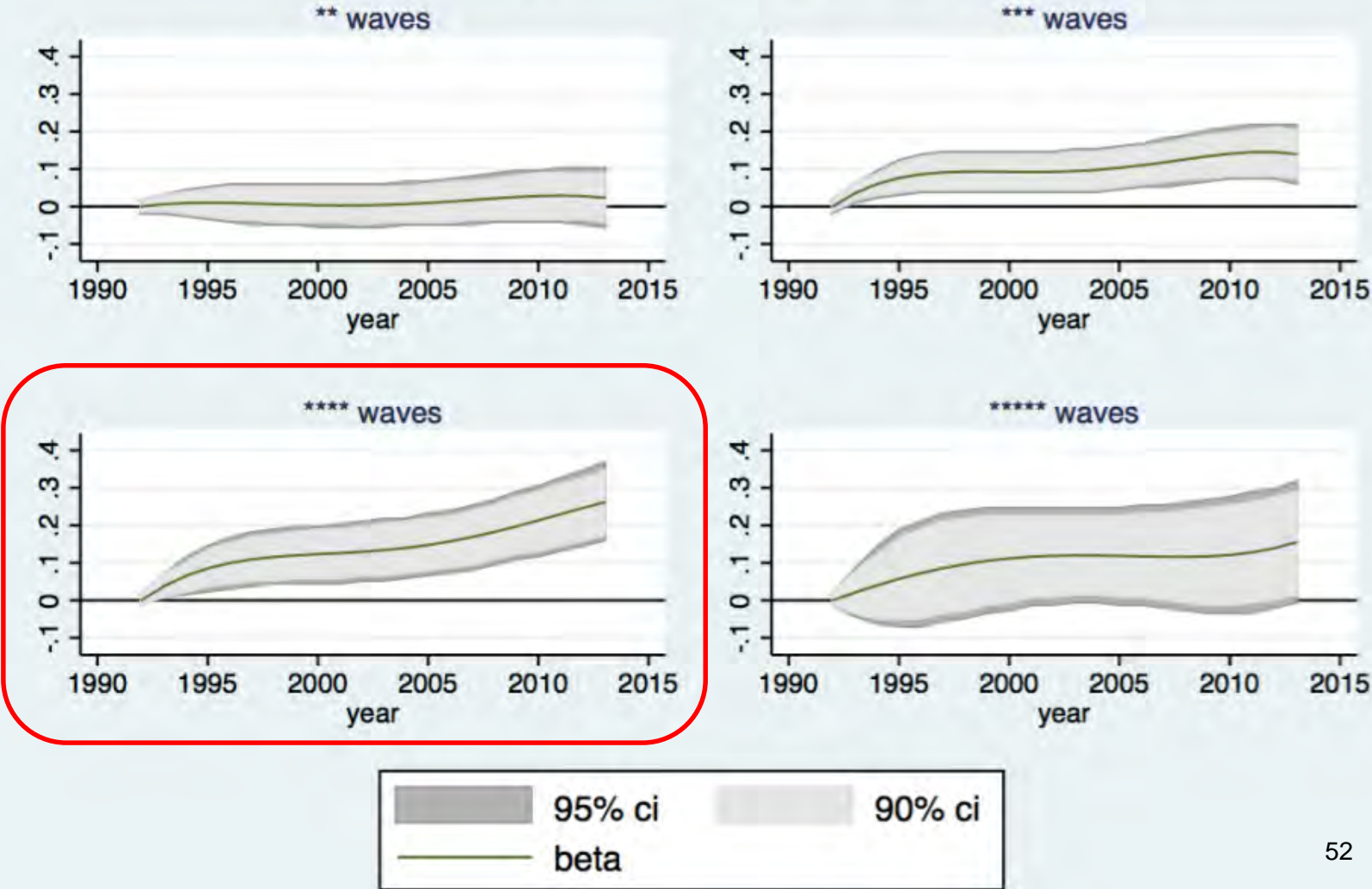
	Total difference in $\ln(\text{lights}^{5km})$ from 1992-2013					
	(1)	(2)	(3)	(4)	(5)	(6)
star	0.0358*** (0.00155)	0.0377*** (0.00369)	0.0358*** (0.00922)			
_Istar_2				0.0196 (0.531)	0.0297 (0.388)	0.0196 (0.553)
_Istar_3				0.0808** (0.0109)	0.101*** (0.00460)	0.0808** (0.0165)
_Istar_4				0.0878** (0.0188)	0.0857** (0.0485)	0.0878* (0.0713)
_Istar_5				0.0924 (0.306)	0.0948 (0.127)	0.0924 (0.186)
Observations	4,289	4,289	4,289	4,289	4,289	4,289
R-squared	0.389	0.522	0.003	0.390	0.523	0.003
Sample	All breaks	All breaks	All breaks	All breaks	All breaks	All breaks
Year FE	Yes	Yes	Yes	Yes	Yes	Yes
FE	Country	Zone	Country	Country	Zone	Country
SE	Country	Zone	Conley	Country	Zone	Conley

Robust p-values in parentheses
 *** p<0.01, ** p<0.05, * p<0.1

Table 3.1: The effect of break quality on the change in $\ln(\text{lights})$ within 5km of each break, from 1992-2013. Fixed effects are at country and zone level. Standard errors are clustered at the country and zone level, and allow for spatial correlation within 100km, and autocorrelation to 3 periods (Conley).

We find that 4-star breaks grew by 0.4 p.p. each year more than 1-star breaks over our sample

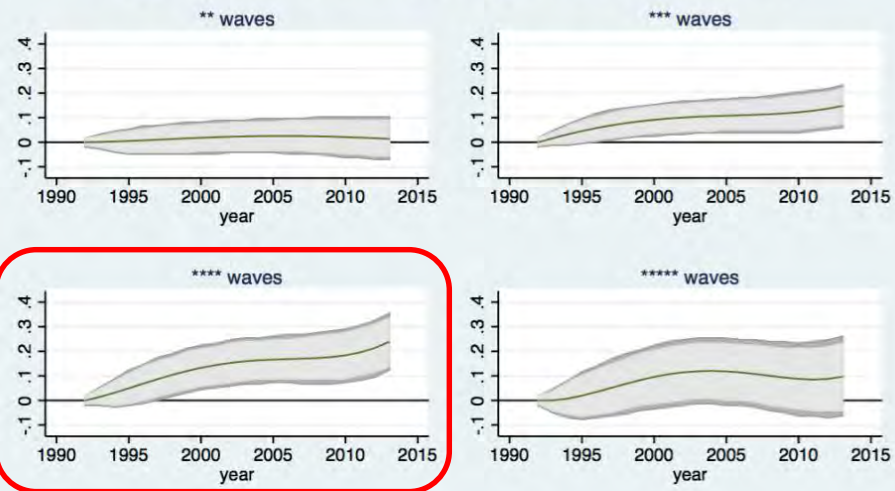
Poly Model - ln(sum wave lights) at 5k radius



The spill-overs to economic activity are felt at least 50km away

5 to 10 km

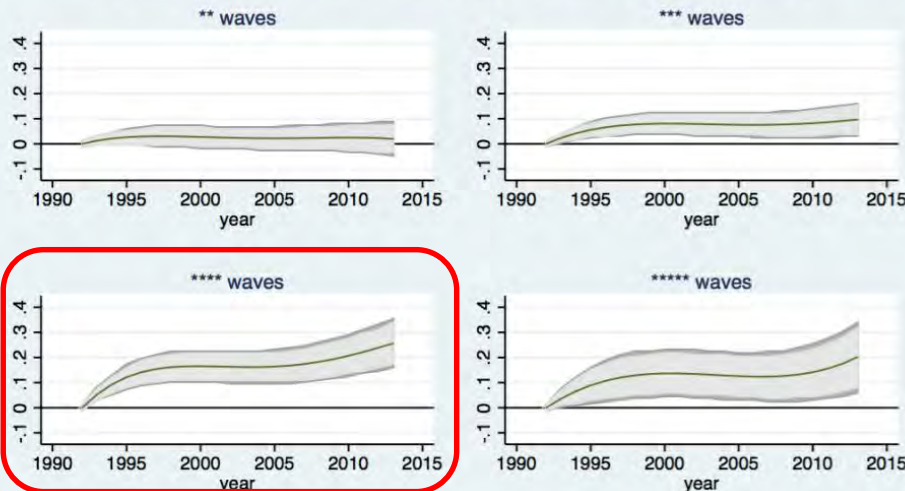
Poly Model - ln(sum wave lights) at 5to10k radius



95% ci
 90% ci
 beta

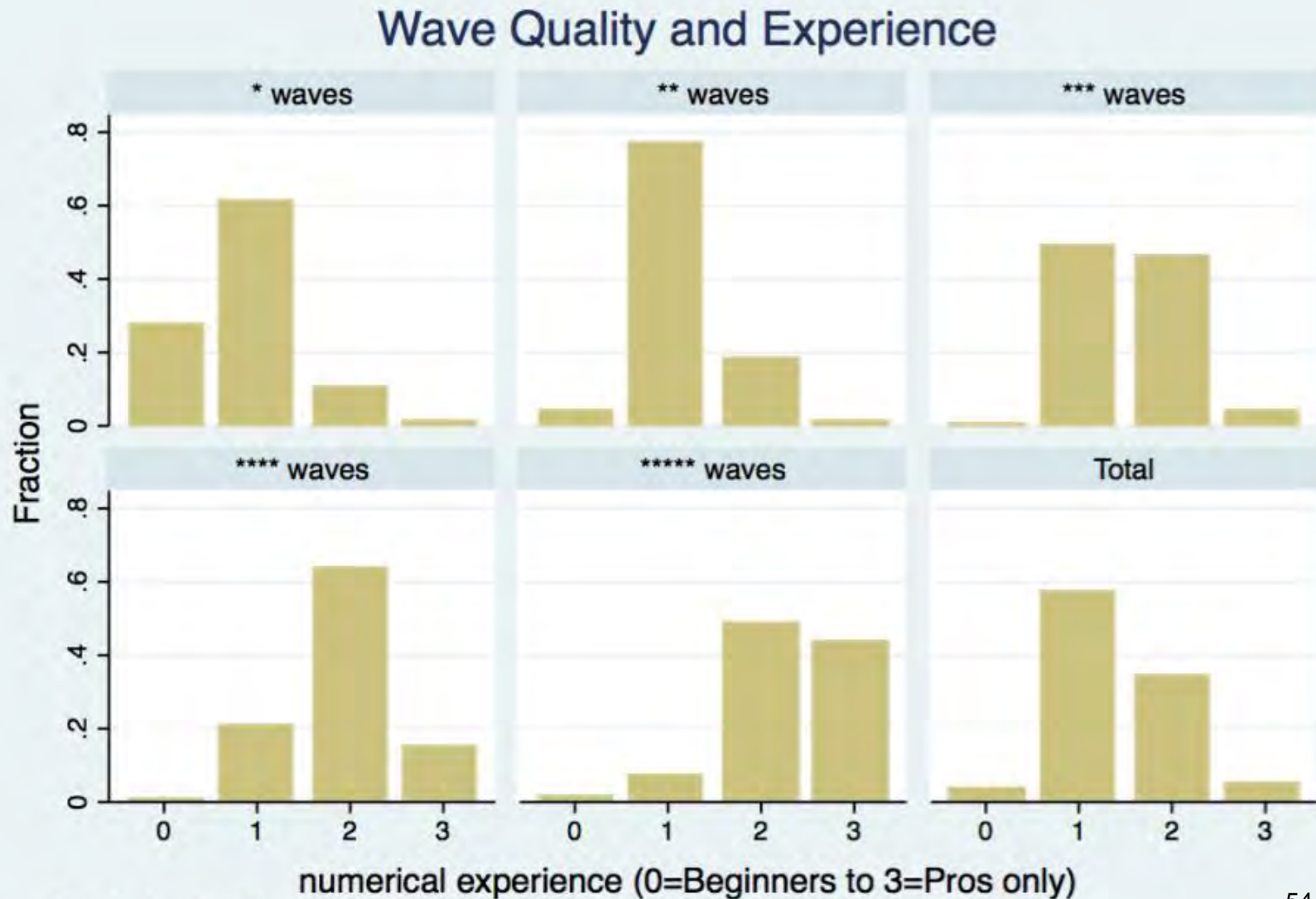
10 to 50 km

Poly Model - ln(sum wave lights) at 10to50k radius



95% ci
 90% ci
 beta

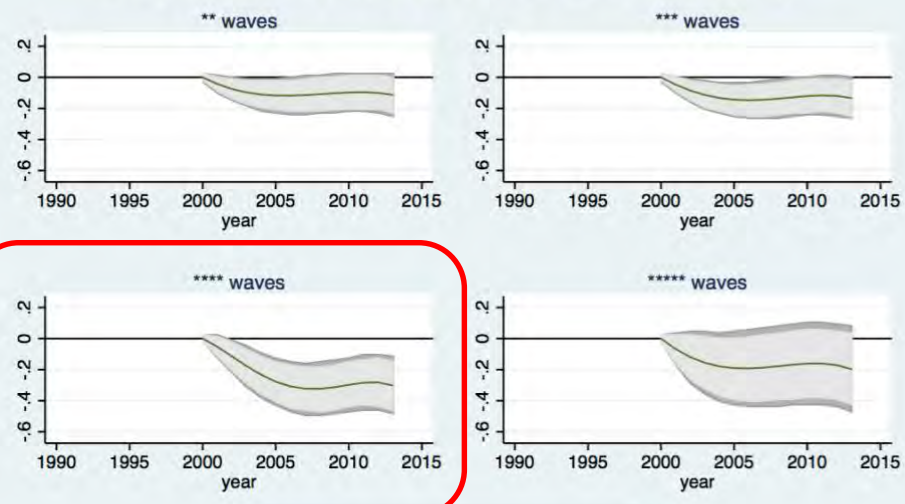
The effect peaks with 4-star waves because 5-star waves require too much experience to surf



While good waves do not relocate economic activity, they do cause the permanent population to move away – consistent with tourism

5 km

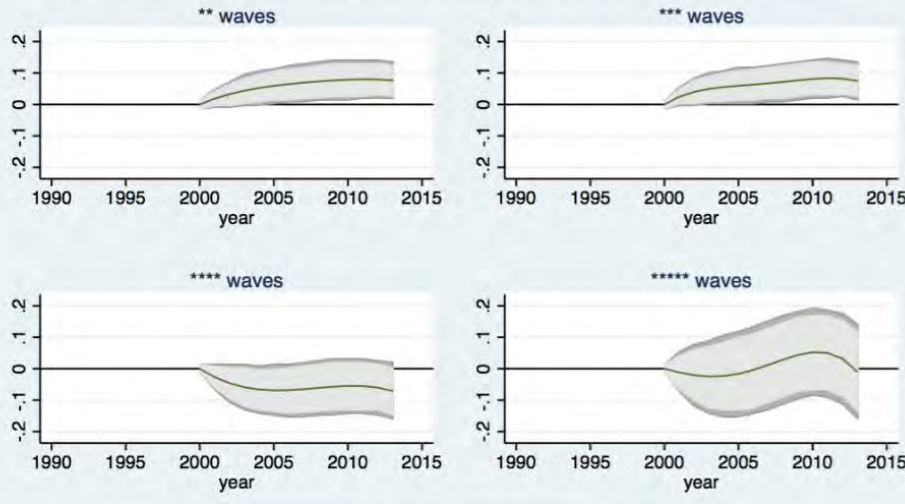
Poly Model - ln(wave pop) at 5k radius by quality



95% ci 90% ci beta

10 to 50 km

Poly Model - ln(wave pop) at 10to50k radius by quality

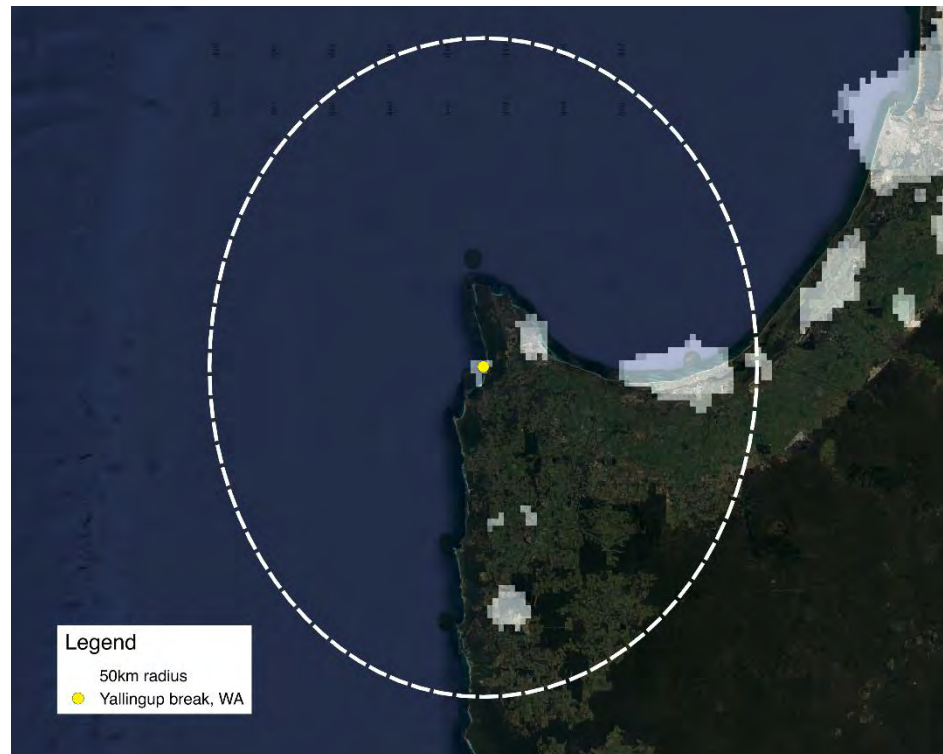


95% ci 90% ci beta

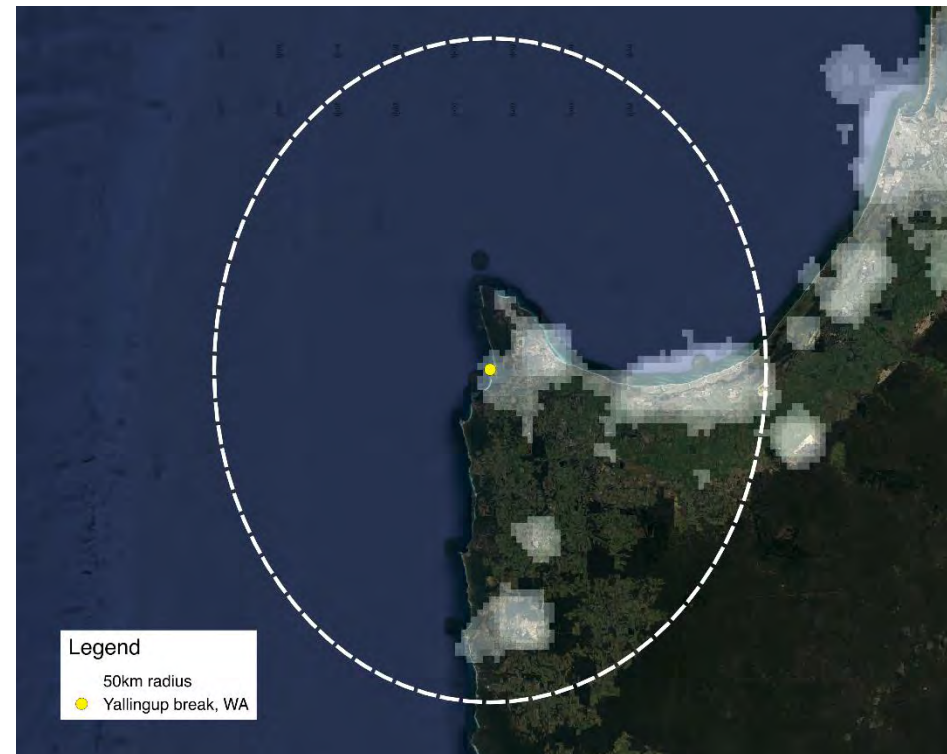
This is consistent with surf tourists driving up rents near waves 55

In Australia, the fastest growing surf region was near Yallingup, WA

Yallingup, WA, 1992



Yallingup, WA, 2013



Experiment II

What happens when a new wave is discovered?



Image © 2012 GeoEye

Skeleton Bay - Namibia

58
Google earth

To study discoveries and disappearances we use a simple diff-in-diff, on lights in the surrounding 50km relative to the global average

Experiment II specification

$$\ln(\widehat{Y}_{i,t}^{50}) = \underbrace{\alpha_i + \beta_i t}_{\text{Pre-discovery trend}} + \underbrace{\alpha_i^D I_i^D + \beta^D I_i^D D_{it}}_{\text{Post-discovery trend}} + \epsilon_{i,t}$$

Parameter of interest

↓

↙

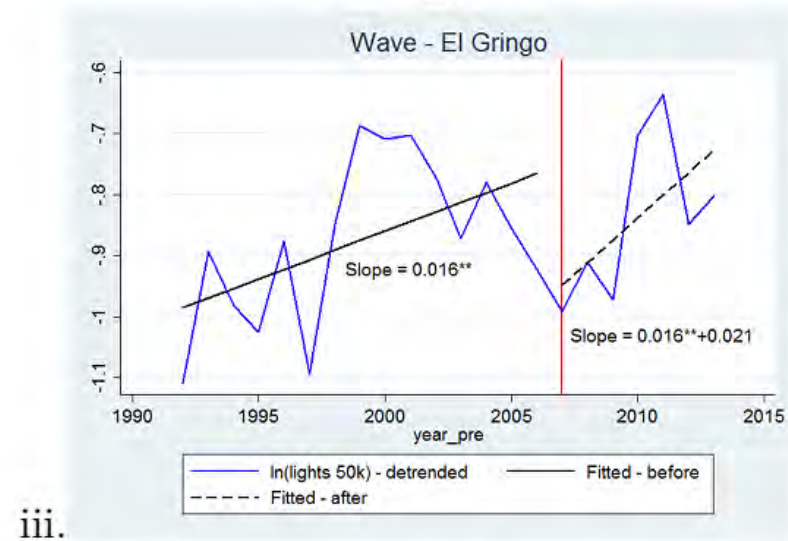
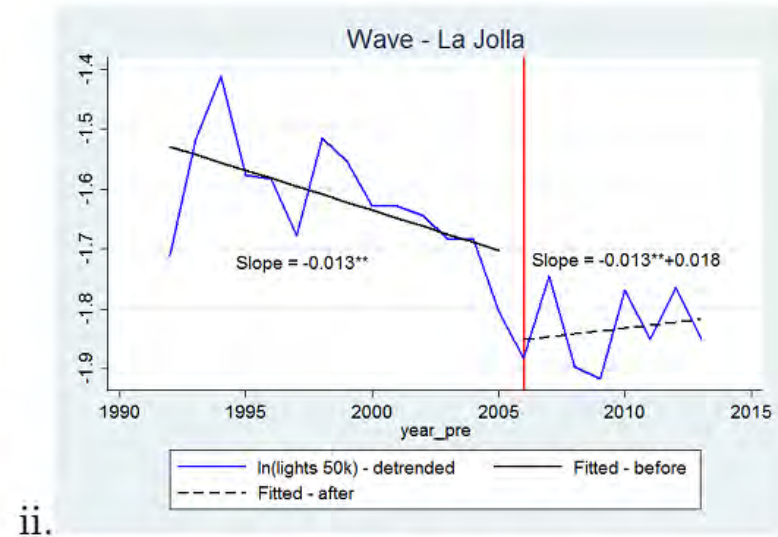
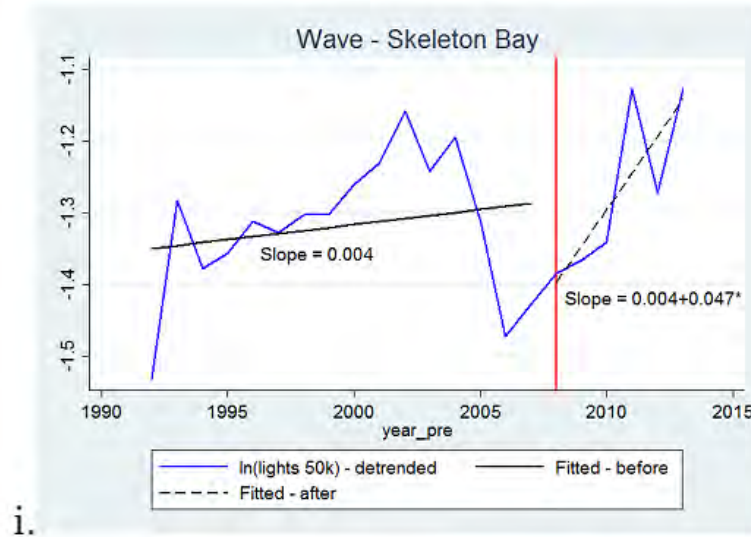
Lights in 50km around break i

—

Average lights in 50km around all breaks

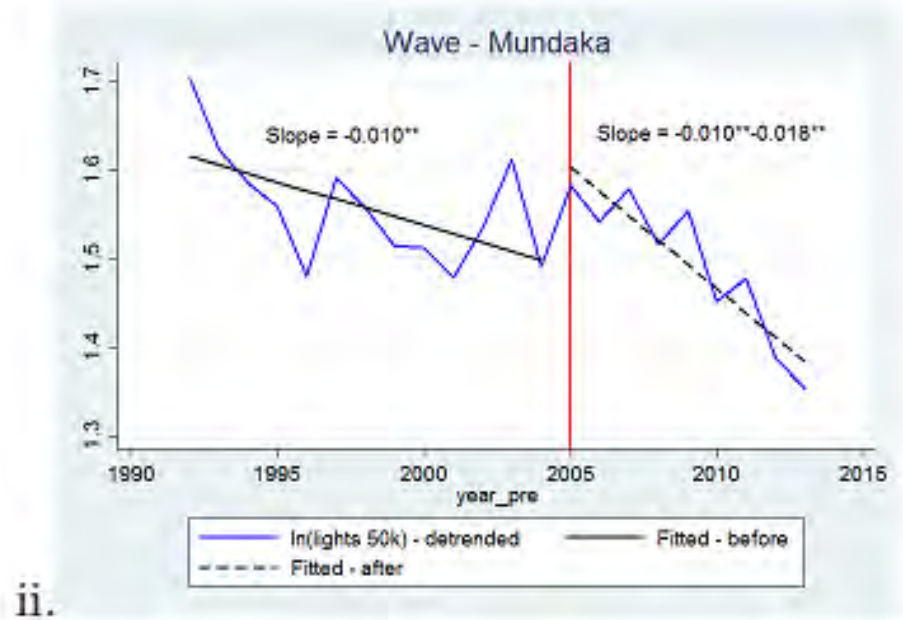
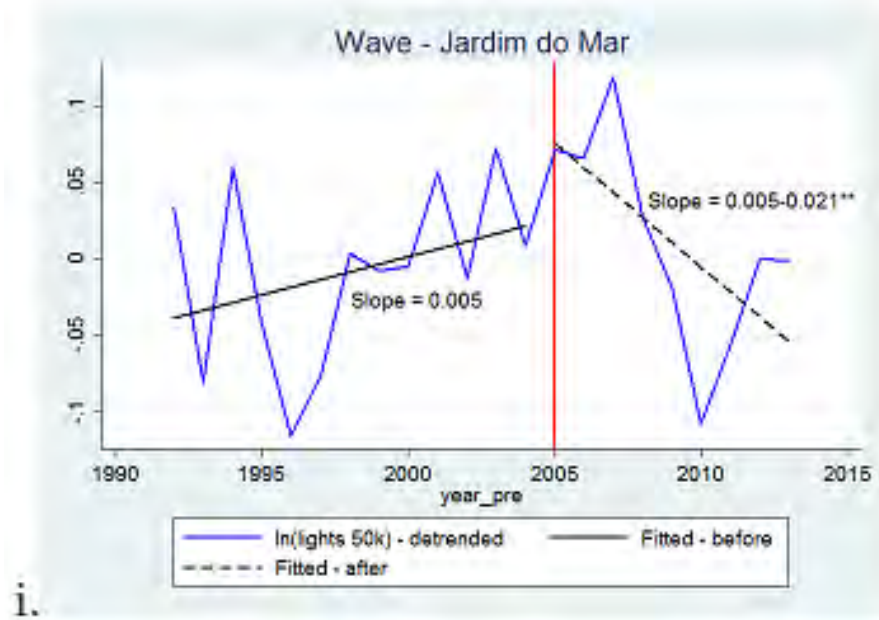
When a new wave is discovered, trend light growth increases by 2.2 percentage points on average

De-trended average log light in surrounding 50km



...and lights fell by a similar amount after waves disappeared

De-trended average log light in surrounding 50km



Experiment III



What happened to cold water surf breaks when battery-heated wetsuits were introduced in 2007?

On average lights grew 2.7 p.p more near 83 cold-water breaks (above 55 lat) after 2007

	Discov/Disapp		Battery-heated wetsuits			
	(1) Main	(2) Robust	(3) Main	(4) Main	(5) Robust	(6) Robust
year_post	0.0222*** (0.003)	-0.00495 (0.655)	0.0267*** 0.0000	0.0267** 0.0328	0.0032 0.8260	0.0032 0.8897
I_break#cons_post	Yes	Yes	Yes	Yes	Yes	Yes
I_break#year_pre	Yes	Yes	Yes	Yes	Yes	Yes
I_break	Yes	Yes	Yes	Yes	Yes	Yes
Observations	110	110	1,804	1,804	1,804	1,804
R-squared	0.996	0.995	0.032	0.032	0.038	0.038
No. of Breaks	5	5	83	83	83	83
Sample	Discov/Disapp		Lat \notin [-55, 55]			
SE Cluster	Break	Break	Break	Zone	Break	Zone

Robust p-values in parentheses
 *** p<0.01, ** p<0.05, * p<0.1

Table 4.2: Difference-in-difference in average log lights around (1) break discoveries and disappearances on actual discovery dates, (2) discovery/disappearance dates drawn from a uniform U(1992,2013) distribution (for detail see Table D.1), (3)-(4) cold water breaks after battery-heated wetsuits were invented in 2007, and (5)-(6) cold water breaks if 1997 was the invention date for robustness.

Experiment IV



What happens when the surf gets big?

Navare,
Portugal

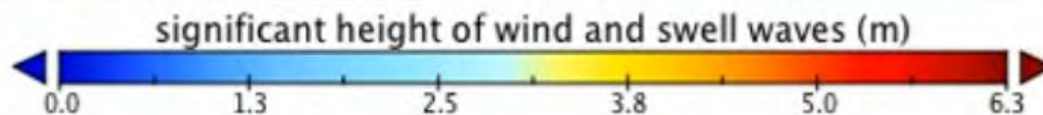
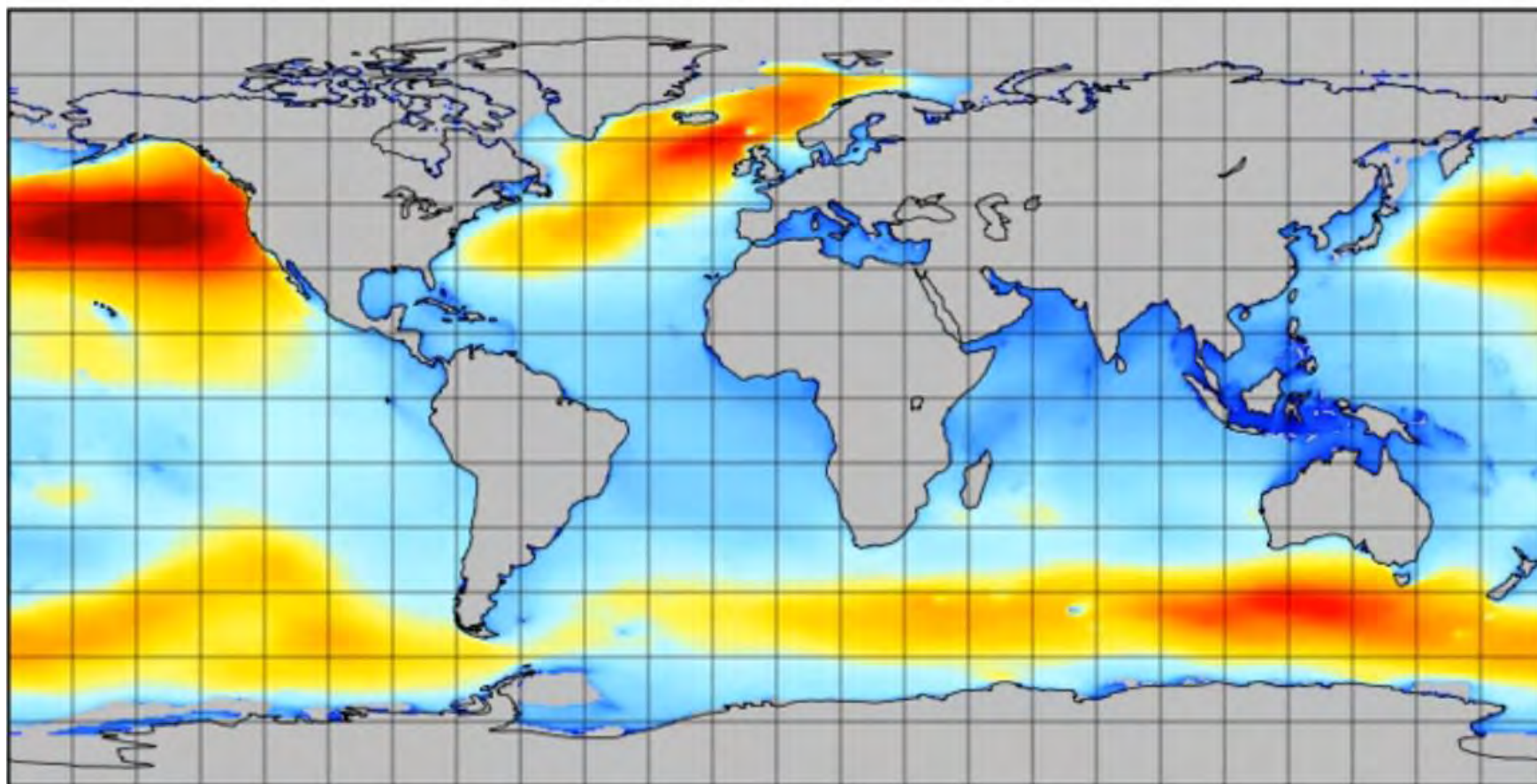
“Getting ready for swells is one thing, but getting ready for a season of swells, like El Niño, is a whole different thing. It’s exciting to think that we might possibly score this year.”

-Timmy Reyes: Professional Surfer (Surfer Magazine, 3 November 2015)

“Timmy Reyes’ girlfriend even went as far as to say she hates El Niño after Timmy spent five months traveling to four countries on three continents, racking up more than 20,000 miles in an airplane and 10,000 miles in a car.”
(Surfing Magazine, 2 June 2016)

To study this we use monthly data on wave heights around the world, taken from the Australian CSIRO...

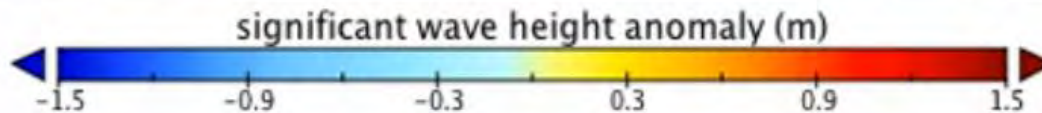
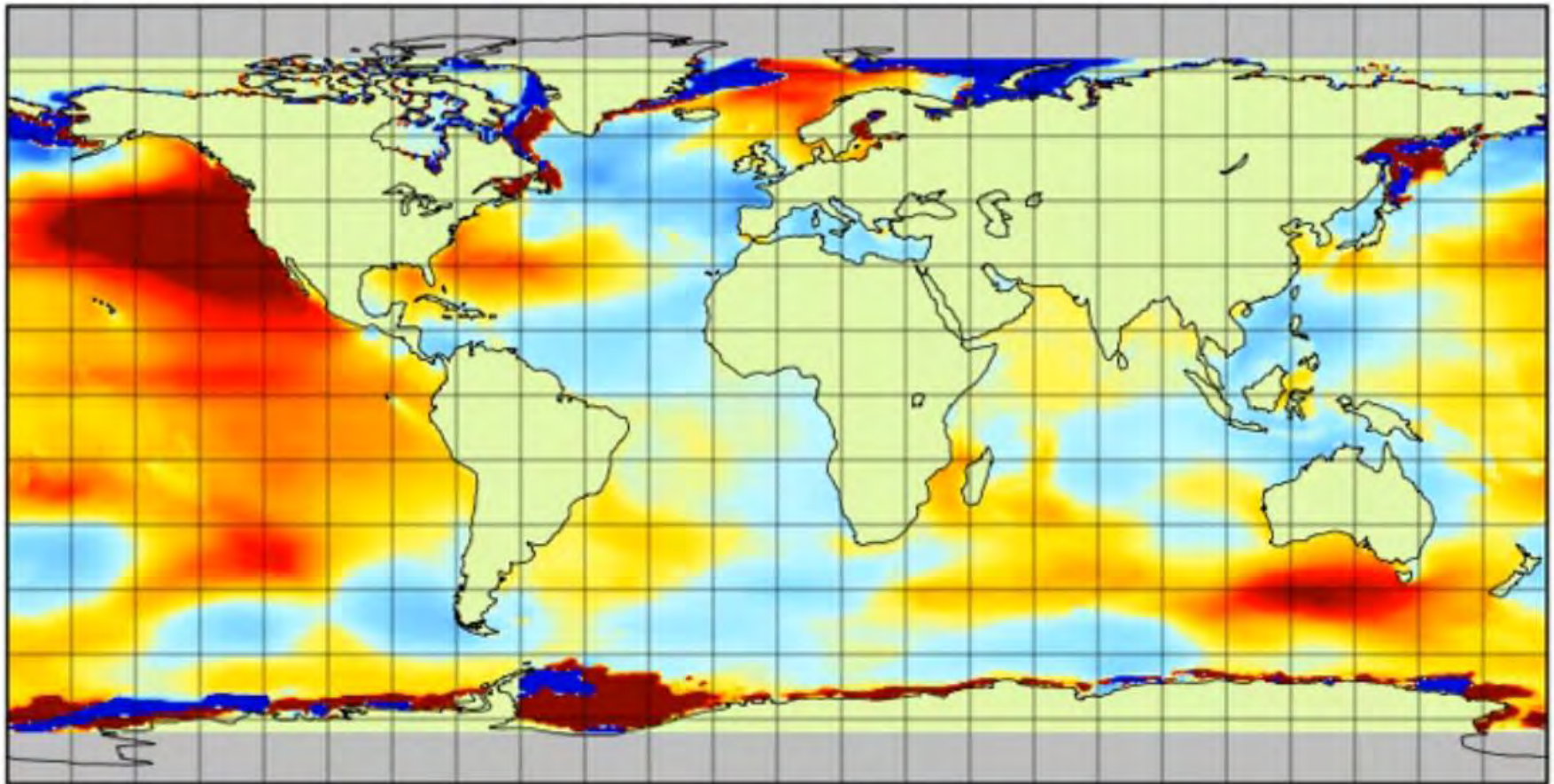
significant height of wind and swell waves
Julian day (UT): 1998-02-14 23:29 +0000



Data Min = 0.0, Max = 6.9, Mean = 2.7

...which is de-trended to reveal the “wave height anomaly”, which varies dramatically during El Nino events (pictured)

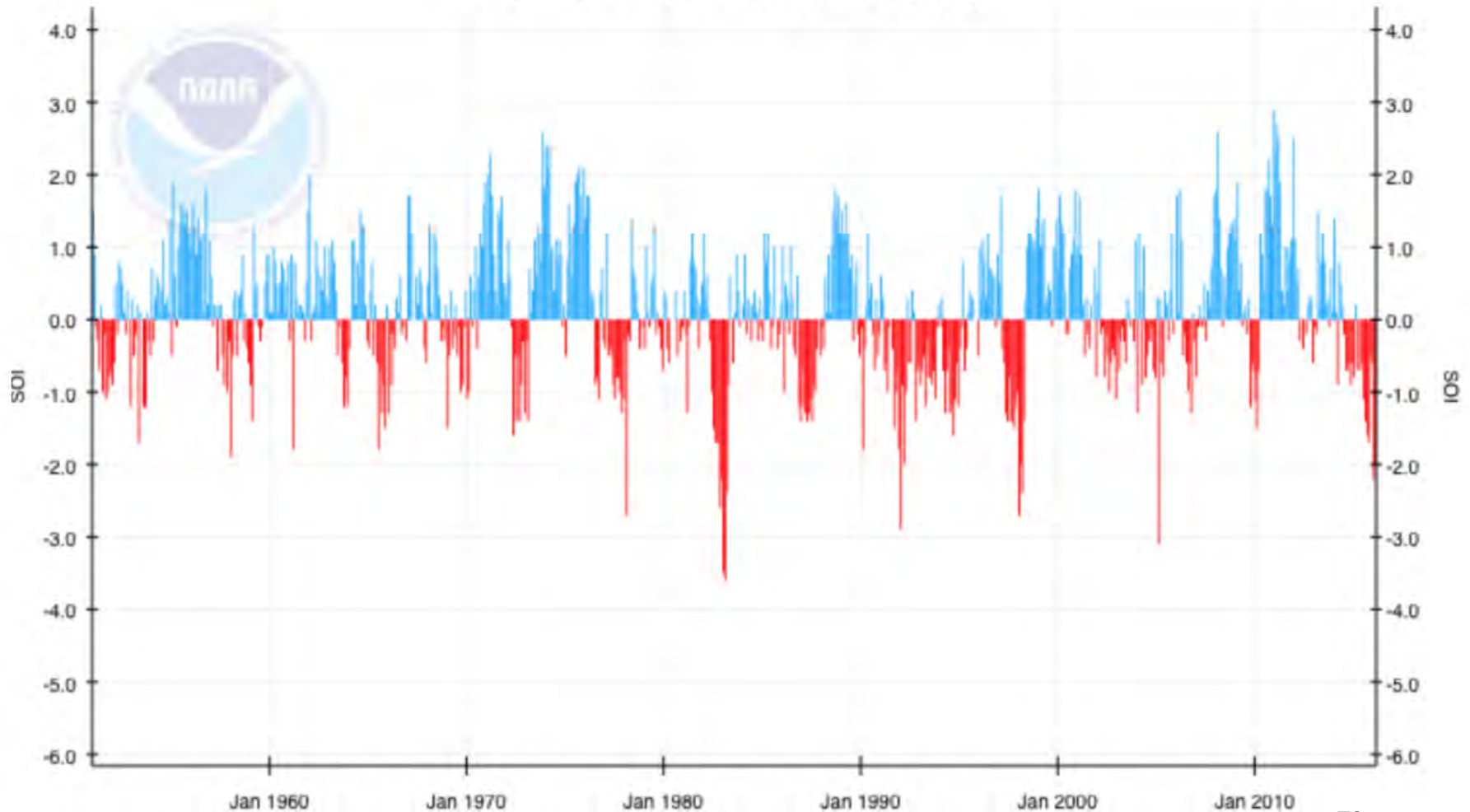
significant wave height anomaly
Julian day (UT): 1998-02-14 23:29 +0000



Data Min = -64.8, Max = 63.9, Mean = 0.1

We identify (binary) El Nino events using the Southern Oscillation Index from the NOAA (SOI < -0.7 for 3 consecutive months)

Southern Oscillation Index (SOI)



We use El Nino to draw a distinction between big wave that are generated locally (wind swell) and at long range (ground swell)



Big waves with bad weather
(bumpy, short-range swell)

Shipstern's Bluff, Tasmania



Big waves with good weather
(groomed, long-range swell)

Shipstern's Bluff, Tasmania

Lights around 4-star wave grow 3-5.6 percentage points faster when the waves are big during El Nino years

VARIABLES	(1) D.ln(Y ^{5k})	(2) D.ln(Y ^{50k})	(3) D.ln(Y ^{5k})	(4) D.ln(Y ^{50k})
wha	-0.001 (0.001)	-0.001 (0.001)	-0.000 (0.000)	-0.001 (0.001)
2starXwha	-0.011*** (0.004)	-0.007** (0.003)	-0.011** (0.006)	-0.008* (0.004)
3starXwha	-0.001 (0.002)	-0.001 (0.001)	-0.001 (0.002)	-0.003 (0.002)
4starXwha	0.001 (0.006)	0.006 (0.004)	-0.004 (0.006)	-0.014*** (0.004)
5starXwha	0.006 (0.011)	-0.002 (0.006)	0.016 (0.016)	-0.014*** (0.005)
ENyr			0.295*** (0.010)	0.359*** (0.005)
2starXENyr			0.012* (0.006)	-0.003 (0.004)
3starXENyr			0.010 (0.007)	0.001 (0.004)
4starXENyr			0.020** (0.010)	0.004 (0.006)
5starXENyr			0.024* (0.014)	0.010 (0.007)
ENyrXwha			-0.024*** (0.006)	-0.010** (0.004)
2starXENyrXwha			0.021** (0.008)	0.011* (0.006)
3starXENyrXwha			0.019*** (0.007)	0.014*** (0.005)
4starXENyrXwha			0.030** (0.015)	0.056*** (0.011)
5starXENyrXwha			-0.007 (0.034)	0.039*** (0.014)
Observations	97,547	106,271	97,547	106,271
R-squared	0.473	0.758	0.473	0.758
Sample	All Waves	All Waves	All Waves	All Waves
Year FE	YES	YES	YES	YES
Wave FE	YES	YES	YES	YES
Cluster	Wave	Wave	Wave	Wave

Large waves alone don't increase growth

Lights grow faster during EN years (may be affected by satellite changes)

Large waves during EN years have a much bigger effects near 4* waves

Robust standard errors in parentheses
 *** p<0.01, ** p<0.05, * p<0.1

This fitted our prior that the “circus comes to town” during big swells



Valuing natural assets, like waves, can help to both conserve the environment and reduce poverty



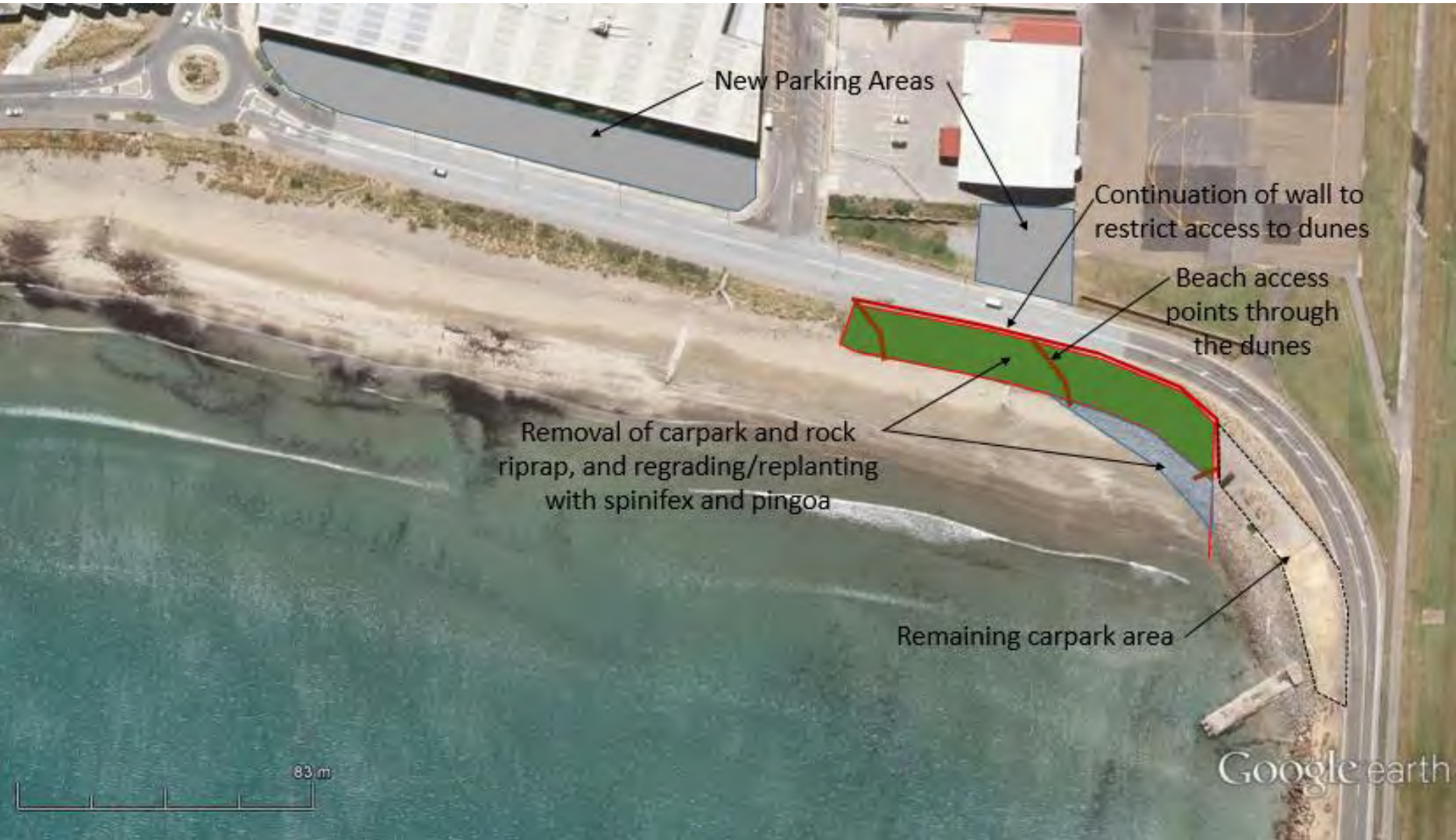
Surfer's Corner (Lyall Bay) Coastal Remediation Implementation and Amenity Rehabilitation.

Shaw Mead, David Phillips and Ed Atkin.

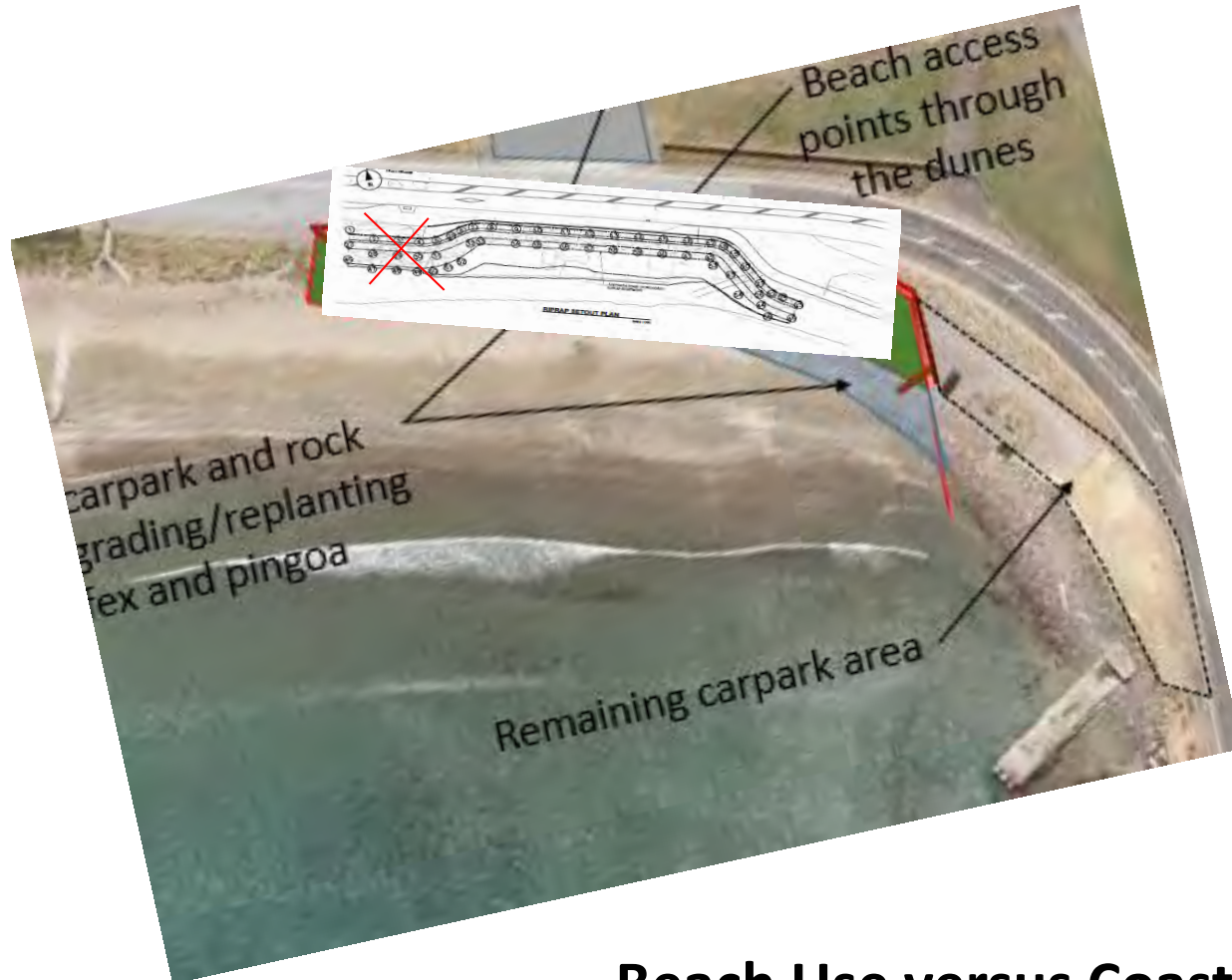
Lyall Bay, Wellington – Important City Beach; Regionally Significant Surf Break



Lyall Bay Remediation Project



Carpark Removal/Relocation



Beach Use versus Coastal Processes??

Regionally Significant Surf Break

The Board of Enquiry (2009) for the NZCPS amendments noted:

- **The high amenity value that town breaks like Lyall Bay and Titahi Bay;**
- **Surfable waves close to large populations, and;**
- **Important Nursery Breaks**



Part of an MBIE project to develop guidelines for the monitoring and protection of NZ's Nationally and Regionally Significant Surf Breaks:

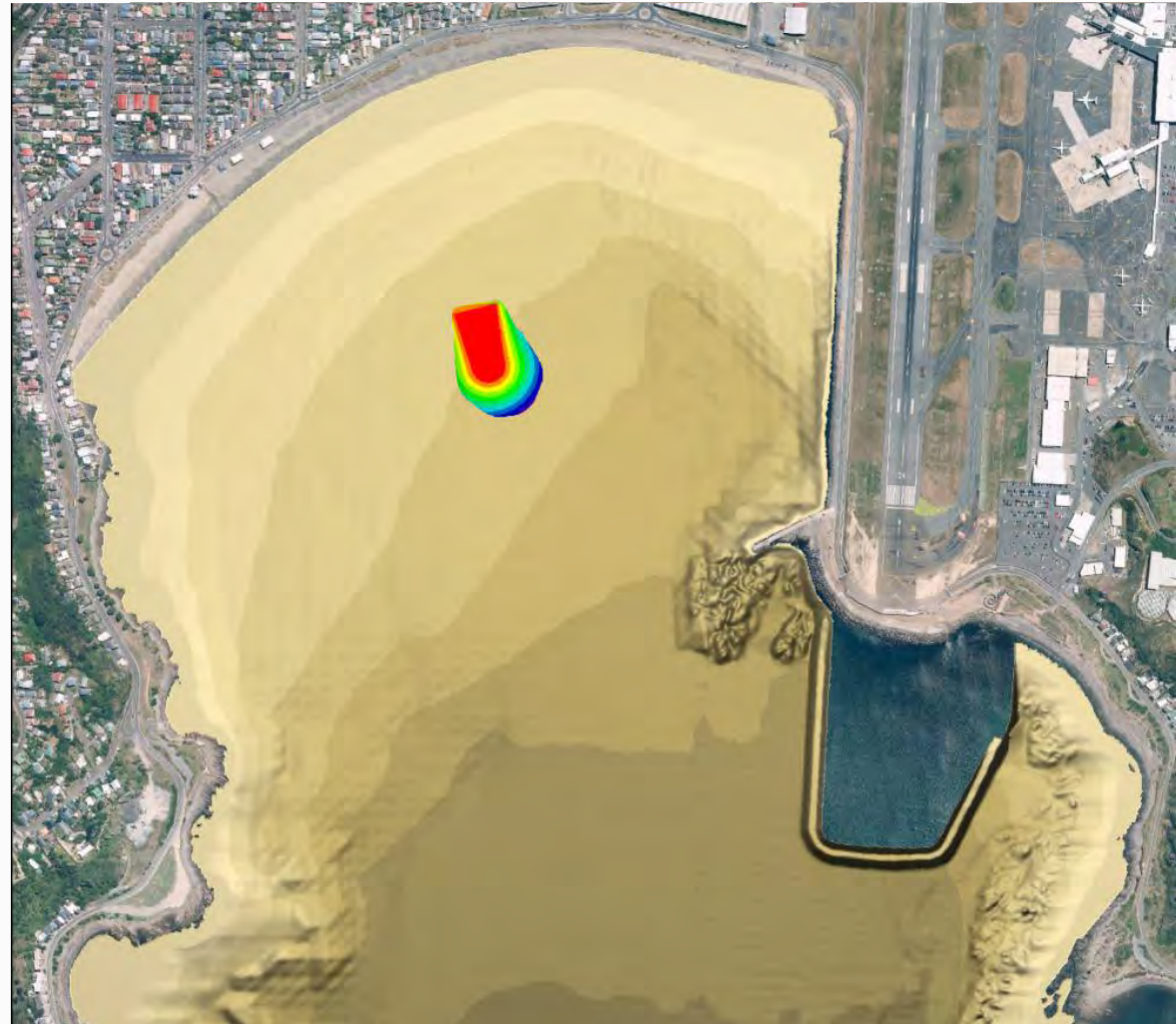
- Remote video data collection;
- Repeat bathymetry surveys, and;
- GPS mapping of surfing rides.



Wellington Airport Extension Impacts

Numerical modelling studies have indicated that the extension will reduce surfing rides in the bay:

- the western and middle will have a reduction in surf rides of between 18-27% and 14-29%, respectively).
- The reduction in surf rides at premier surf break within Lyall Bay, the Corner, is estimated to be lower at 4-8%





The legendary Duke Kahanamoku demonstrated the sport of kings to the wider NZ public at Lyall Bay in 1915...

ONE HUNDRED YEARS
AGO...

Is the current airport extension proposal a threat to our surfing heritage?

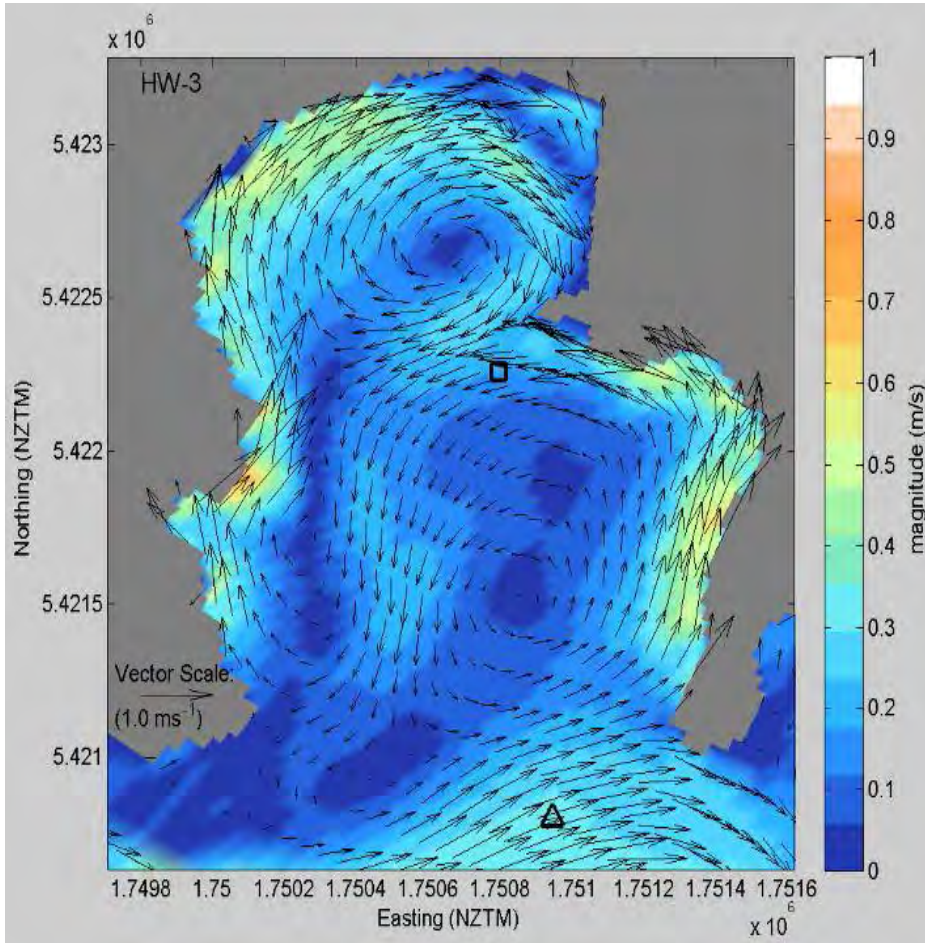


- Can't turn back time
- Likely loss of reflection has had the biggest effect over past 3 or 4 decades.
- Additional impacts possible (e.g. carpark, airport extension)
- Have a large amount of information/data for the site
- Can consider methods to remediate the surf break

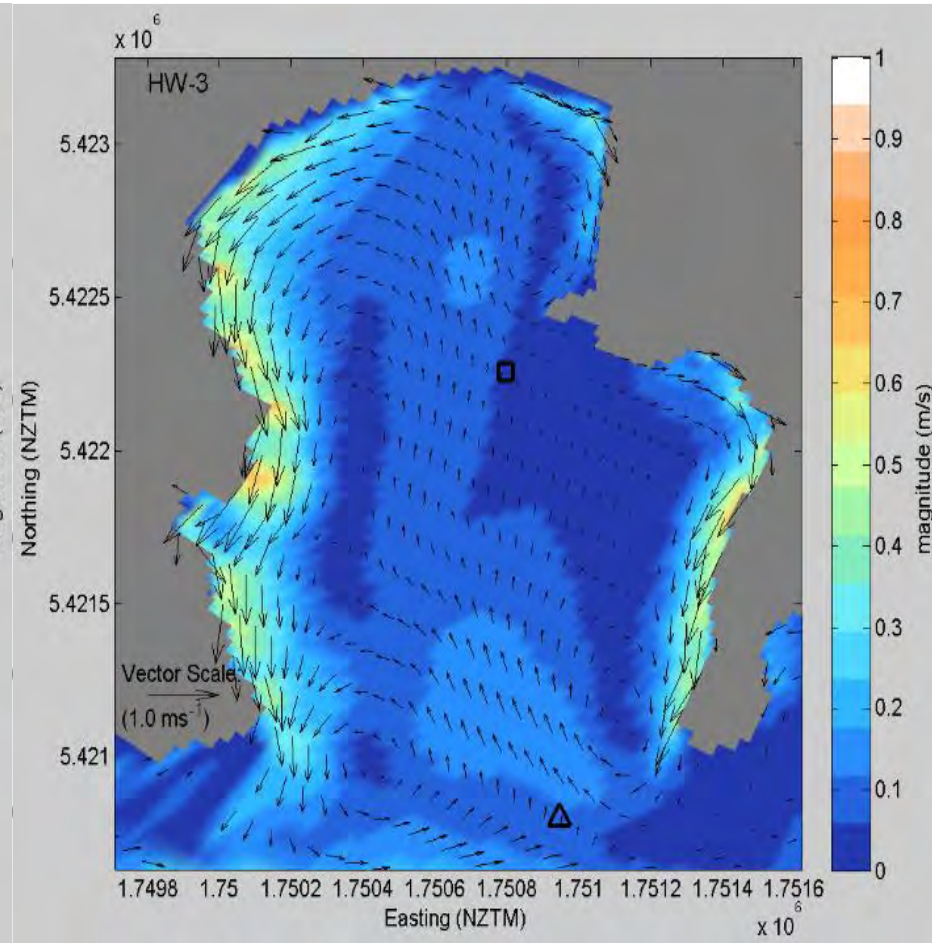
Feasibility Study to consider reflection of the reclamation – desktop numerical modelling of:

1. The status quo
2. Increased and reduced reflection
3. “Smoothing” the rip-rap
4. Smoothing and Steepening the rip-rap
5. Establishing a new sheet-pile edge



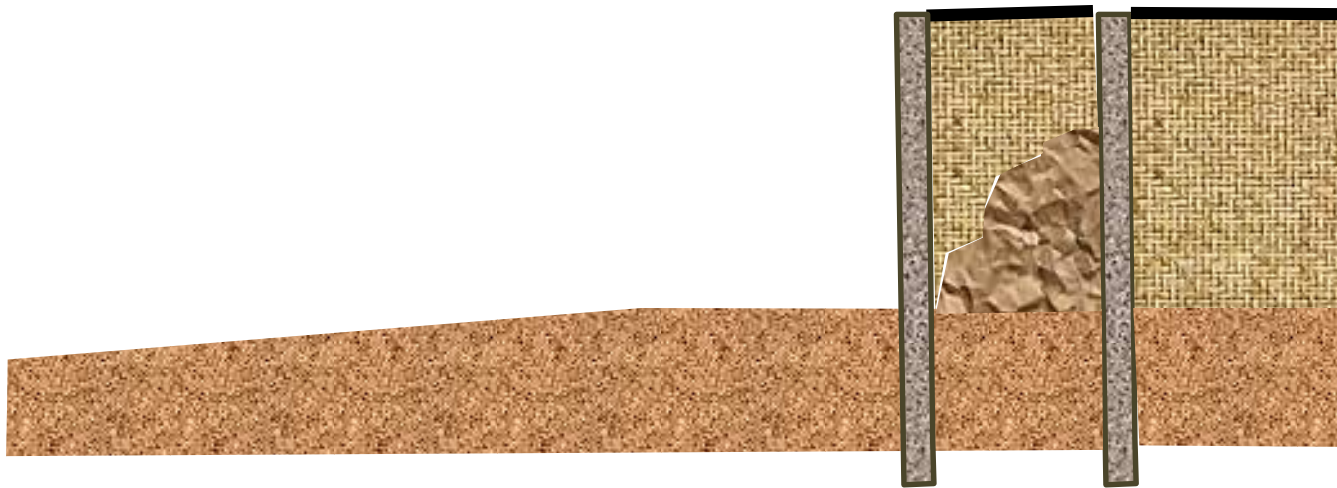


Southerly

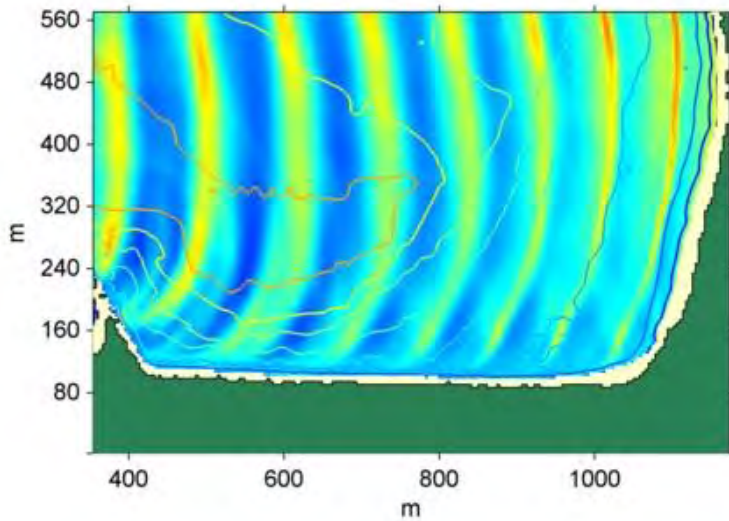


Northerly

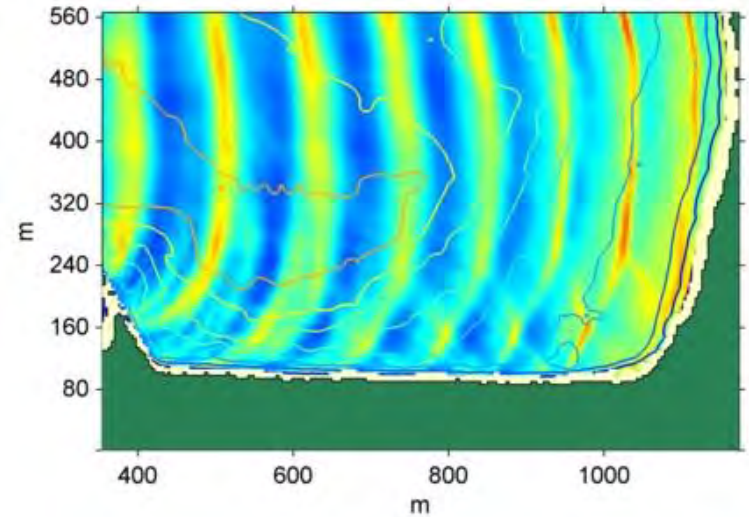
New Sheetpile (1:0)



Feasibility Modelling



Today – Status Quo (1:4)



Smoothed/Grouted (1:4)

Summary and Next Steps:

1. Lyall Bay is a highly modified beach environment.
2. It requires on-going management.
3. Recent rehabilitation focused on the next 30 years.
4. It is 1 of 7 Nationally and Regionally Significant Surf Breaks being studied in order to the develop Guidelines for the Protection and Management of these Surf Breaks.
5. The highest quality surfing break in Lyall Bay, The Corner, has reduced in quality over the past 30 years or so.
6. Currently investigating methods to reinstate wave quality.
7. Instrumentation to calibration modelling tools and consideration of the costs, benefits, and impacts.



NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		Individual	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Queries in attachment re water improvements, waste water improvements and stormwater improvements in relation to miramar penninsula and the link to Shelly Bay development. I strongly oppose: The Council paying \$10 million for infrastructure for the Shelly Bay Development. The Council paying one cent more than the capped amount of \$10 Million dollars. The Council paying for infrastructure for the Peninsula, at least not until the council is open and transparent about what this is for, specifically, is this infrastructure only for Shelly Bay or is there a wider plan yet that we don not have details of? Please Councillors, ask questions and represent the community. Councillors you need to scrutinise all the numbers in the budget for the Miramar Peninsula and give the public the answers to the following: 1. What are the water improvement projects - \$4.5 MILLION?? 2. What are the waste water improvements projects - \$3.4 MILLION?? 3. What stormwater improvements projects - \$3.4 MILLION?? Why are these projects needed? Would you be doing them if it wasnt for Shelly Bay? Are you doing these works because you have plans for the Prison site and the Defence land to be developed? Additional comments in attachment</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p>	
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Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Elizabeth Purdie	Thorndon	Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Oppose
Built Heritage Incentive Fund (BHIF)	Neutral
Building accelerometers	Support
Predator Free Wellington	Support
Community-led trapping	
Resilience of the transport corridor	Support
Security of water supply	Strongly support
Waste management and minimisation	Strongly support
Storm clean-up	Support
Adding land to the Wellington Town Belt	Support
Do you have any other comments?	
<p>Rates Rebate for those whom store water safely on their own property should be considered especially for emergencies. I would like more emphasis on citywide composting. Our streets need to be cleaned more regularly, especially in autumn. The drains in the gutters need to be more regularly cleaned out. (This week i counted 7 overflowing drains on Wadestown hill) Dont waste money on planting if there is no plan for maintenance - eg: the rengarengas outside karori tunnel. Liase with community groups to help with maintaining small green spaces if council staff cant do it. Good publicity of community work done might help.</p>	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	0
Special Housing Areas	Strongly support
Inner City Building Conversion	Neutral
Special Housing Vehicle	Support

Rental Warrant of Fitness	Support
Te Whare Oki Oki	Support
Do you have any other comments?	

Transport summary

Cycling Master Plan	Support
Introduction of weekend parking fees	Neutral
Let's Get Wellington Moving	
Transport-related initiatives	Support
Do you have any other comments?	
Listen to the community on the detail eg.stopping a No14 bus at Hataitai - keep it going to Rongatai - at least every 2nd trip.Dont always take the lowest tender. Often the public misses out in the effort to save money	

Sustainable growth summary

Planning for growth	
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	Neutral
Do you have any other comments?	
How about reusing all the rock, concrete etc that is presently sent to landfill	

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Support
Investment in the arts	Neutral
Do you have any other comments?	

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

I think the council needs to rethink their strategy re cleaning, cutting greenery on banks beside roads. At present a circular saw on an arm is regularly used this pulls down and loosens plants - (holding up a rocky bank) water gets in the cracks created and there is a slip often blocking footpath & road. Then loosened soil/rock is sprayed to encourage new growth. A better way of trimming greenery is required.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Jones		Individual	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Addition of land to the Wellington Town Belt is important for the Council to protect Town Belt land which it already has under its management. This includes not allowing more land to be taken for such things as roading in Hataitai. It also includes managing the Basin Reserve as legally required under legislation and developing a Reserves Management Plan for it. This is long overdue and was particularly remarked on during the 2014 Board of Inquiry into the proposed Basin Bridge (Flyover).</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Housing and urban design policy in Wellington needs to focus on three separate but related goals: social resilience, physical resilience and emissions reductions. Social resilience is enhanced by the Council advocating for, planning for and where appropriate providing housing that meets the needs of those Wellington residents at greatest housing disadvantage - and the corresponding access to services, including transport and mobility services, that minimises social isolation. Physical resilience is enhanced by the creation and enforcement of building codes that make the city more resilient not just to earthquakes, but to climate-related weather effects - and to rules that ensure the Council does not support or encourage housing developments in areas that are especially vulnerable to climate change and sea level rise. Emissions reductions spans a wide range of priority areas, including resilience and transport, but also relates to ensuring that buildings can take maximum advantage of both passive and active solar design, battery storage, and other measures that reduce the city's greenhouse gas emissions.

Transport summary

- Cycling Master Plan
 - Introduction of weekend parking fees
 - Let's Get Wellington Moving
 - Transport-related initiatives
- Do you have any other comments?**

The Council's plans to develop safer cycling routes and to encourage walking and cycling are to be encouraged. However, given the fact that the majority of spending in this sector (\$122 million) is to be allocated to the Lets Get Wellington Moving (LGWM) programme, and there are no details on this yet, I have a number of specific concerns, in addition to the climate change concerns expressed above. There is evidence that the Council is still supporting some form of bridge(s) at the Basin Reserve, a second Mt Victoria tunnel, and roading through Hataitai that will see destruction of both community and the Town Belt. It is contrary to the priority of Resilience and environment, as it encourages additional motor vehicle transport and emissions and potentially hands over more of the Town Belt for roading. It further cuts the community of Hataitai off from the rest of the city. Roading infrastructure and a second Mt Victoria tunnel threaten the heritage and residential amenity of the southern end of Mt Victoria; the amenity, open space, reserve status and heritage values of the Basin Reserve; and access to schools. All this has been conclusively proven unjustifiable at both Board of Inquiry and High Court level, at a considerable financial and reputational cost to the Council. A solution with a high roading infrastructure component would not meet the criteria for enhances liveability of the central city [page 51 of the 10 Year Plan document] or, more importantly, principles 3, 7, 9 and 12 of the LGWM strategy.

Sustainable growth summary

- Planning for growth
 - Movie Museum and Convention Centre
 - Kiwi Point Quarry life extension
 - Wellington Zoo upgrades
- Do you have any other comments?**

While it may be time for a comprehensive review of the District Plan, in the meantime I urge the Council to list the Basin Reserve in the District Plan as soon as possible. Given the positive announcements recently made about the future of the Basin Reserve, it is especially disappointing that this nationally recognised historic area is not listed in the city's District Plan.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

15 May 2018

Wellington City Council
P O Box 2199
Wellington 4140

(buslongtermplan@wcc.govt.nz)

Submission on draft 10-Year Plan

Submission from:

Tim Jones
87 Ellice St
Mt Victoria
Wellington 6011

Email: senjmito@gmail.com

I wish to speak to my submission.

Priority area: Resilience and environment

Climate change, including sea level rise

The key challenge facing Wellington is climate change, including sea level rise. The Plan's failure to deal with this in any meaningful way is its greatest weakness. A brief mention of climate change in the introduction, and some glancing references elsewhere in the document, are a poor response.

It is to be expected that central Government will be looking for local authority partners who share the Prime Minister's vision that climate change is this generation's nuclear-free moment. Unfortunately, this draft Plan makes it appear that climate change is this Council's couldn't-be-bothered moment.

While climate change is an issue faced by communities throughout New Zealand, local authorities have a major part to play in both reducing emissions and preparing for the severe consequences we would already be facing even if human-induced greenhouse gas emissions stopped tomorrow. Due to its location and topography, Wellington is at particular risk from expected - and already apparent - increases in the severity of storms, especially with regard to flooding, extreme wind gusts, and storm surges. Furthermore, projected sea level rise and/or increased storm surges poses risks to many parts of the city - not least the CBD, many areas of the south coast, and the low-lying isthmus that connects what is now Miramar Peninsula to the rest of the city.

To be fair, Wellington City Council has taken a number of institutional measures to signal its readiness to act on climate change - including its much-cited CEMARS certification. However, the action to match the rhetoric is woefully lacking.

The Council should put climate change at the heart of its decision-making - and in particular, at the heart of decisions about what projects it will back and how ratepayer money will be spent - in two principal areas: emissions reductions and climate change adaptation/resilience. A few examples are given below, but there are few decisions in the next ten years that will not affect, or be affected by, climate change.

I support the greater emphasis on resilience in this plan. However, this emphasis needs to go further, and take a comprehensive look at how patterns of life in the city may be affected by climate change and sea level rise (as well as other very important factors, such as earthquakes and tsunamis).

Given that sea level rise of 1 metre - considerably less than is probable over the course of the next 100 years - would inundate much of the Wellington CBD, and given how many Wellingtonians live, study, travel, shop and play close to sea level, some very difficult decisions - such as which parts of the city to protect from sea level rise, and potentially, which parts to abandon - will need to be made.

Such decision-making processes will be complex, difficult, and require close liaison with central Government due to their legal and financial implications, but if the city does not start paying attention to these issues, we may soon find that decisions by insurance companies and changes in property values in relation to projected sea-level rise are forcing the issue.

But resilience is ultimately about people and the natural environment, not just the built environment. Social resilience would also be enormously enhanced if Wellington became a city that felt and was safe for all its inhabitants. The Action Station campaign group has launched a campaign to make Wellington sexual violence free, which I support. What might Wellington do differently in urban design, transport, and all other areas if the city made this a key goal?

Time for the Council's actions to match its words on climate change: two examples

1) As one of three partners in the Let's Get Wellington Moving process, the city will have an important decision to make in the very near future: will it be a leader in reducing greenhouse gas emissions reductions from transport by supporting and approving transport expenditure that actively promotes a major shift away from the most emissions-intensive transport mode, the private and often single-occupant motor vehicle, and towards lower-emission and more space-efficient modes, such as walking, cycling, and public transport? When Let's Get Wellington Moving reports its final outcome, and the Council is called on to approve or reject it, the Council will have a clear choice to make. Will you vote for the unsustainable status quo, or will you vote for the future of the City and the planet? Whatever your choice, it will be remembered.

Similarly, it is disappointing to see that potential Council expenditure on extending Wellington Airport runway remains in the Plan. The airport runway extension proposal fails many key tests that the Council should apply to projects it is invited to invest in, but two are of particular concern to me:

- The irresponsibility of promoting additional aviation, and especially long-haul aviation, when it is a major contributor to climate change, and flights to and from New Zealand are disproportionately major contributors due to their length.
- The short-sightedness of proposing to increase Wellington's vulnerability to the effects of climate change by extending the airport runway further into the ocean at a time when projections of sea level rise over the planned lifetime of the project are becoming increasingly significant, when storm surge on top of that sea level rise is expected to become more severe, and when the approaches to the airport are even more at risk than the airport itself.

There are many other reasons why the Council should reject any further investment in or support for this proposal - but on climate change grounds alone, it should never have been supported in the first place.

Other matters

Addition of land to the Wellington Town Belt

It is important for the Council to protect Town Belt land which it already has under its management. This includes not allowing more land to be taken for such things as roading in Hataitai.

It also includes managing the Basin Reserve as legally required under legislation and developing a Reserves Management Plan for it. This is long overdue and was particularly remarked on during the 2014 Board of Inquiry into the proposed Basin Bridge (Flyover).

Priority area: Transport

The Council's plans to develop safer cycling routes and to encourage walking and cycling are to be encouraged.

However, given the fact that the majority of spending in this sector (\$122 million) is to be allocated to the Lets Get Wellington Moving (LGWM) programme, and there are no details on this yet, I have a number of specific concerns, in addition to the climate change concerns expressed above.

There is evidence that the Council is still supporting some form of bridge(s) at the Basin Reserve, a second Mt Victoria tunnel, and roading through Hataitai that will see destruction of both community and the Town Belt. It is contrary to the priority of 'Resilience and environment', as it encourages additional motor vehicle transport and emissions and potentially hands over

more of the Town Belt for roading. It further cuts the community of Hataitai off from the rest of the city.

Roading infrastructure and a second Mt Victoria tunnel threaten the heritage and residential amenity of the southern end of Mt Victoria; the amenity, open space, reserve status and heritage values of the Basin Reserve; and access to schools. All this has been conclusively proven unjustifiable at both Board of Inquiry and High Court level, at a considerable financial and reputational cost to the Council.

A “solution” with a high roading infrastructure component would not meet the criteria for “enhances liveability of the central city” [page 51 of the 10 Year Plan document] or, more importantly, principles 3, 7. 9 and 12 of the LGWM strategy.

Priority area: Housing

Housing and urban design policy in Wellington needs to focus on three separate but related goals: social resilience, physical resilience and emissions reductions.

Social resilience is enhanced by the Council advocating for, planning for and where appropriate providing housing that meets the needs of those Wellington residents at greatest housing disadvantage - and the corresponding access to services, including transport and mobility services, that minimises social isolation.

Physical resilience is enhanced by the creation and enforcement of building codes that make the city more resilient not just to earthquakes, but to climate-related weather effects - and to rules that ensure the Council does not support or encourage housing developments in areas that are especially vulnerable to climate change and sea level rise.

Emissions reductions spans a wide range of priority areas, including resilience and transport, but also relates to ensuring that buildings can take maximum advantage of both passive and active solar design, battery storage, and other measures that reduce the city’s greenhouse gas emissions.

Priority area: Sustainable growth

Comprehensive District Plan Review

While it may be time for a comprehensive review of the District Plan, in the meantime I urge the Council to list the Basin Reserve in the District Plan as soon as possible. Given the positive announcements recently made about the future of the Basin Reserve, it is especially disappointing that this nationally recognised historic area is not listed in the city’s District Plan.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		Individual	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p></p>
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Resilience and environment

1. I support the restoration of the Town Hall, including the installation of base isolators.

2. I urge WCC to greatly increase its investment in the control of pest plants and other ecological weeds which are rampant in many reserves, the Town Belt, the Outer Green Belt, and on road reserves. This will supplement the fine work done in the past, and continuing, by WCC and GWRC and community groups controlling possums, rodents and mustelids.

3. I urge WCC to cease spending large sums of rates money, and central government funds, on building more tracks for mountain biking. These tracks fragment our precious reserves. They facilitate access by the wind and sun, both of which tend to dry out the soil layers, and they facilitate ingress of pest animals and pest plants and other ecological weeds into our reserves. These bespoke roads, overly wide, and often smooth-surfaced, are visually intrusive, and boring to walk and run on.

4. I am unaware of any prosecutions brought by WCC on people and groups who have built tracks in our reserves without authorisation by WCC. This situation must cease. Our reserves have been badly damaged already - witness Jail Brake track in Centennial Reserve - a disgrace. Witness also the mountain-bikers tracks in Johnston Hill Reserve and on Te Ahumairangi.

5. I consider that the planting programmes run by WCC and community groups in our reserves to be merely botanic gardening, ecologically unsound, driven by the feel good factor, a form of community therapy. The inevitable result will be that the reserves become of little value for ecological and botanical research.

6. I have been dismayed by WCC's support for the construction, on precious waterfront public land, of the dreadful horse-float PwC Centre, WCC's support of the alienation of

more public waterfront open space by a proposed nearby structure, and the proposed Chinese Garden on Frank Kitts Park. The latter proposal, if built, would alienate our right of 24-hour access to waterfront open space. I would support a Chinese garden on Cog Park, Evans Bay.

Housing summary

The Strategic Housing Investment Plan (SHIP)

Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

7. I am shocked by the extent of the earthworks for a subdivision off Silverstream Road, Crofton Downs. The result is hideous, and no doubt the impacts on Korimsko Stream, Kaiwharawhara Stream and Te Whanganui a Tara are substantial. Who approved this work officers or councillors?8. I support the investment of rates funds, and government funds, in affordable social housing, and the continuing renovation of existing Council housing.9. I would support the establishment of wet housing and more night-shelter accommodation

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Transport10. The mounting crisis of chronic congestion caused by the daily tsunami of cars trying to get into and through the CBD is environmentally, economically and socially unsustainable. It is contrary to our aim of becoming a carbon-neutral capital. The opening of Transmission Gully will grossly compound the crisis. WCC should ask the Government to legislate for Wellington, Porirua, Hutt and Upper Hutt cities to:1. establish congestion pricing on all roads leading into the cities;2. impose a regional fuel tax;3. raise the fringe-benefit tax on company cars;4. raise the price per day of commuter car parks. All funds raised to be ring-fenced for investment in public transport systems, plus facilities for walking and cycling.11. WCC should oppose LGWM's roading proposals in Options 2 and 3 as utterly unacceptable on environmental, economic and social grounds. It is simply impossible to build our way out of traffic congestion. How often do transport planners have to be told that?12. The proposed Petone-Grenada link road would destroy part of the Ngauranga Escarpment, and require the excavation and disposal of c. 8 million cubic metres of soil and rock = 800,000 truck loads.13. The provision of shelters at bus stops is essential to our efforts to encourage people to forsake commuting by car, and travel by bus instead. The WCC and GWRC designs of bus shelters are generally most satisfactory. The structures provided by Adshel fail to provide shelter except when the rain falls vertically. In addition, their advertising hoardings are a blot on our city-scape, and often block the view of RTI screens for people sitting in the structures. The rumour that we are to get more Adshels, as I have heard, is an inexcusable blunder. If it is true, please terminate the contract(s).14. Sharing footpaths with cyclists is not satisfactory for pedestrians, because we feel at risk when cyclists approach, whether from in front or behind.15. Where cul-de-sacs have 'no exit' signs, but there is an exit for pedestrians via a zigzag, or flight of steps, to another street, each 'no exit' sign should be accompanied by a sign indicating walking access to the relevant street.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Sustainable growth16. Beware that this may be an oxymoron!

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Arts and culture17. I welcome WCC's support for arts and culture. It is an essential role of the council.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Douglas	Other	Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
No	Housing,Transport,Resilience and environment,Arts and culture,Sustainable growth

Resilience and environment summary

Water storage capacity and network improvements	0
Wastewater network improvements	Neutral
Tawa and Miramar Peninsula stormwater network improvements	Oppose
Built Heritage Incentive Fund (BHIF)	Strongly support
Building accelerometers	Strongly oppose
Predator Free Wellington	Oppose
Community-led trapping	Oppose
Resilience of the transport corridor	Strongly oppose
Security of water supply	Strongly oppose
Waste management and minimisation	Oppose
Storm clean-up	Strongly oppose
Adding land to the Wellington Town Belt	Strongly oppose
Do you have any other comments?	
<p>P12: ISOTASY with volcanic and tectonic plate movements contributions to earthquake regime since Boxing day 2004 quake and subsequent quakes, Chch, Wgtn, Samoa, Tonga, Papua in pacific to present. Preceived climate change effects largely from deforestation because of increased wind (because of lack of friction from large quantity felled trees)P13: Doesn't mention research but shouldP14: Would have been good to show projects & Figures of financials on a map at sustainable scale. Alot disingenuous, confusing with indirect financing & contributions from other organisations such as GWRC - makes tinfo presented airy fairy and of great concern because of huge \$\$\$ amounts. beacuse amounts stated by year 10 seems to be being used as a bank & has a big potential for misleading the public, cancelling projects or infraud action.P15: Along with page 14 alot deviously & vaguely worded & because amounts stated by year 10 - whole system prone to fraud because based on increased \$\$\$ amounts fraud could potentially be missed. I suggest WCC merge with GWRC to reduce all priority project costs & would be beneficial especially with any potential fund avoidance.</p>	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Strongly oppose
Wellington Housing Strategy	Strongly oppose

Special Housing Areas	Oppose
Inner City Building Conversion	Support
Special Housing Vehicle	Strongly oppose
Rental Warrant of Fitness	Strongly oppose
Te Whare Oki Oki	Oppose
Do you have any other comments?	
<p>Re p11The WCC should not be in the business of housing wrt housing provision and acting landlord. This is because Councils do NOT make good landlords.Re P21 Better model would be to have a ministry of works styled urban development agency run by experts, from that style of organisation, independent of councils. WCC should focus on approving subdivisions/developments & providing relevant infrastructure to the road boundary with conditions of subdivision required to be met, then complete certificates of compliance</p>	

Transport summary

Cycling Master Plan	Oppose
Introduction of weekend parking fees	Oppose
Let's Get Wellington Moving	Strongly oppose
Transport-related initiatives	Oppose
Do you have any other comments?	
<p>The LGWM proposals put to public are shameful & untimely options here deviously worded & mixed.Re: cycleways - Someone is making a killing & i dont think much of the island bay as built & as proposed. Thats my example of a killing - Very sad.Need to make Wellingtons streets much more pedestrian friendly & put a stop to people parking on footpaths & blocking pedestrians. There is an unrecognized hazard wrt this aspect and causing wqheel balance weights to come off tyres I'm astounded at the inequitable nature of spending on Wellington public transport & transportation! A lot of unnecessary renewals & asphaltting which must be causing a great & unnecessary contribution to increasing rates \$ amounts.</p>	

Sustainable growth summary

Planning for growth	Oppose
Movie Museum and Convention Centre	Strongly oppose
Kiwi Point Quarry life extension	Support
Wellington Zoo upgrades	Support
Do you have any other comments?	
<p>Wellington planners are idiots and have missed the boat. Put a freeze on any Urban Planning. Wellington is more or less full. I suggest rather than current LGWM proposals with 3 new tunnels, to build a new tunnel top end of Parkvale rd Karori to other side of skyline track & open up greenfields development of rural land there, with a mix of appropriate housing there, Do a cut over tunnel like Aras from cambridge & Kent to Adelaide rd Avoid a lot of propsted roading projects</p>	

Arts and culture summary

Strengthening cultural facilities	Strongly oppose
Additional support for the arts	Neutral
Investment in the arts	Neutral

Do you have any other comments?

Too costly to earthquake strengthen Town hall & others. Best to simply make them safe (from outside for pedestrian traffic) & if decide to persevere any of their use, only use as Art gallery & limit numbers who entre. Additional support for the arts could be interpreted as being similar for strengthening cultural facilities. Investments in arts and culture projects could be similarly interpreted & used for WCC to gain support for strengthening cultural facilities - this is quite devious and misleading the public to achieve wccs goals

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

The question what order would you tackle these priority areas is also devious way for WCC to attempt to claim some sort of support for its own agendas. This devious wording and mixing options needs to be sorted into a much better questionnaire & 10 y plan supporting document so the public isn't misled as much as they have been or are. WCC should take careful look over whether climate change perceived effects are real & if they need to be dealt with in the way they appear to be being attempted to start. Climate change is not the same as short episode short storm events. I believe that Deforestation is just as likely (if not more so) causing the recent storms & perceived climate change events

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: presentation
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

This submission is supported by an attachment, a summary is provided here. Summary of submission
In this submission, we are asking for:
• Reinstatement of a vertical seawall by the breakwall a win-win proposal for both Council and surfers, to address poorly executed seawall maintenance that has both affected surf quality at The Corner, and led to much more rubble on Moa Point Road in heavy swell events;
• Removal of large boulders in the swell corridor this is something WIAL have already agreed to work with us to achieve in 2018 / 2019, but we want to emphasise to Council how important this is for surfers;
• An ongoing consultation relationship between WCC and SWAG, because we think it will have benefits both for Council and for our waves;
• Monitoring the effects of major changes at Surfers' Carpark that are currently underway this will build on an already good process being followed by Council officers;
• Consultation with SWAG on replacement of sand blown onto the road another "win-win" for Council and surfers, that could combat erosion and make the waves pump; and
• We would like Council to advocate The Corner to be listed as a 'surf-break of regional significance' in the current review of the Regional Coastal Plan.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Wellington City Council Long Term Plan (LTP) 2015 – 2025

Submission by Surfing Wellington Advisory Group (SWAG) – May 2018

Background to the SWAG - Surfing Wellington Advisory Group

The Surfing Wellington Advisory Group is a collective of the key groups that represent surfers and our waves in Wellington city – comprising the Wellington Boardriders Club, the Surfbreak Protection Society, and the Lyall Bay Reef Trust.

We have formed the SWAG to be a joint advocacy group for surfers and our waves. Our kaupapa is Unite – Develop – Represent. We believe that Wellington is blessed with a beautiful natural resource in its waves that is a taonga to the city, its inhabitants, its culture, and its economy. We want this resource to be nurtured and protected.

Summary of submission

In this submission, we are asking for:

- Reinstatement of a vertical seawall by the breakwall – a win-win proposal for both Council and surfers, to address poorly executed seawall maintenance that has both affected surf quality at The Corner, and led to much more rubble on Moa Point Road in heavy swell events;
- Removal of large boulders in the swell corridor – this is something WIAL have already agreed to work with us to achieve in 2018 / 2019, but we want to emphasise to Council how important this is for surfers;
- An ongoing consultation relationship between WCC and SWAG, because we think it will have benefits both for Council and for our waves;
- Monitoring the effects of major changes at Surfers' Carpark that are currently underway – this will build on an already good process being followed by Council officers;
- Consultation with SWAG on replacement of sand blown onto the road – another "win-win" for Council and surfers, that could combat erosion and make the waves pump; and
- We would like Council to advocate The Corner to be listed as a 'surf-break of regional significance' in the current review of the Regional Coastal Plan.

Why are Wellington's waves important?

Wellington's waves are a vibrant part of the south coast's culture, sport, and history. There are a proliferation of cafés collected around Lyall Bay – including Maranui and the Spruce Goose - where people watch surfers or don wetsuits and join the action. People come to live in Wellington and rave about its waves. Lord of the Rings actors and Weta staff alike have surfed here, and tweeted out to the world. Lyall Bay is the place where surfing was first practised in New Zealand – in 1915, Duke Kahanamoku, the Hawaiian swimmer who

popularised surfing throughout the world, demonstrated the sport. In the 1960s it was the first place in the country where malibus were ridden.

A previous councillor, Ray Ahipene-Mercer, proposed to the Wellington Boardriders Club a statue of "The Duke" at the roundabout at Tirangi Road to honour this history and our connection with tangata whenua relations across the sea. We still believe this would be an excellent idea!

Surf breaks are unique and valuable components of the coastal environment. They have cultural, spiritual, recreational, and sporting value to more than 200,000 people in New Zealand (Sport and Recreation New Zealand, 2008; Graham, 2011). Surfing is considered the most popular sport in the country – more popular than rugby. Surf breaks are becoming increasingly recognised in New Zealand coastal policy, which is consistent with developments occurring internationally. There have been numerous cases worldwide where modification of the local environment has changed or destroyed waves. The argument for protection of surf breaks recognises that significant benefits for local economies and the surrounding communities are associated with these unique places.

Surfing means business

It's true. We do mean business. A leading study by Sydney University's School of Economics concluded that a surf break can add up to 2.2 percentage points a year to local GDP through the people who live and work around it, and travel to it. In Wellington's terms, that is \$7.4 billion per year - more than a blip in local economic terms.

Much of that money comes from those who live locally. Surfers are disproportionately represented in professional, managerial and business owning classes compared to the wider population (79.1% compared to 54%). They also have, on average, higher levels of educational attainment than the wider population (64% to 27%).

Let's make those studies real. In Wellington terms of surfing economy, think cafes. Think lifestyle. Think brand. The proliferation of cafes (Maranui, Spruce Goose, Botanist, Elements, Queen Sally's) all depend on the air-brushed glamour of "The Corner", Lyall Bay's premier wave, and the locals who have chosen to live near to it. The loss of The Corner to Wellington would affect a number of iconic businesses that have based themselves on the south coast, and trade on that location.

It would also affect Wellington's brand that we market to international visitors. A surfer speeding off the lip at Lyall Bay is pictured larger than life in a photo mural at Wellington International Airport Terminal – no-one other than Rico Lane of SWAG, one of the people making this submission. His fluid bottom turn greets every single international visitor when they arrive in Wellington.

There are numerous well-documented examples in academic literature of places whose economy died when surf breaks disappeared through modification of the environment. Jardim Do Mar in Portugal was a premier surf break that was ruined by a poorly planned coastal wall, and the town spiralled into economic depression. Spain's Mundaka was ruined by sand dredging, and the town had to spend millions of Euro to restore the break.

Surfing means Wellingtonians

Surfing is who we are. Many people come to Wellington and choose to stay, have families, start businesses, run the country, then grow old and buy a longboard because of its location close to classic waves. And we believe we make this city the vibrant place it is.

Take SWAG's membership, for example. We include:

- Gary Hurring, Olympian, Commonwealth medallist, and top swimming coach;
- Murray Mexted, All Black;
- David Donaldson, leading NZ musician, owner of Plan 9 Studios, and internationally respected film score composer;
- Tony Lines, partner at Kensington Swan;
- Mark Shanks, Sport Wellington;
- Rico Lane, local surf legend whose wife is co-owner of Maranui;
- Michael Petherick, lawyer, author, lead singer of The Lovers in Monaco, and unruly Cuba St raconteur;
- Russell Millar, owner of Thonet;
- James Whitaker, PR svengali for numerous public service departments; and
- A grab bag of architects, business owners, stay at home Mums and Dads, working professionals, students, and itchy wave searchers, all of who live and work in Wellington for its waves.

We aren't special. There are literally hundreds, possibly thousands of houses in Strathmore, Lyall Bay, Melrose, Hataitai, Island Bay, Breaker Bay and elsewhere on the south coast that are eagerly bought and sold by surfers because they have a view of the surf. Many Wellingtonians live here because we can surf on our doorstep.

Surfing means The Corner

"The Corner", the wave next to the airport wall on the eastern side of Lyall Bay, is one of the premier waves in New Zealand. One of the great moments of every Wellington surfers' life is arriving at The Corner in a strong southerly swell, to see waves marching down The Wall and pinballing into the crowd of surfers. On a small, wind-groomed day, The Corner is one of the great Malibu longboard waves in NZ. On a big, heavy day, it is as good as anywhere in the country – heavy, pitching, fast, and for seasoned surfers only. Wellington Airport put

The Spruce Goose directly in front of The Corner, so its patrons could have the full view of the action beyond.

It is, however, a wave that only exists through extensive modification of the beach. It has been formed by the airport seawall - "The Wall", as it is known to surfers - that forms the retaining structure for the airport and road. Because The Wall is perfectly straight, southern swells are able to line up and hit the triangle-shaped sandbank formed by the rip alongside it in a text-book lesson of wave physics in action. It is a unique place in the world for surfing. Nature would only rarely make a headland so straight.

However, the fact that The Corner has been created through modification of the beach makes it much more fragile than a natural wave, and too easy to take for granted. This is why we are making this submission. Ongoing modifications of The Wall, Surfer's Carpark, and the surrounding beach have sometimes been poorly planned, without thought to the consequences on The Corner. These modifications have had dramatic effects on the quality of The Corner over the years.

Many of these could have been anticipated and avoided through open communication with surfers, and better planning. We want the Wellington City Council to understand what a precious resource this is, and how good planning and consultation with surfers will help to preserve it, now and for future generations.

What do we want?

We have six key requests that we would like the Wellington City Council to adopt as part of its Long Term Plan.

1. Reinstatement of a Vertical Seawall by the Breakwall

Over the last few years, maintenance at the southern end of the seawall – the stretch leading to the breakwall at the end of the airport - has changed the shape of The Wall, leading to detrimental effects on the quality of the waves at The Corner.

The ongoing addition of rocks to the southern third of the seawall has created a sloping contour to The Wall, and lessened the quality, size and consistency of rideable surfing waves at The Corner. We would like this section of the sea wall (roughly 50m in length) to be reinstated to a more vertical seawall as it once was. A more vertical wall at this point of the seawall will reflect and retain most of the wave energy as it used to. The sloping contour of this section of the wall that was created by recent maintenance work has had the effect of reducing wave energy, and thus creating smaller waves and less surfable conditions at one of New Zealand's premier surfing locations.

We also believe that, by reinstating a more vertical section to this area of the wall, it will also have the added benefit of reducing the rubble and rocks that are washed onto Moa Point road when significant swell events hit the south coast of Wellington. Since the change in contour through poorly executed maintenance, there has been an increase in rocks being washed onto the road because the swells can "ramp" up onto the road.

Addressing this matter is therefore a "win-win" for Wellington City Council, Wellington International Airport Ltd, and Wellington surfers.

2. Removal of Large Boulders in the Swell Corridor

We would also like the removal of large rocks that have been placed in the ocean at the foot of the seawall, again as part of maintenance, or have moved there through heavy swell events. These are also cause for reduction of wave energy and have impacted the natural sea floor.

This problem could have been much worse. One of the members of SWAG, Russell Millar, realised that maintenance workers were disposing of excess boulders in the ocean and intervened to stop them. If he had not done so, this could have led to a very bad outcome, possibly even killing off waves at The Corner altogether.

We would like to record that Wellington International Airport Ltd has agreed to work with surfers to remove these rocks over 2018 / 2019. This is an important matter to surfers and we appreciate their constructive engagement.

3. Ongoing consultation with SWAG

We believe that surfers know the Wellington coastal environment best. Our members include people who have lived on the south coast for decades, watch every weather event like men and women obsessed, and who are professionally well qualified to provide advice on the processes on the coast. We care for it, we see ourselves as its guardians, and while surf-crazed, we are reasonable, well-educated people.

We would therefore ask Wellington City Council to see us as a consultation partner. We would like any remediation, modifications or planning for Lyall Bay go through a consultation process with SWAG and have input from local surfers and this advisory group.

4. Monitoring the effects of major changes at Surfers' Carpark

The current major construction taking place at 'Surfers' Carpark' at the eastern end of Lyall Bay is one of the most significant modifications of The Corner possible. Wellington City Council have to date taken a laudable and responsible approach to this modification – consulting with Wellington Boardriders Club and other surfers prior to the development,

and formulating a plan with expert advice from Dr Shaw Mead, principal at ECoast. We would like to thank Council officers for that.

However, based on past experience – that is, when previous changes to Surfers' Carpark were made, a modification that many members of SWAG remember extremely well - it is likely that current changes to Surfers' Carpark will have a significant impact on sandbank formation. These may improve the wave. But they also have the potential to have significant detrimental effects on The Corner. We therefore ask that Wellington City Council adopt a monitoring programme, to help WCC and surfers understand the effect of this modification, with a view to any further "tweaks" if removal of Surfers' Carpark has unexpected effects either on surf quality or beach erosion that continues to undermine the road.

Dr Shaw Mead is currently engaging in an ongoing monitoring study of The Corner for the Ministry of Business, Innovation and Enterprise. Wellington City Council could approach Dr Mead and request that this data is made available with the specific purpose of monitoring the effects of the carpark development.

5. Consultation on replacement of sand that has been blown onto the road

In discussions with Council officers, we understand that sand that is blown onto the road in heavy southerly weather events is taken to the landfill, cleaned, and then replaced on the beach.

This is extremely important both to the ongoing quality of waves in Lyall Bay, and also erosion of the sand dunes, particularly adjacent to Kingsford Smith Street and Tirangi Road. We would like the Council to consider consulting with SWAG about the placement of sand, both to combat erosion, and to improve the quality of waves at The Bend, the wave outside Real Surf at Tirangi Road, and The Corner.

Our view is that if we work together, and systematically record where sand is placed and quantities, we might create another win-win for Wellington surfers and Wellington City Council.

6. We would like Council to advocate for The Corner to be listed as a 'surf-break of regional significance.'

The Greater Wellington Regional Council is currently reviewing its Regional Coastal Plan. We would like Wellington City Council to advocate for "The Corner" to be listed as a "surfbreak of regional significance" in the Plan. This will be the best way to ensure that the environment surrounding The Corner is properly protected, now and for future generations.

Thank you for considering this submission. SWAG wishes to attend the hearings and speak in person to our submission – those who attended the last Long Term Plan hearings will know this is an event not to be missed.

Please use the contact below to acknowledge receipt of our submission and to inform us of the date and time of the hearing.

Surfers Wellington Advisory Group (SWAG)

c/- Mark Shanks

1/40 Wairere Rd

Belmont

Lower Hutt 5010

022 6580189

mrwshanks@gmail.com

NAME: David Perks	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Inner-city building conversions. Given the population growth projections for the city, housing provision will be important to enable the economic growth opportunity that population growth can deliver. As well as residential housing, increased accommodation provision for tertiary students enables the growth of that sector in Wellington. Wellington is currently facing a student accommodation shortage; considering the requirement for student and residential living together provides more opportunity for Wellington.

Transport summary

Cycling Master Plan	Support
Introduction of weekend parking fees	
Let's Get Wellington Moving	Support
Transport-related initiatives	

Do you have any other comments?

A good transport system should benefit people's overall quality of life, support economic productivity and help create healthy urban neighbourhoods. WREDA supports the Let's Get Wellington Moving programme of work which will help address the growing transport demand that is a result of the population growth. Good connectivity and accessibility are vital to the liveability of any major city. Cycling Master Plan. WREDA supports funding towards the Great Harbour Way (GHW) project being led by the NZ Transport Agency which contributes to making Wellington a better place to live and, will attract more tourists to our region. The GHW will complement and link to the signature Remutaka Cycle Trail Great Ride which is part of the NZ Cycle Trail network. Furthermore, these cycleway projects enhance urban living with an outdoor lifestyle. Investment which enables further development and consistent high-quality experiences will have long term benefits to residents, visitors and local businesses. Weekend Parking fees. WREDA suggests that the Council should undertake consumer research amongst Wellingtonians to find out how the introduction of weekend parking charges might change their behaviour before introducing the new charges. Weekend parking charges were removed from Wellington city in 1996 for Sundays and 2002 for Saturdays in a bid to attract more shoppers in the weekend to the city. Consumer research would confirm whether now is the right time or not to introduce charges without any negative impact on the weekend CBD economy.

Sustainable growth summary

Planning for growth	
Movie Museum and Convention Centre	Support
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	Support

Do you have any other comments?

ovie Museum and Convention Centre. As one of the key cultural infrastructure projects planned for Wellington city since Te Papa was opened, WREDA supports the continuation of developing the Movie Museum and Convention Centre. The forecasted economic benefits will be multiple, from 540 construction jobs during the building process through to 568 ongoing jobs once operational. In 2015 the impact of not investing in a Convention Centre was calculated as equating to the loss of up to \$24.5m of visitor expenditure in the city and up to 171 jobs. As new convention centres are now being built around New Zealand, there is a significant risk to Wellington's economy as conference and event business that Wellington currently enjoys will be lost elsewhere. Wellington Zoo upgrades. The Wellington Zoo is an important tourism and conservation attraction and WREDA supports continued investment on maintenance and upgrading its facilities. Funding of economic and tourism initiatives. Wellington City Council has a long history of committing investment to projects which make Wellington both a better place to live and visit. WREDA supports Wellington City Councils ongoing commitment to

these type of projects as identified in this Long-Term Plan Economic catalyst projects. o
 WREDA has recently tabled a report and a business case for an indoor arena which supports the development. This is an exciting project which will provide wide ranging benefits to the Wellington regional economy and residents alike. The report WREDA has tabled identifies that Wellington is missing out on around 30 significant events and \$20m of visitor spend per year without a modern, large scale and fit for purpose Arena. o WREDA is supportive of increased connectedness and improving access for all sectors of the economy which the airport runway extension is promising to deliver. Better and more direct connectivity to Asia and beyond will provide significant opportunity for many sectors of the Wellington regional economy to grow including tourism, international education and the export of specialised goods.

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	
Investment in the arts	
Do you have any other comments?	

Strengthening of Council buildings. As highlighted, many of the council buildings support the arts, national performance organisations e.g. NZSO and RNZB, as well as cultural activities which all contribute to the vibrancy of Wellington. During the closure of the St James Theatre for strengthening, WREDA will work with Council to ensure that during the closure there is minimal loss of events from the city and, that upon its re-opening there is an exciting programme of events that leverages the investment made. It is important that Council remains focused on sustainable solutions for its council buildings making them fit for purpose for the future. WREDA supports the Decade of Culture initiative designed to emphasise and enhance the city's unique creative strengths and, looks forward to working with WCC to develop the strategy that supports this initiative. As previously detailed in the Resilience and Environment section, WREDA supports the investment into the earthquake-strengthening of cultural facilities such as the Town Hall and St James Theatre. In addition, it is important for Council to make sure that ongoing investment in other venue facilities is ongoing in order to continually improve the experience for hirers and patrons such that activity levels are maximised during a period where venue availability is reduced. WREDA supports expanding the reach of major festivals and events to boost the city's profile as a cultural destination. Events and festivals provide an important script for the stories WREDA tells of Wellington to attract more visitors, students, skilled migrants and investors. Additional support for the arts. WREDA looks forward to working with WCC and the arts and creative community to develop the strategy that will deliver a coordinated programme of events and sector investment over the next 10 years. Arts and Culture Fund. Supporting the development of the arts sector in Wellington includes supporting artists and performance companies that are at the beginning of their journey. WREDA has put in place measures to provide better access to the venues it operates to this same community and looks forward to continuing work with WCC to make sure these initiatives succeed.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

WREDA would like to draw Council's attention to the area of Sports and Recreation). Sports and Recreation, as a whole, promotes a healthy lifestyle and is important to the liveability and vibrancy of both residents and visitors to our city. In putting together an events programme WREDA believes that it is important to maintain a balance between Sport and Recreation and, Arts and Culture which will collectively contribute to a better place to live, work and study for all.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

WELLINGTON REGIONAL ECONOMIC DEVELOPMENT AGENCY

Submission on

WELLINGTON CITY COUNCIL

Long Term Plan 2018 – 2028

15 May 2018



INTRODUCTION

WREDA is the regional economic development agency for the Wellington region. WREDA combines the activation of the economic development responsibilities of Wellington City Council and Greater Wellington Regional Council to advance the prosperity and liveability of the Wellington region.

WREDA's commitment to advance the prosperity, vibrancy and liveability of the Wellington region through a programme of work, is based on promoting and substantiating the unique character of our city-region, supporting existing and new businesses to thrive, and driving projects which lead to enhanced economic growth. Our vision is for Wellington to be the most prosperous, liveable and vibrant region in Australasia by 2025.

WREDA is also the region's marketing and destination story telling engine promoting Wellington as the most liveable and vibrant region in Australasia and, establishing a platform for the regions businesses to prosper.

To achieve this aim we work closely with key partners including councils, government agencies, individual businesses and business organisations, institutions and venue service providers.

SUBMISSION

WREDA would like to provide a submission on Wellington City Council's 10 year long term plan *to support your vision to grow and sustain the city as "an inclusive place where talent wants to live"*.

For all councils, striking a balance for the investment priorities of rate payer's money in your community is a great challenge. Preparedness for the future through district planning and, being connected are key to Wellington City Council's growth and reaching your long-term goals.

With this in mind, WREDA supports the following:

Resilience and Environment

- **Strengthening of Council buildings.** As highlighted, many of the council buildings support the arts, national performance organisations e.g. NZSO and RNZB, as well as cultural activities which all contribute to the vibrancy of Wellington. During the closure of the St James Theatre for strengthening, WREDA will work with Council to ensure that during the closure there is minimal loss of events from the city and, that upon its re-opening there is an exciting programme of events that leverages the investment made. It is important that Council remains focused on sustainable solutions for its council buildings making them fit for purpose for the future.

Housing

- **Inner-city building conversions.** Given the population growth projections for the city, housing provision will be important to enable the economic growth opportunity that population growth can deliver. As well as residential housing, increased accommodation provision for tertiary students enables the growth of that sector in Wellington. Wellington is currently facing a

student accommodation shortage; considering the requirement for student and residential living together provides more opportunity for Wellington.

Transport

- A good transport system should benefit people's overall quality of life, support economic productivity and help create healthy urban neighbourhoods. WREDA supports the **Let's Get Wellington Moving** programme of work which will help address the growing transport demand that is a result of the population growth. Good connectivity and accessibility are vital to the liveability of any major city.
- **Cycling Master Plan.** WREDA supports funding towards the Great Harbour Way (GHW) project being led by the NZ Transport Agency which contributes to making Wellington a better place to live and, will attract more tourists to our region. The GHW will complement and link to the signature Remutaka Cycle Trail Great Ride which is part of the NZ Cycle Trail network. Furthermore, these cycleway projects enhance urban living with an outdoor lifestyle. Investment which enables further development and consistent high-quality experiences will have long term benefits to residents, visitors and local businesses.
- **Weekend Parking fees.** WREDA suggests that the Council should undertake consumer research amongst Wellingtonians to find out how the introduction of weekend parking charges might change their behaviour before introducing the new charges. Weekend parking charges were removed from Wellington city in 1996 for Sundays and 2002 for Saturdays in a bid to attract more shoppers in the weekend to the city. Consumer research would confirm whether now is the right time or not to introduce charges without any negative impact on the weekend CBD economy.

Sustainable Growth

- **Movie Museum and Convention Centre.** As one of the key cultural infrastructure projects planned for Wellington city since Te Papa was opened, WREDA supports the continuation of developing the Movie Museum and Convention Centre. The forecasted economic benefits will be multiple, from 540 construction jobs during the building process through to 568 ongoing jobs once operational.
In 2015 the impact of not investing in a Convention Centre was calculated as equating to the loss of up to \$24.5m of visitor expenditure in the city and up to 171 jobs. As new convention centres are now being built around New Zealand, there is a significant risk to Wellington's economy as conference and event business that Wellington currently enjoys will be lost elsewhere.
- **Wellington Zoo upgrades.** The Wellington Zoo is an important tourism and conservation attraction and WREDA supports continued investment on maintenance and upgrading its facilities.
- **Funding of economic and tourism initiatives.** Wellington City Council has a long history of committing investment to projects which make Wellington both a better place to live and visit. WREDA supports Wellington City Councils ongoing commitment to these type of projects as identified in this Long-Term Plan
- Economic catalyst projects.
 - WREDA has recently tabled a report and a business case for an **indoor arena** which supports the development. This is an exciting project which will provide wide ranging

benefits to the Wellington regional economy and residents alike. The report WREDA has tabled identifies that Wellington is missing out on around 30 significant events and \$20m of visitor spend per year without a modern, large scale and fit for purpose Arena.

- WREDA is supportive of increased connectedness and improving access for all sectors of the economy which the **airport runway extension** is promising to deliver. Better and more direct connectivity to Asia and beyond will provide significant opportunity for many sectors of the Wellington regional economy to grow including tourism, international education and the export of specialised goods.

Arts and Culture

- WREDA supports the **Decade of Culture** initiative designed to emphasise and enhance the city's unique creative strengths and, looks forward to working with WCC to develop the strategy that supports this initiative.
- As previously detailed in the Resilience and Environment section, WREDA supports the investment into the earthquake-strengthening of cultural facilities such as the Town Hall and St James Theatre. In addition, it is important for Council to make sure that ongoing investment in other venue facilities is ongoing in order to continually improve the experience for hirers and patrons such that activity levels are maximised during a period where venue availability is reduced.
- WREDA supports expanding the reach of **major festivals and events** to boost the city's profile as a cultural destination. Events and festivals provide an important script for the stories WREDA tells of Wellington to attract more visitors, students, skilled migrants and investors
- **Additional support for the arts.** WREDA looks forward to working with WCC and the arts and creative community to develop the strategy that will deliver a coordinated programme of events and sector investment over the next 10 years.
- **Arts and Culture Fund.** Supporting the development of the arts sector in Wellington includes supporting artists and performance companies that are at the beginning of their journey. WREDA has put in place measures to provide better access to the venues it operates to this same community and looks forward to continuing work with WCC to make sure these initiatives succeed.

In addition to the above feedback, WREDA would like to draw Council's attention to the area of Sports and Recreation). Sports and Recreation, as a whole, promotes a healthy lifestyle and is important to the liveability and vibrancy of both residents and visitors to our city. In putting together an events programme WREDA believes that it is important to maintain a balance between Sport and Recreation and, Arts and Culture which will collectively contribute to a better place to live, work and study for all.

We look forward to continuing our work with you and supporting Wellington City with your long-term plan goals.

Wellington Regional Economic Development Agency

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Strongly support
Wastewater network improvements	Strongly support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	0
Predator Free Wellington	Strongly support
Community-led trapping	Strongly support
Resilience of the transport corridor	
Security of water supply	Support
Waste management and minimisation	Strongly support
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	
<p>Water storage and network improvements We strongly support the speedy development of the Prince of Wales Reservoir. We are however mindful of the upheaval and inconvenience that will be experienced by the Mt Cook community during the construction of the reservoir. We support the Mount Cook Mobilised request that the Wallace Street Pipeline team locate 10 temporary car parks that can be utilised during this work.</p> <p>Waste water network improvements We strongly support the upgrade of the waste water network.</p> <p>Stormwater networks We are concerned about the management of stormwater across the city, not just in regard to the Tawa and Miramar Peninsular projects discussed in the Draft Plan. There are times in our area when the existing infrastructure is clearly insufficient and the streets are flooded. This is exacerbated by the rain running off hard, impervious surfaces. We strongly support water sensitive urban design. There is increasing housing density across the city, including in our area. When this is infill housing or redevelopment of single unit sections to multiple units more and more of the land is covered. However some of the developments in Newtown are repurposing land that was formerly commercial, and where this involves demolishing existing buildings or concrete covered yards there is the potential to increase the amount of land available for porous surfaces to absorb rainwater. We would like to see an emphasis on managing stormwater by increasing the extent of porous surfaces so that less water enters the stormwater network and more infiltrates to ground. As well as reducing the quantities of water being drained, this will also reduce the load of contaminants such as heavy metals and hydrocarbons entering streams and the harbour. Increased street planting would assist, while also improving amenity and providing habitat for</p>	

indigenous flora and fauna. Built Heritage Incentive Fund As one of the areas known to have heritage buildings which do not meet the earthquake standards we have a particular interest in this area. We welcome all initiatives to assist building owners with funding and support to make these buildings safe and to maintain their heritage values. Predator Free Wellington We strongly support the Predator Free Wellington initiatives. As the goal of predator control is to protect vulnerable wild life, in particular our native birds and lizards, we also advocate for an increase in street and other plantings to improve habitats and connect patches of native bush to create "eco corridors". Community-led trapping We also strongly support community-led trapping. However the plan only proposes supporting groups trapping in the city's reserves. We advocate for extending the availability of grants to groups such as Predator Free Mt Cook, Newtown and Berhampore who provide traps and support to people trapping predators on their own property. Controlling predators on reserve land will be ineffective if it isn't backed up with control on private land as well. Security of water supply Water is a major issue and we support investing in securing its supply. Waste management and minimisation We strongly support the Waste Management and Minimisation Plan. We also want to recognise the contribution of our Newtown Festival Zero Waste Team to our awareness of the importance and the challenges of waste minimisation. We believe that their efforts have had an effect beyond what happens on Fair day and have had a much wider educational impact. It is satisfying to see how many illustrations in WCC publications about waste minimisation are photos of the team members at work at the Festival.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Oppose
Wellington Housing Strategy	
Special Housing Areas	
Inner City Building Conversion	
Special Housing Vehicle	
Rental Warrant of Fitness	
Te Whare Oki Oki	

Do you have any other comments?

The Strategic Housing Investment Plan We, like others in Wellington, are acutely aware of the increasing number of people who are unable to find safe, healthy, affordable housing, whether as owners or tenants. We are interested in ways to address this, but our response to this proposed plan at present is "not sure". There is too little detail and too many uncertainties for us to support it. For instance, the SHIP goal of "750 new social and affordable housing units" says nothing about the proportion of "social" to "affordable" units, and yet the former will increase the Council housing stock for the future while the latter will be sold. We strongly support the continuance and increase in Council housing. There are a number of such housing complexes in our suburb. We support this and approve of the moves that have been made, and are continuing to be made, to upgrade these homes. However we ask that if repairs are needed in Council housing remediation occurs with urgency "this is prompted by the situation of a family whose flat was damaged by fire and who are now in overcrowded accommodation while they wait to return. We would also support the provision of emergency housing in our area. On the other hand we are very doubtful about the possible "disposal" of council land. We are very concerned at the prospect of publicly owned land passing into private hands. We also note that although some housing might be "affordable" when it is first built and sold it is likely to be subject to market forces before too long and the "affordability" will be eroded. Wellington Housing Strategy We agree with the principles and desired outcomes of the draft housing strategy but our doubts about the proposed mechanisms, i.e. the SHIP, Special Housing Areas and an Urban Development Agency, mean that we do not give it unqualified support. Special Housing Areas We do not support SHAs when they are established without wide consultation and rely heavily on overriding provisions of the District Plan. We cannot accept that while most home owners have the amenity value of their properties protected by District Plan rules, others can have these protections swept away by SHA processes. We ask WCC to be mindful of protecting existing owners' rights alongside the goal of increasing available housing. Two special housing areas were

introduced into Newtown by stealth, seemingly purely to circumvent the District Plan, one to gain bulk and location advantages relative to affected neighbours, the other to build on an historically interesting site without pre-demolition consultation. SHAs might be an effective mechanism for increasing affordable housing if their establishment is linked to a requirement that the resulting homes are indeed affordable. This doesn't seem to have been the case so far. We suggest that the Comprehensive District Plan review proposed under the Sustainable Growth area be prioritised. Consenting processes shouldn't be so cumbersome that developers need a SHA as an incentive, but they should do their job of protecting agreed District Plan standards. Special Housing Vehicle (Urban Development Agency) Our Association supported the development of an Urban Development Agency in our submission to the WCC draft Annual Plan 2016/17. However early last year the Ministry of Business Innovation and Employment called for submissions on proposed legislation to establish Urban Development Agencies nationwide. We objected strongly to aspects of the proposed legislation, saying in our submission 'The extensive powers in these proposals allow developers to completely disregard the wishes, culture, and quality of life of the community concerned. The Urban Development Authority may have only a tenuous relationship with the Territorial Authority, and the community would have no way to hold the UDA accountable for the consequences of their actions.' The future of this proposed legislation under a new government is unclear. Our continued support of a UDA in Wellington would depend on the planning of redevelopments being done in full consultation with the community. Te Whare Oki Oki Services such as 'wet house' have our support in light of informed opinion that these services will make a difference to the wellbeing of a number of homeless people in our community. We would also encourage increased emphasis on meaningful activity and occupation. We support all council provided accommodation having community rooms and programmes to combat social isolation.

Transport summary

Cycling Master Plan Introduction of weekend parking fees Let's Get Wellington Moving Transport-related initiatives Do you have any other comments?	Support
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We recognise the urgent need for transport choices that are low-carbon, healthy, and affordable that also add to the amenity and character of Newtown. Council should place weight on the findings about Transport within the Progress Report for the 'OurTown Newtown' project. The project used a range of methodologies to proactively reach out, and engage with, as wide a range of people as possible (i.e. through questionnaires, workshops and events). Of the wider considerations beyond the facility upgrade being considered, the most frequent suggestion in all of the 8 categories (ranging from 'community space' through to 'safety') was 'addressing cycleways/cycling infrastructure' (75 times or 41%). In the 'Transport' category the second most recorded suggestion was 'address traffic congestion volumes' (37 times or 20%) (pg. 23). The authors recommend that the top suggestions are incorporated into long term planning for Newtown (pg 30). Cycling Master Plan We understand that consideration of the extension of the Cycleway through Berhampore, Newtown and Mt Cook is to resume after a considerable hiatus. We will expect that the principles of inclusive co-design will be followed as an essential part of this project. We support the proposal to deliver cycling improvements over a 10 year, rather than 20 year, timeframe, with the proviso that there is extensive engagement with the community to resolve the inevitable competing interests. Newtown should be prioritised because it is already an important cycle route, and so a greater improvement in people's safety could be achieved. There are adjustments that could be made even before a formal cycleway is established which would improve safety. These include reducing speed limits and increased signage. Our Association has long advocated for safe cycleways that provide protection for novice riders at intersections. We recommend that design methodologies are deployed that allow extensive local input and maintain on-street carparking. Proof of concept that these three attributes can successfully combine and fit the complex urban grid of the southern suburbs was established in the pilot programme led by Red Design that WCC part funded back in 2014. We note the success of the temporary Cycle Hub with the ReBicycle Trust training ground and the Mechanical Tempest free workshop which our Festival Trust has helped establish (short term) on a local development site and

urge the council to commit resources to making this a permanent feature somewhere in our community, here on the transport corridor. Let's Get Wellington Moving (LGWM) We welcome news about improving transport in Wellington, including improved cycling and rapid transit such as light rail. Our Association has long been interested in the benefits of light rail linking the CBD, Wellington Hospital, central Newtown, the Zoo, Kilbirnie, Wellington Airport, and Miramar. The recently suggested corridor that used Taranaki Street and a tunnel to Adelaide Rd, that linked Wellington High, Massey University, Wellington College and Wellington East Girls College into this transport spine, provided a visionary city network that would transform the liveability of our city, and our southern suburbs. When routes from Ngauranga to the Airport are being considered Newtown can be seen as a transport corridor, but to us it is where we live, work and play. We want to partner with GWRC /WCC in a co-design process to ensure transport plans support our vision of a thriving, diverse community and a great place to live.

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	Strongly support
Do you have any other comments?	
<p>Planning for Growth The proposal in this area that we are most interested in is the review of the District Plan. In particular we support streamlining consenting processes and making them user-friendly. Wellington Zoo upgrades We strongly support upgrading facilities at Wellington Zoo.</p>	

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Strongly support
Investment in the arts	
Do you have any other comments?	
<p>Strengthening cultural facilities We support the proposed investment in strengthening Council cultural facilities. They are housed in irreplaceable heritage buildings and although preserving them is expensive we regard it as necessary. Additional support for the arts We strongly support this proposal. The vibrant arts, events and festivals in our city are essential to the essence of Wellington, a city we can all be proud to belong to. We have a particular awareness of and sensitivity to this from hosting the Newtown Festival for so many years, and experiencing at first hand the joy of this celebration and the way it enhances our sense of place and community. We support the proposals to add additional events to the calendar. However of course when we already have a very successful event in our suburb that provides a world of food and music, injecting colour and vibrancy and enhancing Wellington's claim to be a Capital of Culture, we trust that this will be supported to continue. Our Association would like the hugely popular Newtown Festival put on a sustainable footing. We urge the Council to increase core funding in the budgeted arts support to provide at least the extra \$30,000 that the Newtown Residents Association requested in 2016 and that the Newtown Festival Trust has again requested for the 2019 Newtown Festival and onwards. Ethical remuneration for the artists who perform requires at least this amount of increase in the 3 year core funding. The Association notes the success of the temporary shopfront gallery and performance space the Newtown Festival Trust been able to establish and run for 18 months in an un-leased main street retail premises. This facility provides vital free support to theatre groups and artists city wide and brings vibrancy to central Newtown. We would like the council to commit resources to making something of this ilk a permanent feature in our community's cultural landscape.</p>	

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Street cleaning has been a perennial problem. We hope that this has been solved with an additional dedicated cleaner on the team, and we are grateful for the advocacy from the Community Liaison Officer that has led to this. It is a very new development however so we will be monitoring its progress. The demand for carparking outstripping supply is also a constant problem which needs creative attention. We support increasing street planting. As we have noted in the past, some of the previous plantings have died and haven't been replaced. Replacing missing plantings and adding others can provide habitat for native birds, and connect patches of native bush. This will complement community trapping, improve amenity, and assist with stormwater management. There has been a longstanding expectation that the only public toilets in Newtown will be upgraded, but this is yet to happen. We have also regularly requested additional public toilets in Carrara Park. Carrara Park has been designated a Community Play Space, but lacks the amenities expected in such a space. We do celebrate that we have finally got a drinking fountain in the park, but we also regard toilets as essential to optimise its useability. We hope that these matters will be attended to as part of the council's business as usual in the near future.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Submission on the Wellington City Council Draft Long Term Plan 2018-28

Introduction

The Newtown Residents' Association has been an Incorporated Society since July 1963. We are residents and business owners from Newtown and the surrounding area, who take a keen interest in the community and local issues. We are concerned with maintaining and improving our area's liveability, connectedness and sustainability and working to make our community a thriving, diverse, great place to live.

Submission

We have reviewed the Draft Plan and the projects and proposals for the five priority areas, but we do not address them all in detail. We have focussed on the aspects that seem to impact most directly on Newtown and the surrounding area.

Resilience and environment: Te manahua me te taiao

Water storage and network improvements

We strongly support the speedy development of the Prince of Wales Reservoir.

We are however mindful of the upheaval and inconvenience that will be experienced by the Mt Cook community during the construction of the reservoir. We support the Mount Cook Mobilised request that the Wallace Street Pipeline team locate 10 temporary car parks that can be utilised during this work.

Waste water network improvements

We strongly support the upgrade of the waste water network.

Stormwater networks

We are concerned about the management of stormwater across the city, not just in regard to the Tawa and Miramar Peninsular projects discussed in the Draft Plan.

There are times in our area when the existing infrastructure is clearly insufficient and the streets are flooded. This is exacerbated by the rain running off hard, impervious surfaces.

We strongly support water sensitive urban design. There is increasing housing density across the city, including in our area. When this is infill housing or redevelopment of single unit sections to multiple units more and more of the land is covered. However some of the developments in Newtown are repurposing land that was formerly commercial, and where this involves demolishing existing buildings or concrete covered yards there is the potential to increase the amount of land available for porous surfaces to absorb rainwater.

We would like to see an emphasis on managing stormwater by increasing the extent of porous surfaces so that less water enters the stormwater network and more infiltrates to ground. As well as reducing the quantities of water being drained, this will also reduce the load of contaminants such as heavy metals and hydrocarbons entering streams and the harbour. Increased street planting would assist, while also improving amenity and providing habitat for indigenous flora and fauna.

Built Heritage Incentive Fund

As one of the areas known to have heritage buildings which do not meet the earthquake standards we have a particular interest in this area. We welcome all initiatives to assist building owners with funding and support to make these buildings safe and to maintain their heritage values.

Predator Free Wellington

We strongly support the Predator Free Wellington initiatives.

As the goal of predator control is to protect vulnerable wild life, in particular our native birds and lizards, we also advocate for an increase in street and other plantings to improve habitats and connect patches of native bush to create 'eco corridors'.

Community-led trapping

We also strongly support community-led trapping. However the plan only proposes supporting groups trapping in the city's reserves. We advocate for extending the availability of grants to groups such as Predator Free Mt Cook, Newtown and Berhampore who provide traps and support to people trapping predators on their own property. Controlling predators on reserve land will be ineffective if it isn't backed up with control on private land as well.

Security of water supply

Water is a major issue and we support investing in securing its supply.

Waste management and minimisation

We strongly support the Waste Management and Minimisation Plan. We also want to recognise the contribution of our Newtown Festival Zero Waste Team to our awareness of the importance and the challenges of waste minimisation. We believe that their efforts have had an effect beyond what happens on Fair day and have had a much wider educational impact. It is satisfying to see how many illustrations in WCC publications about waste minimisation are photos of the team members at work at the Festival.

Housing: Ngā kāinga

The Strategic Housing Investment Plan

We, like others in Wellington, are acutely aware of the increasing number of people who are unable to find safe, healthy, affordable housing, whether as owners or tenants. We are interested in ways to address this, but our response to this proposed plan at present is “not sure”. There is too little detail and too many uncertainties for us to support it. For instance, the SHIP goal of “750 new social and affordable housing units” says nothing about the proportion of “social” to “affordable” units, and yet the former will increase the Council housing stock for the future while the latter will be sold.

We strongly support the continuance and increase in Council housing. There are a number of such housing complexes in our suburb. We support this and approve of the moves that have been made, and are continuing to be made, to upgrade these homes. However we ask that if repairs are needed in Council housing remediation occurs with urgency – this is prompted by the situation of a family whose flat was damaged by fire and who are now in overcrowded accomodation while they wait to return. We would also support the provision of emergency housing in our area.

On the other hand we are very doubtful about the possible ‘disposal’ of council land. We are very concerned at the prospect of publicly owned land passing into private hands. We also note that although some housing might be ‘affordable’ when it is first built and sold it is likely to be subject to market forces before too long and the ‘affordability’ will be eroded.

Wellington Housing Strategy

We agree with the principles and desired outcomes of the draft housing strategy but our doubts about the proposed mechanisms, i.e. the SHIP, Special Housing Areas and an Urban Development Agency, mean that we do not give it unqualified support.

Special Housing Areas

We do not support SHAs when they are established without wide consultation and rely heavily on overriding provisions of the District Plan. We cannot accept that while most home owners have the amenity value of their properties protected by District Plan rules, others can have these protections swept away by SHA processes. We ask WCC to be mindful of protecting existing owners’ rights alongside the goal of increasing available housing.

Two special housing areas were introduced into Newtown by stealth, seemingly purely to circumvent the District Plan, one to gain bulk and location advantages relative to affected neighbours, the other to build on an historically interesting site without pre-demolition consultation.

SHAs might be an effective mechanism for increasing affordable housing if their establishment is linked to a requirement that the resulting homes are indeed affordable. This doesn’t seem to have been the case so far.

We suggest that the Comprehensive District Plan review proposed under the Sustainable Growth area be prioritised. Consenting processes shouldn't be so cumbersome that developers need a SHA as an incentive, but they should do their job of protecting agreed District Plan standards.

Special Housing Vehicle (Urban Development Agency)

Our Association supported the development of an Urban Development Agency in our submission to the WCC draft Annual Plan 2016/17. However early last year the Ministry of Business Innovation and Employment called for submissions on proposed legislation to establish Urban Development Agencies nationwide. We objected strongly to aspects of the proposed legislation, saying in our submission "The extensive powers in these proposals allow developers to completely disregard the wishes, culture, and quality of life of the community concerned. The Urban Development Authority may have only a tenuous relationship with the Territorial Authority, and the community would have no way to hold the UDA accountable for the consequences of their actions."

The future of this proposed legislation under a new government is unclear. Our continued support of a UDA in Wellington would depend on the planning of redevelopments being done in full consultation with the community.

Te Whare Oki Oki

Services such a 'wet house' have our support in light of informed opinion that these services will make a difference to the wellbeing of a number of homeless people in our community. We would also encourage increased emphasis on meaningful activity and occupation. We support all council provided accomodation having community rooms and programmes to combat social isolation.

Transport: Ngā waka haere

We recognise the urgent need for transport choices that are low-carbon, healthy, and affordable that also add to the amenity and character of Newtown.

Council should place weight on the findings about Transport within the Progress Report for the "Our Town Newtown" project. The project used a range of methodologies to proactively reach out, and engage with, as wide a range of people as possible (i.e. through questionnaires, workshops and events). Of the wider considerations beyond the facility upgrade being considered, the most frequent suggestion in all of the 8 categories (ranging from 'community space' through to 'safety') was "addressing cycleways/cycling infrastructure" (75 times or 41%). In the "Transport" category the second most recorded suggestion was "address traffic congestion volumes" (37 times or 20%) (pg. 23). The authors recommend that the top suggestions are incorporated into long term planning for Newtown (pg 30).

Cycling Master Plan

We understand that consideration of the extension of the Cycleway though Berhampore, Newtown and Mt Cook is to resume after a considerable hiatus. We will expect that the principles of inclusive co-design will be followed as an essential part of this project.

We support the proposal to deliver cycling improvements over a 10 year, rather than 20 year, time frame, with the proviso that there is extensive engagement with the community to resolve the inevitable competing interests.

Newtown should be prioritised because it is already an important cycle route, and so a greater improvement in people's safety could be achieved. There are adjustments that could be made even before a formal cycleway is established which would improve safety. These include reducing speed limits and increased signage.

Our Association has long advocated for safe cycleways that provide protection for novice riders at intersections. We recommend that design methodologies are deployed that allow extensive local input and maintain on-street carparking. Proof of concept that these three attributes can successfully combine and fit the complex urban grid of the southern suburbs was established in the pilot programme led by Red Design that WCC part funded back in 2014.

We note the success of the temporary Cycle Hub with the ReBicycle Trust training ground and the Mechanical Tempest free workshop which our Festival Trust has helped establish (short term) on a local development site and urge the council to commit resources to making this a permanent feature somewhere in our community, here on the transport corridor.

Let's Get Wellington Moving (LGWM)

We welcome news about improving transport in Wellington, including improved cycling and rapid transit such as light rail. Our Association has long been interested in the benefits of light rail linking the CBD, Wellington Hospital, central Newtown, the Zoo, Kilbirnie, Wellington Airport, and Miramar. The recently suggested corridor that used Taranaki Street and a tunnel to Adelaide Rd, that linked Wellington High, Massey University, Wellington College and Wellington East Girls College into this transport spine, provided a visionary city network that would transform the liveability of our city, and our southern suburbs.

When routes from Ngauranga to the Airport are being considered Newtown can be seen as a 'transport corridor', but to us it is where we live, work and play. We want to partner with GWRC / WCC in a co-design process to ensure transport plans support our vision of a thriving, diverse community and a great place to live.

Sustainable growth: Te kauneke tauwhiro

Planning for Growth

The proposal in this area that we are most interested in is the review of the District Plan. In particular we support streamlining consenting processes and making them user-friendly.

Wellington Zoo upgrades

We strongly support upgrading facilities at Wellington Zoo.

Arts and Culture: Ngā toi me to ahurea

Strengthening cultural facilities

We support the proposed investment in strengthening Council cultural facilities. They are housed in irreplaceable heritage buildings and although preserving them is expensive we regard it as necessary.

Additional support for the arts

We strongly support this proposal.

The vibrant arts, events and festivals in our city are essential to the essence of Wellington, a city we can all be proud to belong to.

We have a particular awareness of and sensitivity to this from hosting the Newtown Festival for so many years, and experiencing at first hand the joy of this celebration and the way it enhances our sense of place and community.

We support the proposals to add additional events to the calendar. However of course when we already have a very successful event in our suburb that provides a 'world of food and music', injecting colour and vibrancy and enhancing Wellington's claim to be a Capital of Culture, we trust that this will be supported to continue. Our Association would like the hugely popular Newtown Festival put on a sustainable footing. We urge the Council to increase core funding in the budgeted arts support to provide at least the extra \$30,000 that the Newtown Residents' Association requested in 2016 and that the Newtown Festival Trust has again requested for the 2019 Newtown Festival and onwards. Ethical remuneration for the artists who perform requires at least this amount of increase in the 3 year core funding.

The Association notes the success of the temporary shopfront gallery and performance space the Newtown Festival Trust been able to establish and run for 18 months in an un-leased mainstreet retail premises. This facility provides vital free support to theatre groups and artists city wide and brings vibrancy to central Newtown. We would like the council to commit resources to making something of this ilk a permanent feature in our community's cultural landscape.

Further Comments

We are fortunate in Newtown as we have benefitted from the establishment of the Kia Ora Newtown base and the appointment of a Community Liaison Officer for Newtown. We definitely support this being continued and expanded to all other suburbs. In addition to this our participation in a co-design process of local planning through the "Our Town Newtown" project has brought us into a closer relationship with Council officers, and we appreciate this connection.

In spite of this we have continued to have unmet needs that we have made submissions about in the past.

Street cleaning has been a perennial problem. We hope that this has been solved with an additional dedicated cleaner on the team, and we are grateful for the advocacy from the Community Liaison Officer that has led to this. It is a very new development however so we will be monitoring its progress.

The **demand for carparking** outstripping supply is also a constant problem which needs creative attention.

We support **increasing street planting**. As we have noted in the past, some of the previous plantings have died and haven't been replaced. Replacing missing plantings and adding others can provide habitat for native birds, and connect patches of native bush. This will complement community trapping, improve amenity, and assist with stormwater management.

There has been a longstanding expectation that the only **public toilets** in Newtown will be upgraded, but this is yet to happen. We have also regularly requested **additional public toilets in Carrara Park**. Carrara Park has been designated a Community Play Space, but lacks the amenities expected in such a space. We do celebrate that we have finally got a drinking fountain in the park, but we also regard toilets as essential to optimise its useability.

We hope that these matters will be attended to as part of the council's 'business as usual' in the near future.

Thank you for the opportunity to make this submission. We would like the opportunity to speak to Councillors about it in the appropriate forum.

Rhona Carson

President, Newtown Residents' Association

May 15th 2018

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alana Bowman		Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Support</p>
<p>Build Heritage Incentive Fund - I urge Council to retain the funding at the current level of \$3 million to ensure the more historic buildings, especially on Cuba Street, are retained for local interest, tourist attractions, and respect for Wellington's heritage.</p>	

Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Council Housing - The upgrade for Arlington Flats and before that the Central Park Apartments are excellent, and I urge the Council to continue to prioritise improving its housing stock as one of its core functions.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Transport - I support Option A, with the conditions suggested by Save the Basin, and urge that no flyover or bridge be built at the Basin Reserve. I support funding for light rail and I suggest that Council work with Regional Council to immediately undertake building a light rail system, monitor its effect, and then review whether a second Mt Victoria tunnel is required. Buses, rail and light rail - I urge Council to use its leverage with Regional Council to insist that all contracts in future protect drivers wages and working conditions.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Convention Centre - I urge Council to review the economic case for supporting this projects, given a private party, Willis Bond, owns the land where the project is proposed as well as possibly being the builder of the project, and whether this project is economically viable any longer.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Safety - I support efforts by WCC to end sexual assault in Wellington, and I urge Council to allocate funding for services for this projects.**Recycling** - The current system requires residents to house rubbish for 13 days after each collection. This creates unhealthy environments in each residence and often the bags and bins are left outdoors for rats and wind to create damage. I urge a return to weekly pick up**Museum Stand** - I urge Council to accept Council staff recommendation to refurbish and renovate the Museum Stand and upgrade the Basin Reserve. This is a facility that will be used by generations, and is a showcase for Wellington and cricket world wide.**Rates** - I am concerned that Wellington's continuing rates rise will force young and vulnerable residents out of the city. I suggest that WCC focus on core activities, infrastructure, resilience and while also establishing a strategy to fund arts and heritage to retain the Wellington edge, while making the city a welcoming place for innovation, science, and creativity.**Accessibility** - Wellington must include a mandate for including accessibility as a priority in its buildings and in private buildings open to the public.**Waterfront** - I urge Council to establish a moratorium on any further buildings on the waterfront. As the CBD grows and more young families move in the kids need free, open space to play and the waterfront is one of the best places for everyone. Further, I urge Council to abandon the plans for renovating Frank Kitts Park to keep that space open and available for festivals, music, and lunch crowds.**Living Wage** - I commend Council for its commitment to Living Wage and I urge that all Council contractors be required to meet this level as well.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Fiona Lewis

From: Alana Bowman <alana.bowman@mac.com>
Sent: Tuesday, 15 May 2018 4:29 p.m.
To: BUS: Long Term Plan
Subject: 10-Year Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Alana Bowman
PO B0x 24332
Wellington 6011

Submission on 10 Year Plan

Rates - I am concerned that Wellington's continuing rates rise will force young and vulnerable residents out of the city. I suggest that WCC focus on core activities, infrastructure, resilience and while also establishing a strategy to fund arts and heritage to retain the Wellington edge, while making the city a welcoming place for innovation, science, and creativity.

Accessibility - Wellington must include a mandate for including accessibility as a priority in its buildings and in private buildings open to the public.

Waterfront - I urge Council to establish a moratorium on any further buildings on the waterfront. As the CBD grows and more young families move in the kids need free, open space to play and the waterfront is one of the best places for everyone. Further, I urge Council to abandon the plans for renovating Frank Kitts Park to keep that space open and available for festivals, music, and lunch crowds.

Build Heritage Incentive Fund - I urge Council to retain the funding at the current level of \$3 million to ensure the more historic buildings, especially on Cuba Street, are retained for local interest, tourist attractions, and respect for Wellington's heritage.

Living Wage - I commend Council for its commitment to Living Wage and I urge that all Council contractors be required to meet this level as well.

Council Housing - The upgrade for Arlington Flats and before that the Central Park Apartments are excellent, and I urge the Council to continue to prioritise improving its housing stock as one of its core functions.

Museum Stand - I urge Council to accept Council staff recommendation to refurbish and renovate the Museum Stand and upgrade the Basin Reserve. This is a facility that will be used by generations, and is a showcase for Wellington and cricket world wide.

Transport - I support Option A, with the conditions suggested by Save the Basin, and urge that no flyover or bridge be built at the Basin Reserve.

I support funding for light rail and I suggest that Council work with Regional Council to immediately undertake building a light rail system, monitor its effect, and then review whether a second Mt Victoria tunnel is required.

Buses, rail and light rail - I urge Council to use its leverage with Regional Council to insist that all contracts in future protect drivers wages and working conditions.

Shelly Bay - I urge Council to provide evidence to residents that the development at Shelly Bay will not create traffic gridlock and congestion at the pinch points at Cobram Drive, Basin Reserve, Inner City Bypass, and that ratepayers will not bear the costs of the necessary infrastructure, if so Council should reconsider support for this project.

Convention Centre - I urge Council to review the economic case for supporting this projects, given a private party, Willis Bond, owns the land where the project is proposed as well as possibly being the builder of the project, and whether this project is economically viable any longer.

Recycling - The current system requires residents to house rubbish for 13 days after each collection. This creates unhealthy environments in each residence and often the bags and bins are left outdoors for rats and wind to create damage. I urge a return to weekly pick up.

Further, I urge Council to replace the plastic bags currently used with biodegradeable bags.

Fiona Lewis

From: Alana Bowman <alana.bowman@mac.com>
Sent: Tuesday, 15 May 2018 11:08 p.m.
To: BUS: Long Term Plan
Subject: Further submission on 10 Year Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Alana Bowman
PO BOx 24332
Wellington 6011

Further to my earlier submission:

Safety - I support efforts by WCC to end sexual assault in Wellington, and I urge Council to allocate funding for services for this projects.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Gibson	Northland	Individual	forum

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

SUBMISSION TO WELLINGTON CITY COUNCIL RE ITS 10-YEAR PLAN

I submit that any efforts to ensure that there were a reasonable number of affordable houses in the recently consulted development at Shelly Bay were totally inadequate and that this attitude be remedied on all future such occasions.

I also ask for clarity to be expressed regarding the matters raised in my email shown below.

I wish to speak to an oral forum regarding this submission.



Michael Gibson
7 Putnam Street
Northland
Wellington 6012
Tel 4757545

Michael Gibson
Dated 15 May 2018

TEXT OF EMAIL SENT TO WELLINGTON CITY COUNCIL ON MAY 9 2018

With reference to the extracts from page 21 of the Consultation document on the Council's 10-year Plan, as shown below:

- 1/ what exactly is the measure used for "affordability"? (For example, is "affordability" linked to a purchaser's means and, if so, what are the means currently being used as a measure?),
- 2/ How many "affordable houses" are there in the latest plans (involving The Wellington Company) for Shelly Bay? and
- 3/ Is any part of the "\$22 million of capital expenditure" currently committed? If so, how much and what for?

Thank you.

Michael Gibson

EXTRACTS FROM PAGE 21 OF CONSULTATION DOCUMENT

"We are proposing to take a more active role to avoid an Auckland style housing crisis in Wellington. This means more actively managing the land and housing portfolio we own to increase both social and social and affordable housing

We also propose to work with central government to explore introducing more Special Housing Areas into the city (with affordability as a measure).

The programme involves: leveraging surplus land to deliver affordable housing

This is likely to involve partnering with developers and other housing providers. We also propose to explore introducing more Special Housing Areas into the city (with affordability as a measure).

..... We are proposing \$22 million of capital expenditure to deliver this work."

URGENT SUBMISSION ON 10-YEAR PLAN OF WELLINGTON CITY COUNCIL

I submit that it is illegal for the Council to omit its plans for the development of the waterfront from the consultation document on its 10-year Plan.

I have drawn the attention of the Audit Office to my letter published by The Dominion Post on May 8th (as shown below) and I plan to take further steps aimed at ensuring that the problems arising from the deficiencies in its certificate are properly addressed. I ask elected members to encourage every co-operation between Council officers and the Audit Office in dealing with the need to consult legally and properly regarding its 10-Year Plan.

The Dominion Post Tuesday, May 8, 2018

Letters Opinion

Pure propaganda

Geoff Simmons' worthwhile thoughts on Wellington City Council's Long-Term Plan (*My five-point plan for city*, May 1) led me to go through all 64 pages of the consultation document which is being used as propaganda on the subject.

His article ended by saying the council seems to be motivated by "nice-to-haves" and it is indeed feel-good to see the words "movie museum" used no fewer than 12 times in the document, especially because of its association with Sir Peter Jackson.

However, I also wanted to know the timetable for improving the children's playground in Frank Kitts Park, but found nothing at all. Indeed, amazingly, the word "waterfront" is entirely missing from the document. How could this happen in any 64-page document about Wellington?

Was it a mistake in giving instructions to the public relations people? Or was it because the council realises Wellingtonians have stopped "feeling good" about the plans they have made over many years to spoil our waterfront? I have made a submission in order to find out.

Michael Gibson, Northland

Finally I note that the Council has been notorious over recent years for avoiding proper consultation on Wellington's precious and much-valued waterfront. This has led to its open and green character being spoiled solely at the behest of developers and other third parties. I therefore further submit that the Council reassess its whole attitude to the Wellington public and to the consultation processes which it adopts as a matter of habit.

I wish to speak in an oral forum regarding this submission.

Michael Gibson, 7 Putnam Street, Northland, Wellington 6012

Dated 13 May 2018

Tel 4757545

8

Received 2/5/2018

SUBMISSION TO WELLINGTON CITY COUNCIL RE ITS 10-YEAR PLAN

I understand from the Mayor that badly-needed improvements to the Playground at Frank Kitts Park depend on resource consent being given for a nearby Garden, to be known as the Garden of Beneficence. However, the Draft 10-Year Plan states that progress on the Garden of Beneficence depends on the attainment of "External funding commitments".

According to a Memorandum of Understanding which the last Mayor signed in Auckland the Garden (and hence the improvements to the Playground) was to commence in 2015. I submit that, if the Garden of Beneficence is dependent on "External funding commitments" and if these are still not forthcoming, any proposal for building a Garden of Beneficence next to the Playground be immediately shelved and the improvements to the Playground be started immediately. In any event details of the "External funding commitments" should be made public. My email dated 13 April 2018 (referenced IRO 6778) as shown below, is relevant.

I wish to speak to an oral forum regarding this submission.

Michael Gibson
7 Putnam Street
Northland
Wellington 6012
Tel 4757545

Dated 20 April 2018

From: Michael Gibson
Sent: Friday, 13 April 2018 3:55 p.m.
To: info@wcc.govt.nz
Subject: The Council's Plan - request under L.G.O.I.M.A

In connection with the phrase "Construction can commence at the beginning of 2018 provided External funding commitments for the Chinese garden (sic) are attained" as shown on Page 2 of Item 3.1 "Wellington Waterfront Development Plan" considered by the Council Meeting held on April 5 2018 please let me know the following:

- 1/ What are the "commitments"?
- 2/ To whom were the "commitments" made and by whom?
- 3/ Was any timeframe involved when the "commitments" were given?
- 4/ When and how were they made and in what circumstances?
- 5/ Has any money been earmarked in respect of the "commitments"?
- 6/ If so how much and how secure is that money so far as the Council is concerned?
- 7/ Is that money dependent on any particular condition or contingency before it is made available to the Council?
- 8/ If so, what?
- 9/ Is there any deadline i.e. do the "commitments" have to be met by a certain time?

It might be noted that I have a special interest in the matter having recently been an Appellant in the Environment Court regarding safety matters in Frank Kitts Park.

Michael Gibson
(Submission copied to all Councillors)

NAME: Anonymous	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Stop any projects that are unnecessary nice to haves, vanity/show projects which are an expensive waste of rate/tax payer money. eg unnecessary cycleways in suburbs which neither need or want them. So many cycleways around the country have just become an expensive, empty waste of road space, for a limited, elite few. Use the money for community good. Not the lycra louts occasionally passing through poorer suburbs. They are a slap in the face for these suburbs %ÛÛ watch the rich passing through on their \$5000 bikes while suburbs are seriously inconvenienced or made dangerous for other road users. And so many other things that the suburb needs. The focus for Council should be improving public transport. Light rail seems to be the obvious. But do something sooner rather than 10 years time.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

So many events and projects the Council supports are nothing to do for the good of all rate payers. There is no %Û÷trickle down%Ûª. eg WoW benefits only the hotels and restaurants and retailers. Why don%Ûªt they pay to have this event, not the general rate payer. Don%Ûªt pursue the extension to the airport any further. Enough money has been wasted already. The last local council elections raised this as an essential issue %ÛÛ do not ignore it. If the Airport Organisation or businesses think it will be such a great asset, let them invest. Do not waste rate payer money with such a white elephant. Wellington is a no-name city at the arse end of the world. No one knows or cares about us. This is not a build it and they%Ûªll come. They won%Ûªt. Far more interesting and economic places to go to. Do not waste tax/rate payer money.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Rates are already exorbitant for what the ordinary ratepayer gets in return. Do not raise them. Get the funds you need for essential infrastructure from the vanity project infrastructure.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Rebecca Tong

From: BUS: Long Term Plan
Sent: Wednesday, 16 May 2018 2:32 p.m.
To: Rebecca Tong
Subject: FW: Submission

From: Catherine Carter [<mailto:catherine.carter@xtra.co.nz>]
Sent: Tuesday, 15 May 2018 11:36 p.m.
To: BUS: Long Term Plan
Subject: Submission

Stop any projects that are unnecessary nice to haves, vanity/show projects which are an expensive waste of rate/tax payer money. eg unnecessary cycleways in suburbs which neither need or want them. So many cycleways around the country have just become an expensive, empty waste of road space, for a limited, elite few. Use the money for community good. Not the lycra louts occasionally passing through poorer suburbs. They are a slap in the face for these suburbs – watch the rich passing through on their \$5000 bikes while suburbs are seriously inconvenienced or made dangerous for other road users. And so many other things that the suburb needs.

So many events and projects the Council supports are nothing to do for the good of all rate payers. There is no 'trickle down'. eg WoW benefits only the hotels and restaurants and retailers. Why don't they pay to have this event, not the general rate payer.

Don't pursue the extension to the airport any further. Enough money has been wasted already. The last local council elections raised this as an essential issue – do not ignore it. If the Airport Organisation or businesses think it will be such a great asset, let them invest. Do not waste rate payer money with such a white elephant. Wellington is a no-name city at the arse end of the world. No one knows or cares about us. This is not a build it and they'll come. They won't. Far more interesting and economic places to go to. Do not waste tax/rate payer money.

The focus for Council should be improving public transport. Light rail seems to be the obvious. But do something sooner rather than 10 years time.

Rates are already exorbitant for what the ordinary ratepayer gets in return. Do not raise them. Get the funds you need for essential 'infrastructure' from the vanity project 'infrastructure'.

Yours sincerely

Catherine Carter
42 Crawford Rd. Kilbirnie, Wellington.

NAME: Sam Donald	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: presentation
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Do you have any other comments?

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Transport summary

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Do you have any other comments?

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Sustainable growth summary

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Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Submission of Vogelmorn Precinct Steering Group

Vogelmorn Precinct



1. Community engagement in co-design process

The wider Vogelmorn community includes residents from Kingston, Mornington, Vogelstown, and Brooklyn, as well as interested people from around the city. Over the last two years, the Vogelmorn community has been working with Co-op Cooperative and Wraight Associates on a co-design process with a view to developing the former Vogelmorn Bowling Club Green (owned by WCC), and the surrounding precinct, including Vogelmorn Hall, into a vibrant community space that is accessible for all.

The community has undertaken hundreds of hours of professional and community time, alongside WCC-funded workshops and collaborative design processes, to get to this point. It has so far been a productive, collaborative process greatly valued by all participants and the extended community and recognised by WCC as a model of community engagement.

2. Development of cost-effective plan

The community's efforts have been based on the understanding that the Vogelmorn Precinct Plan could be realised in the short to medium term. The designers have endeavoured to produce an achievable plan that focuses on aligning existing facilities with community values and priorities, rather than proposing major new-build structures. This makes the plan highly cost-effective and a sustainable use of existing assets.

The Vogelmorn Precinct Plan is **attached**. It has been costed by a quantity surveyor, and the designers have even identified phases for implementing the plan, beginning with low-cost projects that have been selected according to community priorities. The overall cost estimate is based on the assumption that all work will be done by commercial providers, though we are confident that the cost could be far lower by virtue of voluntary labour and donated professional services from the community. However, such community voluntary contributions are likely to be less substantial if the momentum of the project dissipates through a lack of tangible progress and the costs of implementing the plans are likely to be higher in the the future due to predicted cost escalations of 6% per annum.

3. Uncertain funding

Unfortunately, the draft 2018-2018 LTP shows the understanding on which this community co-design process was based may have been incorrect, as the draft LTP does not specify any funding for this project. We have had an indication that a funding allocation in years 5 or 6 of the LTP period is to be

incorporated, although the community are yet to see any formal recognition of this in the LTP documentation. At any rate, that timeframe would result in no meaningful progress being made until some 7 to 8 years after the community was first engaged in this co-design process, and 9 to 10 years after the Kaka Project consultation began. To get good value out of the WCC funding to date the project needs to develop to its potential in a timely manner.

4. **Maintaining momentum for community engagement and contribution**

Seven (or ten) years is too long to wait for action for a community that has been very giving towards this initiative. There is a lot of support and enthusiasm for the work done to date and if a practical timeline, from the community's perspective, is not achieved, then there is a risk that the connective work will be undone.

Precedents show us that successful community co-design projects must be able to respond quickly, with visible and "small win" outcomes being prioritised where larger opportunities may take longer. Failing to continue momentum through an engagement project can undo progress, potentially reversing support and custodianship of the project by local participants. This can compromise the overall success of the project.

On the other hand, where timeframes and engagement are aligned with community expectations, the contribution of local support and volunteer effort can be of great value to the project. This potential community contribution can create positive economic and community development outcomes while enabling other opportunities that are interconnected with the planned development.

5. **Governance**

The Vogelmorn Precinct Steering Group Committee can operate as a provisional governance body for the Green, representing as it does the neighbouring Brooklyn Community Association, Friends of Ōwhiro Stream, the Vogelmorn Tennis Club, Ridgway School, the Vogelmorn Community Group and WCC. We ask that WCC commit to dialogue and long-term governance discussion about the future of the Green this upcoming year.

6. **Commitments sought**

We are now seeking specific commitments from WCC and a clear timeline to realise the community's vision for this much needed public space for Vogeltown, Mornington, Kingston and the wider Brooklyn neighbourhood.

Given WCC's recognition of the Kaka Project and the Vogelmorn Precinct process as an exemplar model for grassroots community planning and engagement, we ask that WCC:

- a) **Approve** the Vogelmorn Precinct Plans (appended to this submission) as developed by Co-op Cooperative and Wraight Associates and the Vogelmorn community through the Vogelmorn Precinct co-design process;
- b) **Provide** support for WCC Officers to enable initial prioritised stages of the Vogelmorn Precinct Plans to be funded by WCC in the next one to two years, preferably with an LTP funding allocation or alternatively from within existing ongoing budgets, so that a staged approach can be implemented (refer attached 'Vogelmorn Precinct Stage 1 Works' dated 15 March 2018);
- c) **Agree** to a timeline for the full implementation of the Vogelmorn Precinct Plans, ideally much sooner than seems to currently be envisaged by WCC and include funding within the 2018-2028 LTP for the works (refer attached Preliminary Design Cost Estimate dated 20 Feb 2018 - with allowance to be made for cost escalation);
- d) **Engage** in discussions about long-term governance for the Vogelmorn Precinct.

Kia ora koutou katoa

On behalf of the Vogelmorn Precinct Steering Group



PO Box 19212
Wellington 6149
04 381 3355
diccon@waal.co.nz

in collaboration with:

Sam Donald
&

Co-op Cooperative Ltd.
collaboration architecture environment design

VOGELMORN PRECINCT
93 Mornington Rd, Brooklyn
Vogelmorn Precinct Steering Group

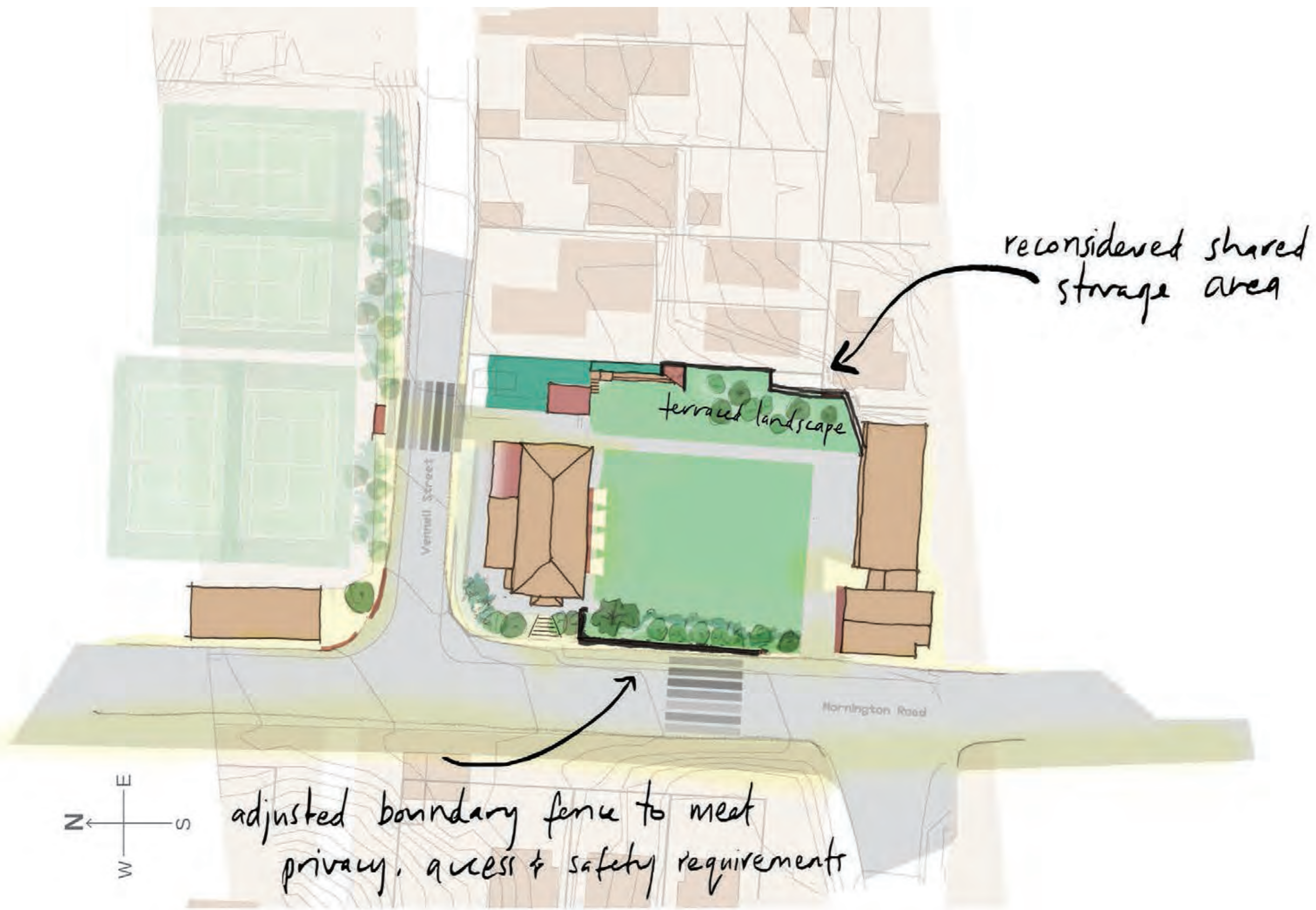
PRELIMINARY LANDSCAPE DESIGN

DATE	REVISION	NOTES
12.09.17	/	For Discussion/Comment
16.09.17	A	For Discussion/Workshop
25.10.17	B	For Approval

CONTENTS

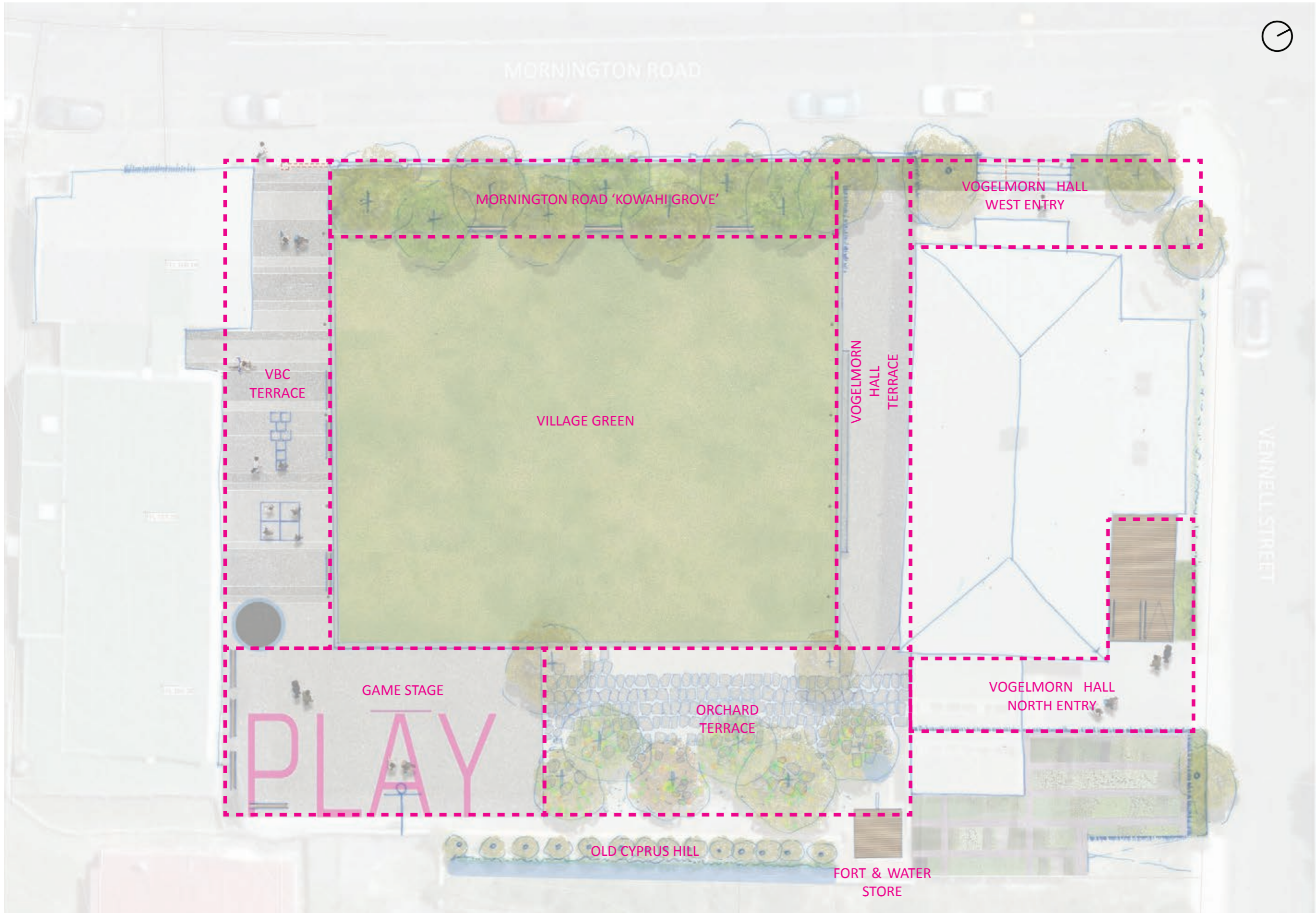
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L0.01	Initial Co-op Plan	-
L1.00	Preliminary Area Plan	1:200 @ A3
L1.01	Preliminary Site Plan	1:200 @ A3
L2.00	Elevations	1:100 @ A3
L2.01	Elevations	1:100 @ A3
L3.00	Materials Palette	-
L3.01	Sketch Perspectives	-
L4.00	Planting Palette	-





adjusted boundary fence to meet
privacy, access & safety requirements

reconsidered shared
storage area





A COURTYARD EAST FACING ELEVATION
1:100 @ A3



B COURTYARD WEST FACING ELEVATION
1:100 @ A3

KEY PLAN



C VOGELMORN HALL WESTERN ELEVATION
1:100 @ A3



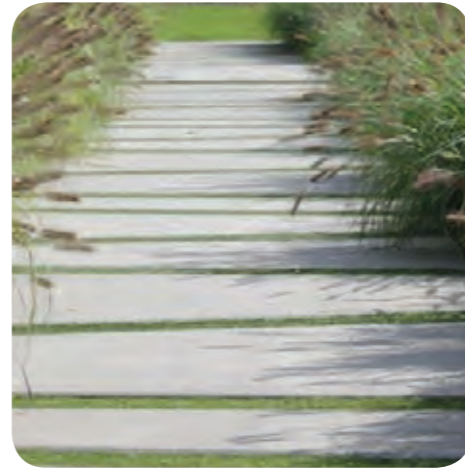
D VOGELMORN HALL SOUTHERN ELEVATION
1:100 @ A3

KEY PLAN



E VENNELL STREET ELEVATION
1:100 @ A3

LANDSCAPE MATERIALS PALETTE



Entry markers / visually permeable fence

Orchard with recycled concrete paving & native under planting

Climbing plants on eastern boundary fence

Fort & water store (above)
Concrete large format paving / surplus donated concrete / colour and textural variation (below)

Childs play - self build structures



MORNINGTON ROAD 'KOWHAI GROVE'



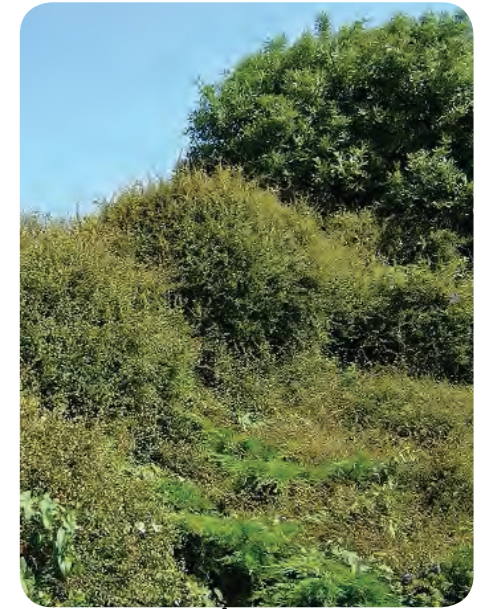
CYPRUS HILL



ENTRANCE GARDENS



ORCHARD TERRACE



Arthropodium cirratum
Rengarenga Lily

Astelia fragrans
Bush Lily

Blechnum novae zelandiae
Kiokio

Fuchsia perscandens
Scrambling Fuchsia

Libertia ixioides
Mikoiko

Lobelia angulata
Panakenake

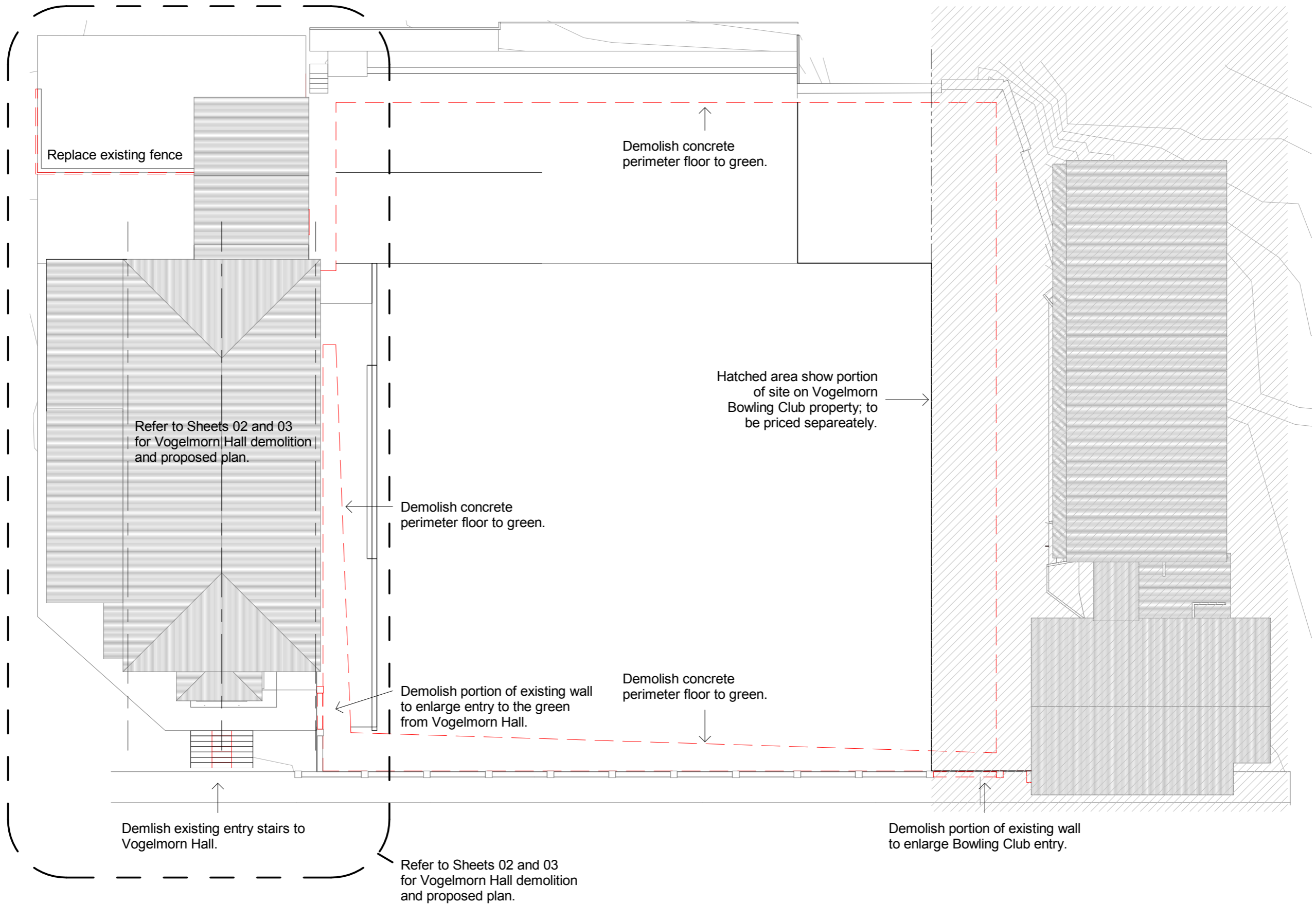
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Lancewood

Sophora microphylla
Kōwhai

Tecomanthe speciosa
Three Kings Vine

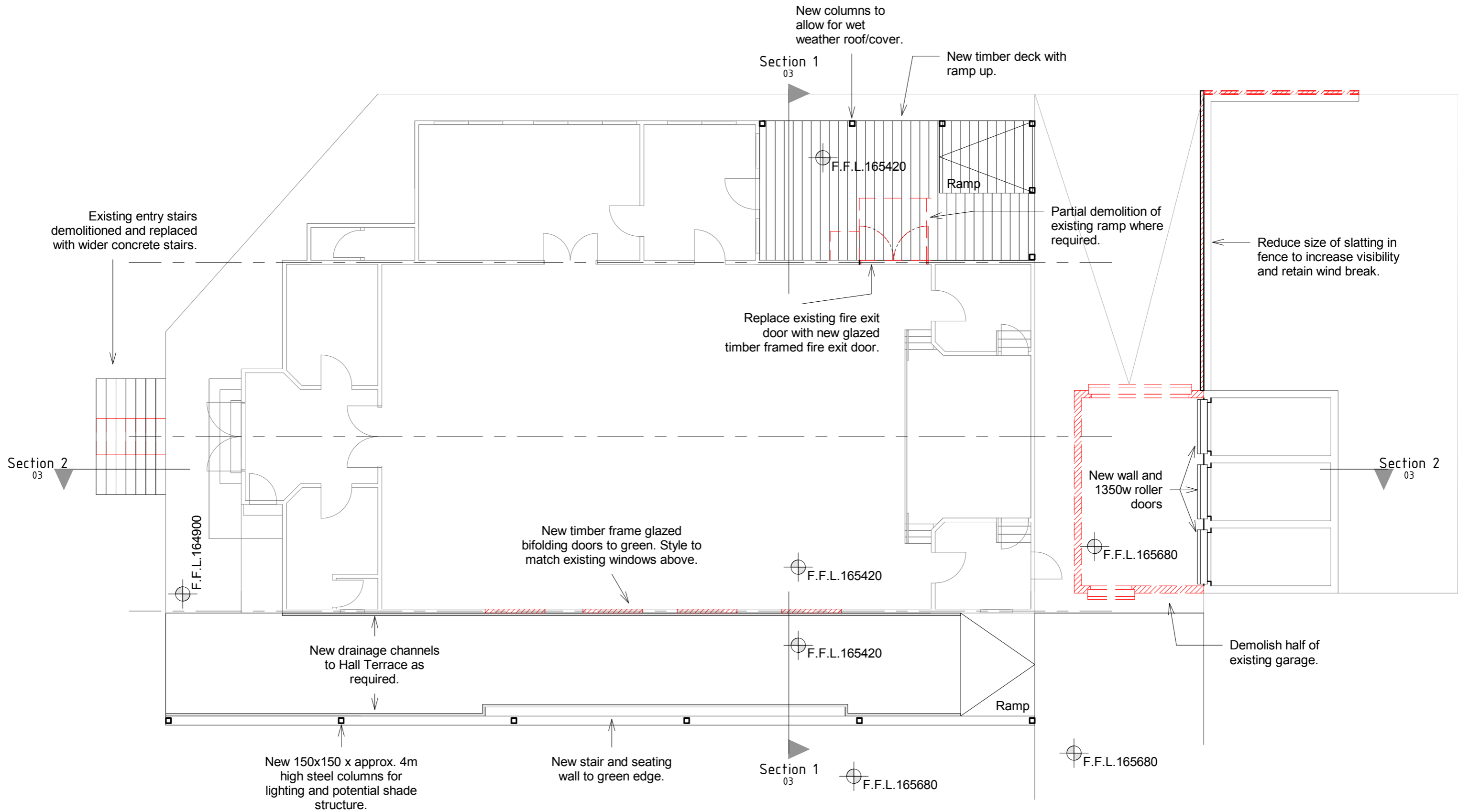
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Forster's Clematis

Muehlenbeckia complexa
Pohuehue



No.	Revision Description	Date
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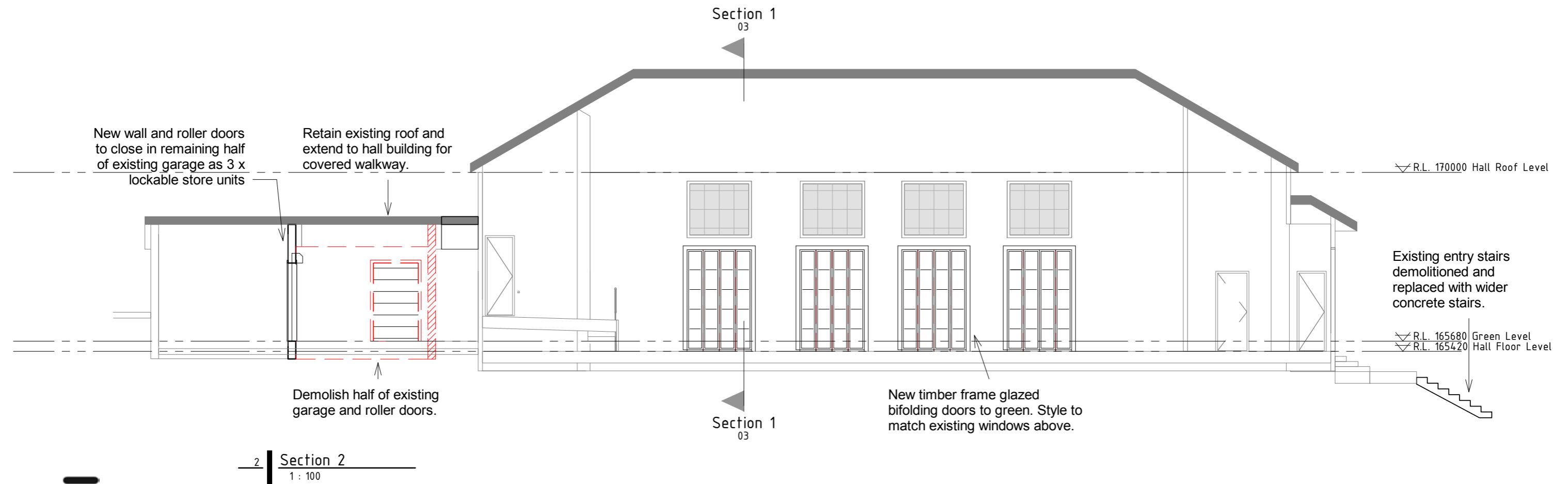
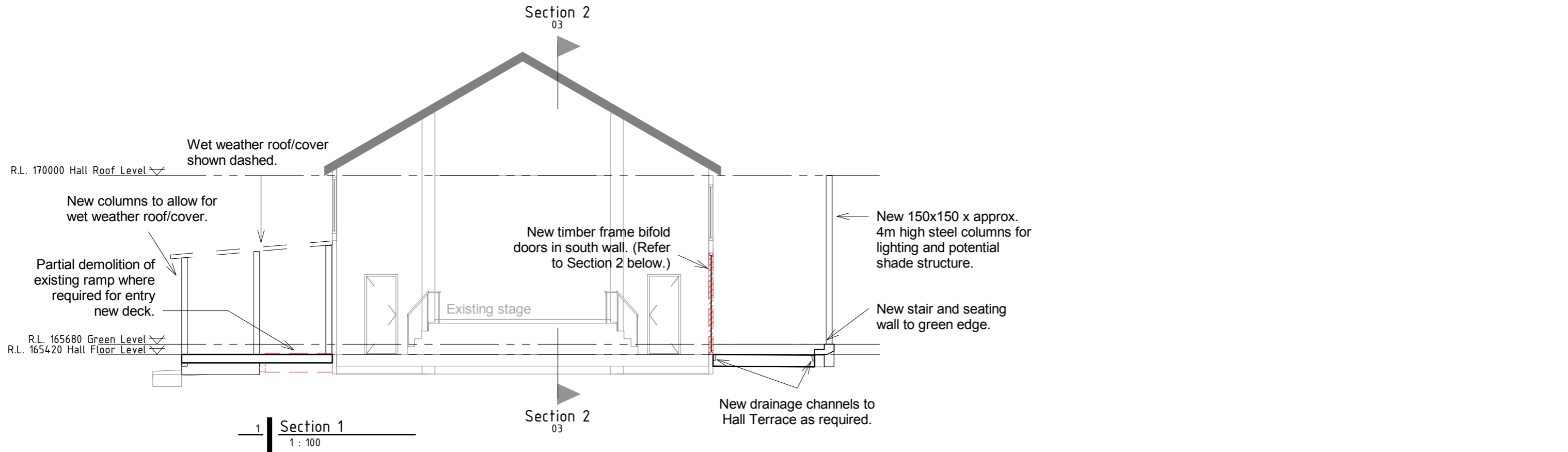




1 | Hall Demolition Plan
1 : 100

No.	Revision Description	Date
1	For Pricing	1/12/2017





No.	Revision Description	Date
1	For Pricing	1/12/2017

MALTBYS

DEFINING COSTS · MANAGING RISK · DELIVERING RESULTS

Vogelmorn Precinct

External Alterations

PRELIMINARY DESIGN COST ESTIMATE

20 February 2018



**DEFINING COSTS, MANAGING RISK AND DELIVERING
RESULTS THAT ADD VALUE FOR OUR CLIENTS**

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Introduction

Maltbys Limited (Maltbys) have been commissioned by Wellington City Council to prepare a Preliminary Estimate for the proposed external works and minor alterations to the hall at Vogelmorn Precinct.

This is an estimate of construction costs only prepared on an elemental basis and is subject to a range of clarifications and exclusions that must be considered in conjunction with the estimate. Items such as inflationary provisions and other specific exclusions noted herein should be allowed for separately if required.

This report has been prepared for the sole use of Wellington City Council. We neither acknowledge nor accept any other duty of care in respect of the report or the contents thereof, and any person other than Wellington City Council who rely upon the report or any part thereof without direct reference to a written authorisation by a Director of Maltbys Ltd does so in all respects at that person's risk.

Executive Summary

This estimate has been priced at current rates as set out below:

Preliminary Design Estimate – Vogelmorn Precinct (Excluding GST):

• Vogelmorn Precinct, Wellington: Council Works	\$ 660,000.00
• Vogelmorn Precinct, Wellington: Community Works	\$ 125,000.00
Total Construction Cost (Excluding GST)	\$785,000.00

A definitive list of clarifications and exclusions is contained within the Methodology section of this report. Where appropriate, allowances for these exclusions should be made in the overall development budget.

Full details of the cost estimate are included within the appendix attached.

Methodology

Basis of Estimate

Maltbys have prepared a this estimate from the following information:

- Preliminary Drawings and Outline Scope of works
 - o Wraight and Associates Landscape Architects email dated 4 December 2017:
 - Preliminary Drawings, December 2017
 - VOGELMORN_Outline Spec draft

Our estimate has been prepared on an elemental basis with rates and prices current as at December 2017.

The following allowances are included in this estimate:

• Preliminary & General Costs	10%
• Contractors Margin	8%
• Unmeasured Sundries	5%
• Construction Contingencies	15%
• Professional Fees	15%
• Project Contingencies	5%
• Consent Fees	2%
• Cost Escalation p.a.	6%

Note that the Unmeasured Sundries sum is integral to the overall estimate total and is a general allowance for sundry unmeasured items and assumptions made for construction details not shown.

Items Specifically Excluded

The following items have been specifically excluded from this estimate:

- Goods & Services Tax (GST)
- Local Authority charges, fees and contributions
- Finance Costs
- Asbestos or other hazardous materials
- Contamination
- Unforeseen structural conditions
- Refer to estimate detail for further, more specific exclusions

Appendices

2. VOGELMORN PRECINCT ALTERATIONS - COUNCIL

	Unit	Qty	Rate	Cost
<u>Site Preparation</u>				
1 Breakdown and remove existing boundary wall including making good	m2	5	100.00	500.00
2 Demolish and remove block wall to garage	m2	39	45.00	1,755.00
3 Demolish and remove brick piers including making good	No	1	500.00	500.00
4 Demolish and remove existing concrete staircase	Item	1	1,200.00	1,200.00
5 Demolish and remove existing fence including making good	m2	32	35.00	1,120.00
6 Demolish concrete foot path and set aside for reuse	m2	122	65.00	7,930.00
7 Demolish and remove external wall to form opening for doors including making good	m2	20	65.00	1,300.00
8 Partially demolish existing entrance ramp to side entrance	No	1	250.00	250.00
9 Site clearance	m2	68	25.00	1,700.00
10 Takeout and remove existing fire exit door and frame and prep to receive new	No	1	55.00	55.00
11 Takeout and remove existing roller shutter door	No	1	85.00	85.00
12 Demolish and remove timber trellising	m	33	35.00	1,155.00
	TOTAL SITE PREPARATION \$			17,550.00
<u>Frame</u>				
13 Allowance for support posts to garage roofing structure	Item	1	5,000.00	5,000.00
14 Allowance for new structural beam and supporting columns	Item	1	8,000.00	8,000.00
	TOTAL FRAME \$			13,000.00
<u>Structural Walls</u>				
15 Allowance for Additional block work to garage walls including paint and plaster	Item	1	2,500.00	2,500.00
	TOTAL STRUCTURAL WALLS \$			2,500.00
<u>Roof</u>				
16 Cladding to garage including flashings and fixings	m2	24	130.00	3,120.00
	TOTAL ROOF \$			3,120.00

2. VOGELMORN PRECINCT ALTERATIONS - COUNCIL

	Unit	Qty	Rate	Cost
<u>External Windows and Doors</u>				
17	No	3	2,500.00	7,500.00
18	No	1	3,200.00	3,200.00
19	m2	20	1,500.00	30,000.00
TOTAL EXTERNAL WINDOWS AND DOORS \$				40,700.00
<u>Stairs and Balustrades</u>				
20	m	10	215.00	2,150.00
TOTAL STAIRS AND BALUSTRADES \$				2,150.00
<u>Electrical Services</u>				
21	Item	1	10,000.00	10,000.00
22	Item	1	3,500.00	3,500.00
TOTAL ELECTRICAL SERVICES \$				13,500.00
<u>Drainage</u>				
23	m2	1,191	35.00	41,685.00
24	m2	1,191	15.00	17,865.00
TOTAL DRAINAGE \$				59,550.00

2. VOGELMORN PRECINCT ALTERATIONS - COUNCIL

Site Works

- 25 Steel steel posts including foundations for shade canopy
- 26 Steel posts including foundations for external lighting
- 27 Exposed aggregate slab including sub layers and base works
- 28 Universal access constructed from recycled concrete including base layer works
- 29 Allowance for soft landscaping
- 30 Concrete hardstand to play area
- 31 Concrete staircase to entrance
- 32 Child safety gates including fixings and fixtures
- 33 Fabrication and installation of new edging
- 34 Imported topsoil for garden beds, tree pits and lawn areas
- 35 Allowance for mass planting

	Unit	Qty	Rate	Cost
	No	8	450.00	3,600.00
	No	7	650.00	4,550.00
	m2	70	190.00	13,300.00
	m2	208	95.00	19,760.00
	m2	168	50.00	8,400.00
	m2	57	194.00	11,058.00
	Item	1	3,500.00	3,500.00
	No	2	850.00	1,700.00
	m	56	125.00	7,000.00
	Item	1	6,500.00	6,500.00
	Item	1	25,000.00	25,000.00
TOTAL SITE WORKS \$				104,368.00

2. VOGELMORN PRECINCT ALTERATIONS - COUNCIL

Sundries

- 36 Allowance for canopy structure including fixings and fixtures
- 37 New external timber seating bench
- 38 Slatted fence including post foundations
- 39 Timber decking to side entrance including support posts
- 40 Extra Value for Timber deck ramp
- 41 Timber seating to timber decking
- 42 New drinking fountain connections and fixings
- 43 New low bleacher seating
- 44 Compost bins
- 45 Slatted Windscreens
- 46 Child safety gates including fixings and fixtures
- 47 Allowance for Timber play fort
- 48 Allowance for bicycle rack
- 49 Allowance for signage
- 50 Allowance for half ball hoop
- 51 Allowance for guying systems
- 52 Allowance for Slimline water storage (Seeking further pricing)

Unit	Qty	Rate	Cost
m2	56	235.00	13,160.00
No	5	850.00	4,250.00
m	13	650.00	8,450.00
m2	30	220.00	6,600.00
m2	6	220.00	1,320.00
No	1	850.00	850.00
No	1	1,850.00	1,850.00
No	1	5,000.00	5,000.00
No	1	3,500.00	3,500.00
No	2	1,200.00	2,400.00
No	2	850.00	1,700.00
Item	1	25,000.00	25,000.00
Item	1	2,500.00	2,500.00
Item	1	15,000.00	15,000.00
Item	1	1,500.00	1,500.00
Item	1	1,500.00	1,500.00
Item	1	15,000.00	15,000.00
TOTAL SUNDRIES \$			109,580.00

3. VOGELMORN PRECINCT ALTERATIONS - COMMUNITY

Site Preparation

- 1 Breakdown and remove exiting boundary wall including making good
- 2 Demolish and remove brick piers including making good
- 3 Demolish concrete foot path and set aside for reuse

Site Works

- 4 Steel steel posts including foundations for shade canopy
- 5 Concrete hardstand to play area
- 6 Child safety gates including fixings and fixtures





Sundries

- 7 Allowance for canopy structure including fixings and fixtures
- 8 Child safety gates including fixings and fixtures

Unit	Qty	Rate	Cost
m2	8	45.00	360.00
No	2	500.00	1,000.00
m2	115	65.00	7,475.00
TOTAL SITE PREPARATION \$			8,835.00
No	12	450.00	5,400.00
m2	114	194.00	22,116.00
No	1	850.00	850.00
TOTAL SITE WORKS \$			28,366.00
m2	133	235.00	31,255.00
No	1	850.00	850.00
TOTAL SUNDRIES \$			32,105.00

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Ref	W 5122	Initials	Date
1	QA Procedures Completed		20/02/18.
2	Document Production Check		20/02/18.
3	Signed Off – Author		20.02.'18
4	Signed Off - Director		20/02/18

VOGELMORN PRECINCT STAGE 1 WORKS

15-Mar-18

Basis of Estimate:

- ~ Stage 1 Scope: Opening up the Green to Vennel St & Mornington Rd + new signage
- ~ Estimate based on Maltbys' QS Estimate dated 20 Feb 2018
- ~ Scope of works based on Wraight and Associates Landscape Architects Drawings and specifications, both dated Dec 2017

The following allowances are included in this estimate:

Preliminary & General Costs 12% (increased from 10% due to staged process)

Contractors Margin 10% (increased from 8% due to staged process)

Unmeasured Sundries 5%

Construction Contingencies 15%

Professional Fees 18% (increased from 15% due to staged process)

Project Contingencies 5%

Consent Fees 2%

Cost Escalation p.a. 6%

Estimate Elemental Summary:

Demolition	\$	3,995.00
Site Preparation		
Substructure		
Frame	\$	13,000.00
Structural Walls	\$	2,500.00
Upper Floors		
Roof	\$	3,120.00
External Walls and Finish		
External Windows and Doors	\$	7,500.00
Stairs and Balustrades		
Internal Walls		
Internal Doors and Windows		
Floor Finishes		
Wall finishes		
Ceiling Finishes		
Fittings and Fixtures		
Sanitary Plumbing		
Heating and Ventilation Services		
Fire Services		
Electrical Services		
Vertical and Horizontal Transportation Special Services		
Drainage		
Site Works		
Site Infrastructure		
Sundries	\$	5,000.00
Preliminaries and General (12%)	\$	4,213.80
Margin (10%)	\$	3,511.50
Unmeasured sundries (5%)	\$	1,755.75
Construction Contingency (15%)	\$	6,689.41
Professional Fees (18%)	\$	8,027.29
Project Contingencies (5%)	\$	2,965.64
Consent Fees (2%) of construction cost	\$	891.92
Cost Escalation to Dec 2018 (6% pa)	\$	3,790.22
TOTAL VOGELMORN PRECINCT STAGE 1 WORKS	\$	66,960.52

ELEMENTAL BREAKDOWN:**Demolition:**

Breakdown and remove existing boundary wall including making good	\$	500.00
Demolish and remove block wall to garage	\$	1,755.00
Demolish and remove brick piers including making good	\$	500.00
Takeout and remove existing roller shutter door	\$	85.00
Demolish and remove timber trellising	\$	1,155.00

Frame:

Allowance for support posts to garage roofing structure	\$	5,000.00
Allowance for new structural beam and supporting columns	\$	8,000.00

Structural Walls:

Allowance for Additional block work to garage walls including paint and plaster	\$	2,500.00
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Roof:

Cladding to garage including flashings and fixings	\$	3,120.00
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External Windows & Doors:

1.500 x 2 000 Roller shutter doors including fixings and fixtures	\$	7,500.00
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Sundries:

Allowance for signage	\$	5,000.00
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Items Specifically Excluded

- ~ The following items have been specifically excluded from this estimate:
- ~ Goods & Services Tax (GST)
- ~ Finance Costs
- ~ Asbestos or other hazardous materials
- ~ Contamination
- ~ Unforeseen structural conditions

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Thompson		Organisation	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Support

We support Council continuing work on the new Movie Museum and Convention Centre and a new indoor arena to host major events and musical acts.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Support

We are pleased that Council has identified Arts and Culture as one of the five priority areas for investment over the next decade, with the promise of a 'Decade of Culture' for the city. This level of attention is an improvement on the previous 10-Year Plan. It's always great to see councils articulating the important role that arts and culture play in their areas and backing this up with the beginnings of tangible plans for the future. We therefore support Option 1 (Increase levels of service) for Council's proposal to embark on a Decade of Culture that will emphasise and enhance the city's unique creative strengths (both the Strengthening cultural facilities and Additional support for the arts elements). However, we note that projects under Strengthening cultural facilities make up the vast majority of the proposed \$127 million investment into arts and culture, and that most of this is going towards strengthening the Town Hall (\$88.7 million). While this is welcomed and an important foundation for arts and culture, built infrastructure alone does not bring arts and culture alive in a city. It is therefore important that robust operational funding, which grows over time, also be provided to Wellington's artists, arts practitioners and arts organisations, for arts and culture to truly flourish. We understand that all existing city-owned venues

(such as the St James Theatre) and any new venues, do not currently have an allocated annual spend for capital improvements (eg, upgrades, repaints), so they degrade over time. This needs to be addressed.

• We note that the Plan's additional support for the arts of \$16 million over 10 years to support a co-ordinated programme of events, appears to be a repackaging/renaming of existing funding; funding which has already been allocated to arts and culture projects and does not represent any new investment per se. With the significant investment in arts infrastructure proposed under the Plan, additional funding will be required to make the best use of Wellington's arts assets to bring these city treasures to life.

Of the other arts and culture initiatives Council is seeking feedback on:

• Under Investment in the arts: we support the continuance of Te Whare Hōra, the international artist residency programme we support the additional \$195,000 going to the Arts and Culture Fund over the next 10 years, however, this does only equate to \$19,500 a year and is small in comparison to the budgets of these organisations and the impact they make on the city and its residents we support Council's intention to move to three-year funding contracts for arts organisations. We fund in a similar way through our Investment programmes and have seen the benefits that continuity of funding provides to arts organisations.

• Under Investment in cultural attractions, we support Council continuing work on the new Movie Museum and Convention Centre and a new indoor arena to host major events and musical acts.

8. We urge Council to also support the broader development of artists and arts practitioners in Wellington. So often the focus is on the individual project or event (the final product) without wider thinking around the conditions that are needed for those things to happen a supportive environment for artists to learn and work in, that keeps them in Wellington for the long-term and ultimately creates the vibrant city desired. Council could lead the way in New Zealand in this area, perhaps as part of a refreshed arts, culture and creativity strategy (see below). Council has a critical part to play in meeting residents' expectations for accessible, high-quality arts experiences, as well as enabling a broader environment in which the arts can flourish. We urge Council to give full effect to the desires of its communities as it finalises the Plan.

A Decade of Culture needs a strong vision of what success will look like in 10 years' time. Council's current Arts and Culture Strategy is over six years old. We encourage Council to develop the Decade of Culture concept alongside an updated strategy. A refreshed vision is needed to complement the renewed focus on arts and culture in the Plan, acknowledge changes in the arts, culture and creativity landscape since late 2011, and to reflect priorities and actions moving into a new decade. Council should consider updating the Strategy in the context of a potential wider Creative City Strategy. This might look to bring in technology, innovation, education and the broader creative industries. Along with the wider arts sector, we would love to be a partner in this work, as we are in Christchurch; working with the Council and partners there to develop a new arts and creativity strategy for the city. We support and congratulate Council on its draft te reo policy, Te Tauihu Te Kaupapa Here Hukihuki Te Reo Māori, and its positive approach to celebrating te reo in Wellington. We trust that Council's Strategy Committee will endorse the policy's approach in June 2018. We support the long-term goal for a dynamic central city which is part of Council's strategy Wellington Towards 2040: Smart Capital. Having a city that is both vibrant and creative will help Wellington to offer the lifestyle generally afforded only by larger cities. We support the following additional points in relation to the Plan, amongst others discussed by attendees at the recent Arts Wellington forum with the Mayor and Councillor Young.

• We tautoko the Mayor's direction for local organisations to be supported by any increase of funding, that no current funding should be lost, and that static funding is effectively an erosion year-on-year.

• We reiterate the need for a facility like Toi Poneke and support consideration of the best form and location of this facility as part of a revamped Arts and Culture Strategy.

• We recognize the significant contribution made by national arts companies to the cultural life of the city and urge the Council to continue (and indeed increase) the support that they give to such organisations.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

15 May 2018

Mayor and Councillors
Wellington City Council

Via email: buslongtermplan@wcc.govt.nz

Tēnā koutou e te Koromatua o Pōneke, Kaikaunihera mā

Submission on: Wellington City Council's Draft 10-Year Plan

From the: Arts Council of New Zealand Toi Aotearoa (Creative New Zealand)

1. Creative New Zealand welcomes the opportunity to consider and make submissions on **Wellington City Council's Draft 10-Year Plan** (the Plan).
2. While we don't wish to make a personal presentation in support of our submission, we're more than happy to discuss our submission further on request.
3. This submission has been endorsed by 28 organisations (see page 5). We would be grateful if you would record their support within the feedback process.
4. The key contact person for matters relating to this submission is:

Name: David Pannett

Position: Senior Manager, Planning, Performance & Advocacy Services

Email: david.pannett@creativenz.govt.nz

Phone (DDI): 04 473 0772

Key points

5. We're pleased that Council has identified Arts and Culture as one of the five priority areas for investment over the next decade, with the promise of a 'Decade of Culture' for the city. This level of attention is an improvement on the previous 10-Year Plan. It's always great to see councils articulating the important role that arts and culture play in their areas and backing this up with the beginnings of tangible plans for the future.
6. We therefore support Option 1 ('Increase levels of service') for Council's proposal to 'embark on a Decade of Culture that will emphasise and enhance the city's unique creative strengths' (both the 'Strengthening cultural facilities' and 'Additional support for the arts' elements). However:
 - we note that projects under 'Strengthening cultural facilities' make up the vast majority of the proposed \$127 million investment into arts and culture, and that most of this is going towards strengthening the Town Hall (\$88.7 million). While this is welcomed and an important foundation for arts and culture, built infrastructure alone does not bring arts

and culture alive in a city. It is therefore important that robust operational funding, which grows over time, also be provided to Wellington's artists, arts practitioners and arts organisations, for arts and culture to truly flourish.

- we understand that all existing city-owned venues (such as the St James Theatre) and any new venues, do not currently have an allocated annual spend for capital improvements (eg, upgrades, repaints), so they degrade over time. This needs to be addressed.
- we note that the Plan's 'Additional support for the arts' of \$16 million over 10 years to support a co-ordinated programme of events, appears to be a repackaging/renaming of existing funding; funding which has already been allocated to arts and culture projects and does not represent any new investment *per se*. With the significant investment in arts infrastructure proposed under the Plan, additional funding will be required to make the best use of Wellington's arts assets – to bring these city treasures to life.

7. Of the other arts and culture initiatives Council is seeking feedback on:

- Under 'Investment in the arts':
 - we support the continuance of Te Whare Hēra, the international artist residency programme
 - we support the additional \$195,000 going to the Arts and Culture Fund over the next 10 years, however, this does only equate to \$19,500 a year and is small in comparison to the budgets of these organisations and the impact they make on the city and its residents
 - we support Council's intention to move to three-year funding contracts for arts organisations. We fund in a similar way through our Investment programmes and have seen the benefits that continuity of funding provides to arts organisations.
- Under 'Investment in cultural attractions', we support Council continuing work on the new Movie Museum and Convention Centre and a new indoor arena to host major events and musical acts.

8. We urge Council to also support the broader development of artists and arts practitioners in Wellington. So often the focus is on the individual project or event ('the final product') without wider thinking around the conditions that are needed for those things to happen – a supportive environment for artists to learn and work in, that keeps them in Wellington for the long-term and ultimately creates the vibrant city desired. Council could lead the way in New Zealand in this area, perhaps as part of a refreshed arts, culture and creativity strategy (see below).

9. Council has a critical part to play in meeting residents' expectations for accessible, high-quality arts experiences, as well as enabling a broader environment in which the arts can flourish. We urge Council to give full effect to the desires of its communities as it finalises the Plan.

Additional comments

10. A Decade of Culture needs a strong vision of what success will look like in 10 years' time. Council's current Arts and Culture Strategy is over six years old. We encourage Council to develop the Decade of Culture concept alongside an updated strategy. A refreshed vision is needed to complement the renewed focus on arts and culture in the Plan, acknowledge changes in the arts, culture and creativity landscape since late 2011, and to reflect priorities and actions moving into a new decade.

11. Council should consider updating the Strategy in the context of a potential wider Creative City Strategy. This might look to bring in technology, innovation, education and the broader creative industries. Along with the wider arts sector, we would love to be a partner in this work, as we are in Christchurch; working with the Council and partners there to develop a new arts and creativity strategy for the city.
12. We support and congratulate Council on its draft te reo policy, Te Tauihu – Te Kaupapa Here Hukihuki Te Reo Māori, and its positive approach to celebrating te reo in Wellington. We trust that Council's Strategy Committee will endorse the policy's approach in June 2018.
13. We support the long-term goal for a 'dynamic central city' which is part of Council's strategy *Wellington Towards 2040: Smart Capital*. Having a city that is both vibrant and creative will help Wellington to offer the lifestyle generally afforded only by larger cities.
14. We support the following additional points in relation to the Plan, amongst others discussed by attendees at the recent Arts Wellington forum with the Mayor and Councillor Young.
 - We tautoko the Mayor's direction for local organisations to be supported by any increase of funding, that no current funding should be lost, and that static funding is effectively an erosion year-on-year.
 - We reiterate the need for a facility like Toi Poneke and support consideration of the best form and location of this facility as part of a revamped Arts and Culture Strategy.
 - We recognize the significant contribution made by national arts companies to the cultural life of the city and urge the Council to continue (and indeed increase) the support that they give to such organisations.

The importance of the arts to residents and communities

15. We know from reviewing national and international research that support for the arts brings significant benefits to communities. The arts contribute to the economy, improve educational outcomes, create a more highly-skilled workforce, improve health outcomes and improve personal well-being. The arts also rejuvenate cities, support democracy, create social inclusion and are important to New Zealanders' lives.
16. Findings from our most recent major triennial survey, the 2017 *New Zealanders and the arts* research, show that the arts continue to enjoy strong support in Wellington. Residents' overall engagement with the arts (a combination of attendance and participation) sits at 87 percent, significantly higher than the New Zealand average of 80 percent. Eight in 10 (81 percent) Wellington residents believe that creativity is important to Wellington's identity, and nearly half (48 percent) think that it is very important.
17. Additional findings show that Wellingtonians typically hold positive attitudes about the relationship between the arts and their city. Seven in 10 say that national cultural institutions, and a diverse and tolerant population, with associated events, are important to Wellington being the place they want to live (72 percent and 67 percent respectively).
18. In addition, more than six in 10 residents say that major national events (65 percent), suburban centres, and the activities that take place there (64 percent), art in public spaces (64 percent), and local cultural institutions (62 percent) help to make Wellington a place they want to live.

19. Other findings include:
- over two-thirds of Wellington residents (68 percent) believe that the arts should receive public funding, compared with 53 percent of all New Zealanders
 - nearly two-thirds of Wellington residents (63 percent) want their local council to continue to support the arts
 - two-thirds of Wellington residents (66 percent) agree with the statement ‘My community would be poorer without the arts’.
20. It should be noted those who do not agree with these statements tend to hold a neutral position, rather than disagree with them (indicating a negative attitude).

Creative New Zealand’s support for the arts in Wellington

21. We recognise the importance of Wellington to the arts in New Zealand. For arts delivered in Wellington specifically, **\$5.046 million** of direct financial support was provided in 2016/17.
22. Our overall support includes the funding of individual arts projects as well as major Wellington-based arts organisations. Many of these 33 organisations play a large role in delivering to the \$9.857 million in nationally-oriented funding in 2016/17.
23. In 2017/18, Creative New Zealand has provided Council with funding of around **\$140,000** as part of the Creative Communities Scheme. These funds go via Council directly support local arts activities. We appreciate the partnership with Council to make great arts happen in Wellington communities.

Background on Creative New Zealand

24. Creative New Zealand is the arts development agency of Aotearoa, responsible for delivering government support for the arts. We’re an autonomous Crown entity continued under the Arts Council of New Zealand Toi Aotearoa Act 2014.
25. Creative New Zealand’s Statement of Intent 2016–2021 identifies the outcomes we’re seeking to achieve on behalf of all New Zealanders.
- Stronger arts communities, artists and organisations as shown by:
 - high-quality New Zealand art is developed
 - New Zealand arts gain international success
 - Greater public engagement with the arts as shown by:
 - New Zealanders participate in the arts
 - New Zealanders experience high-quality arts.
26. We contribute to achieving these outcomes by delivering programmes in the following areas:
- funding for artists, arts practitioners and arts organisations
 - capability building for artists, arts practitioners and arts organisations
 - advocacy for the arts.

27. Creative New Zealand receives funding through Vote: Arts, Culture and Heritage and the New Zealand Lottery Grants Board. In 2016/17, we invested **\$40.366 million** into the New Zealand arts sector.

Thank you again for the opportunity to comment. Please feel free to contact me if you wish to discuss this submission further.

Ngā mihi rārau ki a koutou katoa



Nā David Pannett

Senior Manager, Planning, Performance & Advocacy Services

This submission has been endorsed by:

Arts Access Aotearoa
Barbarian Productions
Chamber Music New Zealand
Choirs Aotearoa New Zealand Trust
Circa Theatre Trust
Circuit Artist Film and Video Aotearoa New Zealand
Dance Aotearoa New Zealand
Enjoy Public Art Gallery
Footnote New Zealand Dance Trust
Gecko Press
International Institute of Modern Letters (VUW)
Makers 101 Limited (Handshake Project)
New Zealand Festival/Wellington Jazz Festival
New Zealand Secondary Students Choir
New Zealand String Quartet Trust
Orchestra Wellington
Playmarket Incorporated
Randell Cottage Writers' Trust
Shakespeare Globe Centre New Zealand Trust
SOUNZ Centre for New Zealand Music
Stroma New Music Trust
Taki Rua Productions

Tawata Productions

The Conch Theatre Company Limited

The New Zealand Book Council

Toi Māori Aotearoa

Victoria University Press

Young and Hungry Arts Trust

NAME: Anonymous	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Resilience and environment This is a peculiar combination unless we are worried about a plague of rats following a natural disaster. First doing resilience and environment relating to infrastructure. With climate change we can expect more storms and possibly more dry spells. So, I support trying to make the infrastructure more robust particularly where is aging and past its use-by date. It is hard to know what to predict in the way of earthquakes %00 the region seems to have become more active but I would consider a really large earthquake unlikely but possible in the near term. Given that several of our buildings behaved unexpected badly in the recent earthquake it seems a good idea to install accelerometers. Now considering natural environmental matters. I support the predator-free objective. Council needs to support community groups carrying out trapping mainly by providing traps and advice and organising trapping or other control measures in difficult places. There may have to be additional measures in points of entry such as ports and along the perimeter of the region. I support the addition of the Aro Street gully to the town belt.</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p>	
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Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

Housing I don't know the best approach. But we must make sure that affordable housing is available and particularly that no-one is involuntarily homeless.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Transport The emphasis should be on public transport plus cycling and walking. Try to restrict the building of new or enlarged roads. The District Plan needs to be amended to make sure new subdivisions are public transport, cycling and walking friendly. I thought the 'Let's Get Wellington Moving' questionnaire was a cooked to get a particular answer without properly examining the alternatives. So, I have only limited support for this. Also try to take account of the likely changes in how cars work in the next 10-20 years. I am thinking of self-drive cars that are likely to very much change the kind of road infrastructure we need. I am interested in the cycling master plan, but am unclear what the objectives: cycling for recreation or cycling for getting to where you want to go. For cycling for commuters you need reasonably sheltered routes so people will be able to use it most of the year. Considering the problems in Island Bay one must proceed very cautiously. I would like to see an experimental cycle track oriented toward electric bikes. This could be a game changer for commuting by bicycle in Wellington since it could go over hills. If you are going to introduce parking fees in the weekend you need to get Regional Council to provide better bus services on Sundays particularly.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Sustainable growth This another funny mixture of things. Planning for growth, of course is really important. Also need to involve transport, particularly public transport and active transport. Kiwi Point Quarry life-extension. This shouldn't cost the rate-payer money. If it does, then should Kiwi Point be sold or licensed to the private operator who could organise funding. Zoo upgrades. I don't think we need more exotic animals unless we are participating in an international conservation program. It is nice to have a zoo if the animals are properly housed but it wouldn't be high on a visitor's agenda. Other places have better zoos. For eco-city Wellington the interesting places include Zealandia, South Coast and Wellington itself with its bush and hills and strange birds. Movie Museum and Convention Centre: I am not very excited about this unless you are sure it is going to pay for itself, in which case it should be paid for by borrowing.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Arts and culture Wellington has become a lot more exciting over the last 20 years or so and I support the Council's support of arts as part of this. In particular, I support the strengthening of the St James Theatre and Town Hall and the Wellington Museum).

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

General comment: the long-term goals (People-centred, Connected City, Eco City, Dynamic central city) seem good to me. The phrase "where talent wants to live" seems slightly elitist to me. How about "where people want to live, work, play and contribute" (and perhaps "visit" as well). Another comment: rates keep going up faster than inflation. This can be a burden on people with fixed income or with income that just keeps up with inflation. So, whereas, most things in the plan are nice to have, there is a real question what we can afford.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Ten-year plan – submission

This is a submission of the ten-year plan following approximately the official submission form.

My name is **Robert Davies**

My email address is **robert@statsresearch.co.nz**

My phone number is **4753346**

I live in **Wilton**

I am submitting as an **individual**

I am in the **71-80** age range

I regard myself as a **Pakeha** (European origin a few generations ago)

I am **male**

General comment: the long-term goals (People-centred, Connected City, Eco City, Dynamic central city) seem good to me. The phrase “where talent wants to live” seems slightly elitist to me. How about “where people want to live, work, play and contribute” (and perhaps “visit” as well).

Another comment: rates keep going up faster than inflation. This can be a burden on people with fixed income or with income that just keeps up with inflation. So, whereas, most things in the plan are nice to have, there is real question what we can afford.

Now going through the submission form:

Resilience and environment

This is a peculiar combination unless we are worried about a plague of rats following a natural disaster.

First doing resilience and environment relating to infrastructure. With climate change we can expect more storms and possibly more dry spells. So, I support trying to make the infrastructure more robust particularly where is aging and past its use-by date. It is hard to know what to predict in the way of earthquakes – the region seems to have become more active but I would consider a really large earthquake unlikely but possible in the near term. Given that several of our buildings behaved unexpected badly in the recent earthquake it seems a good idea to install accelerometers.

Now considering natural environmental matters. I support the predator-free objective. Council needs to support community groups carrying out trapping mainly by providing traps and advice and organising trapping or other control measures in difficult places. There may have to be additional measures in points of entry such as ports and along the perimeter of the region. I support the addition of the Aro Street gully to the town belt.

Housing

I don't know the best approach. But we must make sure that affordable housing is available and particularly that no-one is involuntarily homeless.

Transport

The emphasis should be on public transport plus cycling and walking. Try to restrict the building of new or enlarged roads. The District Plan needs to be amended to make sure new subdivisions are public transport, cycling and walking friendly. I thought the "Let's get Wellington moving" questionnaire was a cooked to get a particular answer without properly examining the alternatives. So, I have only limited support for this. Also try to take account of the likely changes in how cars work in the next 10-20 years. I am thinking of self-drive cars that are likely to very much change the kind of road infrastructure we need.

I am interested in the cycling master plan, but am unclear what the objective is: cycling for recreation or cycling for getting to where you want to go. For cycling for commuters you need reasonably sheltered routes so people will be able to use it most of the year. Considering the problems in Island Bay one must proceed very cautiously. I would like to see an experimental cycle track oriented toward electric bikes. This could be a game changer for commuting by bicycle in Wellington since it could go over hills.

If you are going to introduce parking fees in the weekend you need to get Regional Council to provide better bus services on Sundays particularly.

Sustainable growth

This another funny mixture of things.

Planning for growth, of course is really important. Also need to involve transport, particularly public transport and active transport.

Kiwi Point Quarry life-extension. This shouldn't cost the rate-payer money. If it does, then should Kiwi Point be sold or licensed to the private operator who could organise funding.

Zoo upgrades. I don't think we need more exotic animals unless we are participating in an international conservation program. It is nice to have a zoo if the animals are properly housed but it wouldn't be high on a visitor's agenda. Other places have better zoos. For eco-city Wellington the interesting places include Zealandia, South Coast and Wellington itself with its bush and hills and strange birds.

Movie Museum and Convention Centre: I am not very excited about this unless you are sure it is going to pay for itself, in which case it should be paid for by borrowing.

Arts and culture

Wellington has become a lot more exciting over the last 20 years or so and I support the Council's support of arts as part of this. In particular, I support the strengthening of the St James Theatre and Town Hall and the Wellington Museum).

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	,,,,

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	
Building accelerometers	
Predator Free Wellington	
Community-led trapping	
Resilience of the transport corridor	
Security of water supply	
Waste management and minimisation	
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	
Resilience should come first among Council's priorities. It is pleasing to see this receiving a high priority in the current plan. We support option 1	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	
Special Housing Areas	
Inner City Building Conversion	
Special Housing Vehicle	
Rental Warrant of Fitness	
Te Whare Oki Oki	

Do you have any other comments?

We strongly support Council's social housing policy and making better use of Council land for affordable housing. We also understand the need for more housing in Wellington including in our suburb provided new houses are given adequate space, and harmonise with the existing landscape and housing stock. Ideally, house construction should be a continuous process with affordable housing being constructed with Government support during lulls in housing demand. At the moment, the building industry is very much a cyclical full on - full off industry which leads to business and employment difficulties for builders, poor planning and higher costs. The housing market can change rapidly if oversupplied or if most of the available houses are unaffordable to most people. Council should not be tempted to accelerate more expensive housing at a cost to the environment on the grounds that this somehow helps poorer families find housing. The development on Marshall Ridge (Reedy Block and beyond) is a good example of this. The earthworks associated with this development have been horrendous in scale and unnecessary. It is also disappointing to see Council heading towards violating the District Plan in respect of the Visual Overlay (DP Change 33) along the higher part of Marshall Ridge. A breach of the Overlay in one location undermines confidence in the Overlay (and the District Plan as a whole) everywhere so we hope Council will quickly put in place a new overlay on Marshall Ridge which will visually protect the top of the Ridge and also introduce some mitigation measures in respect of house design and colour scheme for the houses likely to be built above the current Overlay line. We have a particular difficulty with infill housing. Small sections are being crowded with more houses than they can safely accommodate. The Council Consents Team are approving designs and building standards not in keeping with the rest of the locality. We urge Council to adhere strictly to its guidelines on the proportion of a section that can be built on. This is not just an environmental issue. It's an issue for safety and contingency planning. There must be enough space to gain access in an emergency as well as space for future owners to add outdoor features, to park their cars on or move about their property. If an architect has forgotten to include an infrastructure element in the plans, there must still be enough space to effect a remedy. We emphasise again, this requirement is about safety, liveability and amenity, and not simply the environment or the RMA. Infill houses should not be given consent exclusively on the grounds that the adverse environmental effects are deemed as being less than minor. We are also concerned that infill housing could be consented on unsuitable sites which are susceptible to flooding or to liquefaction in an earthquake. For your information, the residents at numbers 18/20 and 24 Glenside Road have put in separate submissions which deal specifically with this issue. We urge Council to look at these in detail. We support Option 1 but would like to see more restraints applied to infill housing, the Resource Consents team to follow the District Plan and the proper Council protocols, and to advise developers accordingly. It seems to us that the Wellington Housing Strategy (Consultation Document p24) is not being followed in respect of infill housing. Based on our experience with Special Housing Areas, we do not support a renewal of this initiative. If it is to be renewed, it should focus exclusively on affordable housing.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

We agree, Wellington and the link to the Hutt Valley is hopelessly choked with traffic and traffic jams now extend well outside peak periods. We support the initiatives Council are planning along with Central Government but these probably won't be enough. Past experience suggests that even major road improvements only bring benefits for two to three years. Initiatives that might help include encouraging:- making walking easier.- buying or renting homes closer to work.- working from home. - More parking (including parking buildings) at outer suburban train stations.- Walking buses for school children.- A programme encouraging people to focus hard on using their cars for less trips each day. - A voluntary staff parking reduction programme with CBD businesses to encourage staff with allocated parking spaces to use public transport for part of the week (eg three days per week) in exchange for flexible working hours. - Pedestrian-only areas in the CBD and major suburban centres. We are not convinced that the current

emphasis on cycling will provide an answer for Wellington's transport woes. In many cases, it's too late. There isn't room for many new cycle ways and they often complicate road lane markings which create navigation and safety problems for motorists and cyclists alike but we support them where they can be demarcated clearly, accommodated safely and built at reasonable cost. We support option 1.5, ie deliver cycling only where feasible and with local community support but introduce user pays weekend parking now.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Items under this heading seem to be associated with sport, the tourist industry and the CBD rather than the Wellington economy as a whole. We don't disagree with what is being proposed but are they affordable? These projects should be slow tracked. Certainly, councils need to prepare for natural population growth but why are we trying to encourage growth in tourism if we can't provide for it? Many European cities that are popular with tourists are now asking this question. We support option 1.5, ie to plan for natural growth rather than encourage or accelerate growth, and slow down new projects in order to achieve LTP 2015 budget targets over the next seven years.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Facilities under this heading have already been covered under Resilience and Growth. We support Council encouraging and part funding arts and cultural events which it does very well already. The aspiration in the Plan though is for Wellington to be the Arts and Cultural capital of New Zealand. On a per capita basis, it already is so this raises several questions. - what is the purpose of this objective? - How will it be measured? Is it quality, quantity, diversity or what? - Does it mean trying to outperform Auckland (three times the size of Wellington) on an absolute basis? We need to think carefully about what this might mean and whether it is sustainable. We support Option 1.5, ie strengthening of the Town Hall, St James Theatre etc but ensuring that, whatever additional arts and cultural events are staged relative to today, there will be full attendances and Council subsidies will be affordable.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Rates increases - The previous LTP provided for an average 3.9% annual increase in rates over the 2015-25 period which we estimated was about 24.7% over inflation. We note that the current Plan has changed this to a 4.1% annual increase. The graphs (Consultation Document, p60) indicate a drop off in the last three years of the current plan so the last four years of the previous LTP will now considerably exceed 3.9% indicated then. We therefore ask Council to reconsider these targets and limit average rates increases to 3.9% for the first seven years of the current Plan in order to fulfill the objective promised for the previous LTP. We support introducing a targeted rate for the tourism sector.

Other specific concerns - Investment in the suburbs As in the past, the current Ten Year Plan places too much emphasis on the City Centre. 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.

Walking Tracks - The Northern Suburbs continue to be deficient in walking tracks compared to the rest of Wellington. 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 continuing to engage with Council to advance this programme more quickly. There should be walking tracks within walking distance of the homes of all Wellington residents.

Heritage - Heritage is an important part of Wellington's character and needs to have its place in LTPs. Our Association is pleased that restoration of the Halfway House in Glenside has been completed and assistance is being provided for the creation of the Heritage Garden on this site. Our community has groups actively engaged in furnishing the Halfway House and planting out the Heritage Garden. However, there is other heritage in Glenside on the Council's District Plan that is significant and deteriorating, such as Nott House on 400 Middleton Road (DP Map 26, Ref 211) and Clarence Farm at 420 Middleton Road (DP Map 26, Ref 360) with its rare colonial flour mill. Furthermore, heritage which is not listed in the District Plan such as landscape features associated with heritage sites (for example farm springs and trees) and technical heritage (gold mins, WWII infrastructure) is being lost through non-notified development such as private plan changes and the Special Housing Accord. We would like to see a stronger relationship between the regulatory and planning teams whereby the Heritage Unit and the Parks and Reserves Unit are brought in earlier, to incorporate heritage sites within future reserves as part of the planning and regulatory process. We would like to see a more vibrant approach to heritage, with Council putting more effort into promoting the heritage and history of the city and the suburbs as part of a local domestic economy, with the potential to grow internationally.

Biodiversity strategy - Our suburb is largely rural in character so our Association strongly supports a comprehensive pest control and eradication programme as well as the ever growing, Council sponsored community planting programmes. 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 funding into weed control and removal of wilding trees on riparian strips and other Council owned land. Greater Wellington's policy on pest and weed control is currently under review so we are unsure where it will go from here but it currently only funds eradication of exotic weeds that are new to the country or region before they take hold. For your information, we have a very active weed control programme in Glenside. For example, we have made great progress in reducing Old Man's Beard in the suburb over the past three years but have been unable to complete this due to some patches being out of bounds or requiring treatment beyond our resources. We urge Council along with Greater Wellington to place more emphasis on weed control and to provide more assistance to community groups willing to take an initiative in tackling DOCs Dirty Dozen priority weeds. The rewards are greater than Predator Free in that progress can be monitored more easily to low levels and success is faster. In summary, we are actively involved with restoration through weed reduction, planting of natives and pest control, and welcome the additional funding being granted to Predator Free but would like to see this extended to control the worst of our weeds. Incidentally, what happened to Wellington as an Eco City?

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

2018 – 2028 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).

This time, we do not wish to speak at the submission hearing as an Association but trust our comments below will be considered seriously.

We thank Council for the opportunity to express our views.

Ten Year Plan – Priority Areas

For the most part, we agree with the priorities set in the Plan, especially the emphasis on Resilience and Transport but we also have reservations as outlined below.

Resilience

Resilience should come first among Council's priorities. It is pleasing to see this receiving a high priority in the current Plan.

We support Option 1

Housing

We strongly support Council's social housing policy and making better use of Council land for affordable housing. We also understand the need for more housing in Wellington including in our suburb provided new houses are given adequate space, and harmonise with the existing landscape and housing stock.

Ideally, house construction should be a continuous process with affordable housing being constructed with Government support during lulls in housing demand. At the moment, the building industry is very much a cyclical full on – full off industry which leads to business and employment difficulties for builders, poor planning and higher costs. The housing market can change rapidly if oversupplied or if most of the available houses are unaffordable to most people.

Council should not be tempted to accelerate more expensive housing at a cost to the environment on the grounds that this somehow helps poorer families find housing. The development on Marshall Ridge (Reedy Block and beyond) is a good example of this. The earthworks associated with this development have been horrendous in scale and unnecessary. It is also disappointing to

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Transport

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- Making walking easier.
- Buying or renting homes closer to work.
- Working from home.
- More parking (including parking buildings) at outer suburban train stations.
- Walking buses for school children.
- A programme encouraging people to focus hard on using their cars for less trips each day.
- A voluntary staff parking reduction programme with CBD businesses to encourage staff with allocated parking spaces to use public transport for part of the week (eg three days per week) in exchange for flexible working hours.

- Pedestrian-only areas in the CBD and major suburban centres.

We are not convinced that the current emphasis on cycling will provide an answer for Wellington's transport woes. In many cases, it's too late. There isn't room for many new cycle ways and they often complicate road lane markings which create navigation and safety problems for motorists and cyclists alike but we support them where they can be demarcated clearly, accommodated safely and built at reasonable cost.

We support Option 1.5, ie deliver cycling only where feasible and with local community support but introduce user pays weekend parking now.

Sustainable Growth

Items under this heading seem to be associated with sport, the tourist industry and the CBD rather than the Wellington economy as a whole. We don't disagree with what is being proposed but are they affordable? These projects should be slow tracked.

Certainly, councils need to prepare for natural population growth but why are we trying to encourage growth in tourism if we can't provide for it? Many European cities that are popular with tourists are now asking this question.

We support Option 1.5, ie to plan for natural growth rather than encourage or accelerate growth, and slow down new projects in order to achieve LTP 2015 budget targets over the next seven years.

Arts and Culture

Facilities under this heading have already been covered under Resilience and Growth.

We support Council encouraging and part funding arts and cultural events which it does very well already. The aspiration in the Plan though is for Wellington to be the Arts and Cultural capital of New Zealand. On a per capita basis, it already is so this raises several questions.

- What is the purpose of this objective?
- How will it be measured? Is it quality, quantity, diversity or what?
- Does it mean trying to outperform Auckland (three times the size of Wellington) on an absolute basis?

We need to think carefully about what this might mean and whether it is sustainable.

We support Option 1.5, ie strengthening of the Town Hall, St James Theatre etc but ensuring that, whatever additional arts and cultural events are staged relative to today, there will be full attendances and Council subsidies will be affordable.

Rates Increases

The previous LTP provided for an average 3.9% annual increase in rates over the 2015-2025 period which we estimated was about 24.7% over inflation. We note that the current Plan has changed this to a 4.1% annual increase. The graphs (Consultation Document, p60) indicate a drop off in the

last three years of the current plan so the last four years of the previous LTP will now considerably exceed the 3.9% indicated then.

We therefore ask Council to reconsider these targets and limit average rates increases to 3.9% for the first seven years of the current Plan in order to fulfil the objective promised for the previous LTP.

We support introducing a targeted rate for the tourism sector.

Our Specific Concerns

Investment in the Suburbs

As in the past, the current Ten Year Plan places too much emphasis on the City Centre.

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.

Walking Tracks

The Northern Suburbs continue to be deficient in walking tracks compared to the rest of Wellington.

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 continuing to engage with Council to advance this programme more quickly. There should be walking tracks within walking distance of the homes of all Wellington residents.

Heritage

Heritage is an important part of Wellington's character and needs to have its place in LTPs. Our Association is pleased that restoration of the Halfway House in Glenside has been completed and assistance is being provided for the creation of a Heritage Garden on this site. Our community has groups actively engaged in furnishing the Halfway House and planting out the Heritage Garden.

However, there is other heritage in Glenside on the Council's District Plan that is significant and deteriorating, such as Nott House on 400 Middleton Road (DP Map 26, Ref 211) and Clarence Farm at 420 Middleton Road (DP Map 26, Ref 360) with its rare colonial flour mill. Furthermore, heritage which is not listed in the District Plan such as landscape features associated with heritage sites (for example farm springs and trees) and technical heritage (gold mines, WWII infrastructure) is being lost through non-notified development such as private plan changes and the Special Housing Accord.

We would like to see a stronger relationship between the regulatory and planning teams whereby the Heritage Unit and the Parks and Reserves Unit are brought in earlier, to incorporate heritage sites within future reserves as part of the planning and regulatory process.

We would like to see a more vibrant approach to heritage, with Council putting more effort into promoting the heritage and history of the city and the suburbs as part of a local domestic economy, with the potential to grow internationally.

Biodiversity Strategy

Our suburb is largely rural in character so our Association strongly supports a comprehensive pest control and eradication programme as well as the ever growing, Council sponsored community planting programmes. 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 funding into weed control and removal of wilding trees on riparian strips and other Council owned land. Greater Wellington's policy on pest and weed control is currently under review so we are unsure where it will go from here but it currently only funds eradication of exotic weeds that are new to the country or region before they take hold.

For your information, we have a very active weed control programme in Glenside. For example, we have made great progress in reducing Old Man's Beard in the suburb over the past three years but have been unable to complete this due to some patches being out of bounds or requiring treatment beyond our resources. We urge Council along with Greater Wellington to place more emphasis on weed control and to provide more assistance to community groups willing to take an initiative in tackling DOC's Dirty Dozen priority weeds. The rewards are greater than Predator Free in that progress can be monitored more easily to low levels and success is faster.

In summary, we are actively involved with restoration through weed reduction, planting of natives and pest control, and welcome the additional funding being granted to Predator Free but would like to see this extended to control of the worst of our weeds.

Incidentally, what happened to Wellington as an Eco City?

Conclusion

The Glenside Progressive Association supports much of what is proposed in the Ten Year Plan but has reservations in respect of some of the capital items under Sustainable Growth and several of the implementation policies for Housing. We also feel that proposed rates increases are too high and could be reduced by extending the time frame for the CBD Growth projects. We wish to see more emphasis placed on projects for the suburbs and the environment including walking tracks, the protection of heritage and weed control.

Barry Blackett
Glenside Progressive Association

15 May, 2018

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin Lethbridge	Newtown	Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not sure	Resilience and environment,Transport,Housing,Sustainable growth,Arts and culture

Resilience and environment summary

Water storage capacity and network improvements	Strongly support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	Neutral
Building accelerometers	Strongly support
Predator Free Wellington	Support
Community-led trapping	Neutral
Resilience of the transport corridor	Strongly support
Security of water supply	Strongly support
Waste management and minimisation	Support
Storm clean-up	Support
Adding land to the Wellington Town Belt	Neutral
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	Neutral
Special Housing Areas	Neutral
Inner City Building Conversion	Neutral
Special Housing Vehicle	Support
Rental Warrant of Fitness	Neutral
Te Whare Oki Oki	Neutral

Do you have any other comments?

Transport summary

Cycling Master Plan	Oppose
Introduction of weekend parking fees	Oppose
Let's Get Wellington Moving	Support
Transport-related initiatives	Support

Do you have any other comments?

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Neutral
Kiwi Point Quarry life extension	Support
Wellington Zoo upgrades	Support

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Neutral
Investment in the arts	Oppose

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan & Peggy Bhana-Thomson	Mount Cook	Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

This proposal for consideration by the Council for its current 10-Year Plan is for an upgrade of the pedestrian steps that link between Adelaide Road and Tasman Street to address two aims:- specific safety issues, and- to encourage walking access in the Mt Cook area. The solution to the identified issues would be to upgrade the walkway steps on Douglas Streets steps as identified. Our recommendation is for the Council to budget some investigative money to identify the issues, and to work with the local residents and users to develop solutions.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Proposal for Safety and Amenity Upgrade for the Douglas Street Pedestrian Steps, Mt Cook.

This proposal for consideration by the Council for its current 10-Year Plan is for an upgrade of the pedestrian steps that link between Adelaide Road and Tasman Street to address two aims:

- specific safety issues, and
- to encourage walking access in the Mt Cook area.

Introduction

This proposal is being submitted by two residents who have lived in the Douglas Street area adjacent to the pedestrian steps for many years.

Within the last few years there has been an upgrade of the pedestrian steps in Drummond street in Mt Cook and this has encouraged walking access as well as improved amenity in the area.

We see that there is an opportunity to achieve the same outcomes in Douglas Street.

Identifying the Problems with the Douglas Street Pedestrian Steps

1. Safety Issues

There are a number of safety issues with the current design of the Douglas Street steps, and these include:

- narrow and steep steps with short treads and risers. This causes the steps to be awkward to walk up and down.
- the metal handrail is located on one side and is old and not to today's standards
- there are two sets of steps through the area and one of them is not well lit. The large trees in the area shade the steps at night and make the area very dark for users to negotiate the steps as well as decreasing the safety in the area. There have been requests to significantly prune back the trees but in recent times this has not been addressed.
- the lack of good stormwater provision in the upper part of Douglas Street means that in downpours that there is a torrent of water that flows down the southern steps and leaves a lot of debris on the steps, including dirt and sticks
- the large trees in the planted area of the steps drop many leaves, flowers and petals which can make the area slippery.
- the current design of handrails and the parking barrier on the top end of Douglas Street makes it susceptible to graffiti.

2. Antisocial Activity

The design of the steps encourages a number of undesirable activity, and this includes:

- The southern steps includes a flatish area that encourages people to the area. Numerous times this has resulted in alcohol bottles being left there
- The area is secluded and under the trees often there are school pupils from the numerous schools in the area that gather to smoke
- At other times school, pupils eat takeaway foods and leave the rubbish in the area of the steps. There have been requests made to provide a rubbish bin, but to date this has been turned down.

3. Other Issues

The trees that are growing in the garden area are too large for the small area and the roots from these trees encroach into the sewage and stormwater drains that are underneath the garden area.

The slope of the garden area adjacent to the steps is so steep that plants do not grow that well and are difficult to maintain by Council staff.

In the last 10 years the north side of Douglas street has changed from light commercial to what will be the new Chinese Embassy. The parking and turn around area on the western cul-de-sac area of Douglas Street adjacent to the steps needs to be re-evaluated in light of the changing use.

Opportunity to Improve the Amenity and Safety

1. Encouraging Walking in the Wider Area

The steps on Douglas Street are a key access way between the Adelaide Road area and Tasman Street. The types of people that use the steps include:

- Local residents that walk to and from the city using this route
- School pupils that walk to/from home and the Mt Cook Primary School, Wellington High School, Wellington Boys College, Wellington East Girls.
- Tertiary Students that walk to/from Massey University

If the steps are upgraded to more amenable to use and safer, then this will encourage more walkers in the area.

If the walkway steps are more obvious, accessible and welcoming then this will assist with making this more usable walkway route.

2. Other Developments in the Area

The plans to develop a new Chinese Embassy in the large area of land that is bounded by Douglas Street and part of this is the steps on Douglas Street. There is an opportunity to improve the immediate amenity of the Embassy area by re-developing the steps. If the steps are designed to be away from the boundary edge of the Embassy area then this may help the security of the embassy fence line.

The Council's plans are for greater number of residents living in the Adelaide Road area. The upgrade of the Douglas Street steps would be a key way of encouraging walking to/from the City.

3. Safety Improvements

The re-design of the steps so that it:

- Has the appropriate step design and handrails
- Has better directed lighting so that the steps are properly lit with energy efficient lighting
- Does not encourage loitering in the area
- Improve the stormwater provision so that the steps do not overflow down the stairs when there is heavy rain.

4. Appropriate planting

A proper analysis of the area in terms of vegetation provision so that it encourages people to walk through the area, and does not shadow or overhang the area. In our view this would involve removing the current range of large trees and replacing them with ones that are more suitable for scale of the garden area.

Conclusion

The solution to the identified issues would be to upgrade the walkway steps on Douglas Streets steps as identified. Our recommendation is for the Council to budget some investigative money to identify the issues, and to work with the local residents and users to develop solutions.

Jonathan & Peggy Bhana-Thomson

Resident at 15 Douglas Street, Mt Cook, Wellington.

15 May 2018.

Photo's to Illustrate the Issues and the Potential Solution

1. Current Steps Provision:



Views from Lower Douglas Street.



2. Safety Issues



Small steps, frequently covered in leaves



Stairs shaded at night by overhanging trees

3. Antisocial Activity:



Frequent drinking on the secluded steps area, and leaving behind of rubbish

4. Drummond Street Steps, 400m south of Douglas Street in Mt Cook.



Pre-Upgrade early 2010's



Post Upgrade 2017

These pedestrian steps now are wide, have appropriate handrail, have good focused lighting, removal of trees and vegetation that make for good visibility for safe walking at night.

NAME: Paula Warren	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Support</p> <p>Support</p>
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A key component of resilience that we would like to see given more attention in the LTP is climate change adaptation discussion and planning. Although this will likely be included in the District Plan review, we request that \$200k is separately allocated to continue the discussion with the community on adaptation to climate change. That discussion needs to result in community agreement on issues such as managed retreat, adaptation that is embedded in WCC asset management plans (for example abandoning/rebuilding sea walls, and stormwater management responses), adaptation to severe wind events, and coastal erosion. To achieve community agreement will require education and advocacy work, as well as providing forums for discussion. This is a critical issue for Wellington. As recently modelling shows, Wellington is highly vulnerable to sea level rise, and we cannot rely on unpredictable geo-tectonic uplift as a solution. No-one will be able to afford to continually repair coastal erosion or develop new infrastructure to prevent flooding. Sea walls and similar solutions will not be affordable in the long run, and will also cause the loss of the natural character of the coastal edge. We support the provision of increased water storage, provided each project is designed to minimize environmental effects. But we would also like to see greater emphasis on water harvesting by households as a way to both improve resilience and reduce stormwater costs and impacts. We would also like to see water charging examined urgently, as a potentially powerful means to reduce water wastage and encourage water harvesting. Environment We agree that upgrades of the central city and suburban wastewater network should be funded. Again, however, we note that there also needs to be investment in ways to reduce the pressure on those systems, for example by water harvesting, green

roofs, replacement of impervious with pervious surfaces, and stormwater retention wetlands. We agree that the quality and quantity of local streams/storm water/waste water spilling into the harbour is a major issue, and improved management of stormwater at source will be an important contribution to addressing the issues (including funding of public education to reduce sources such as dumping of waste into gutters and illegal connections of stormwater to sewers). Wellington Water is doing work on integrated catchment plans. As part of that work we wish to see the identification and protection of areas of land that are important for stormwater control especially in areas where local streams have high biodiversity value. The use of mechanisms such as stormwater retention wetlands can also contribute to broader catchment biodiversity goals. The council has an excellent Water Sensitive Urban Design policy, but that has not yet been mainstreamed into development programmes. We expect the introduction of mandatory water sensitive urban design will happen within the time frame of this LTP and resources need to be allocated for implementation. Waste management is a critical issue, so we have provided specific comments on that. Waste creates significant drag in Wellington's economy, negative impacts on our natural environment and generates expensive legacy issues in management of landfilled material. WCC has committed to reducing waste to landfill by 33% in the next 9 years. ERG supports decisive and immediate action to achieve this target, particularly given Ministry for the Environment research which shows that 75% of waste to landfill could be diverted. Wellington City is lagging behind other cities in NZ in reduction of volumes of waste going to landfill, and this needs to be addressed. WCC plans to transition its landfilling operation to that of a waste reprocessing centre is an excellent initiative and needs to be augmented with strong programmes encouraging community and business waste reduction. Following are several issues that the ERG encourages WCC to investigate and take action on. Sewage sludge URGENT priority needs to be given to the diversion of sewage sludge from landfill. This waste stream has special characteristics that drive landfill volumes and costs upward. These include:

- Future volumes of biosolid waste will rise with population growth. Behaviour changes or economic disincentive mechanisms cannot be used to reduce this increase.
- Requirement for a mixing sewage sludge with a further 4 parts of general waste for disposal to landfill inhibits waste reduction initiatives.
- Generation of significant greenhouse gas emissions as it decomposes in the landfill and consequent need to offset with increasingly expensive carbon credits.

 We would ask that the council ensure that the LTP as proposed will allow the investigation and implementation of an alternative processing method to turn these biosolids into an economically valuable resource rather than a material that requires ultimate disposal to landfill. If that is not possible, we would request that investment in that be included as a new item in the LTP. ERG agrees with the proposed support for Predator Free Wellington. We would request, however, that there be serious consideration of how the collective programme can be best managed across the 10 year period. In particular, there needs to be discussion about whether eradication should be done through local eradications that over time add up to a full eradication, or by tackling a pest across the whole city (or region) immediately. It is also important to ensure that the current community enthusiasm and skill is grown, and effectively used, so we support the proposed investment in that work. While we support a focus on predators, we would also like to see increased investment in broader habitat protection on both public and private land, so the full range of Wellington's biodiversity benefits.

Housing summary

The Strategic Housing Investment Plan (SHIP)

Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

ERG supports the Council focus on housing. The quality and availability of housing is critical for individual and community wellbeing, but so is the surrounding environment. As population density rises, it is even more important to have a focus on how the public realm is managed to both support the needs of those living in the area, and also minimize the impacts they have on the environment. ERG believes that these objectives will only be met if there is good spatial planning and infrastructure design. Housing needs to be near workplaces to minimize transport costs, and near public transport to minimize private car use. Housing needs to be designed to ensure there are green spaces for recreation and to deliver environmental services, even where density is high. Leaving all design decisions to the market will not deliver that. While we support using council land for housing, we would not wish to see decisions made on an ad-hoc basis, without adequate evaluation of the present and future needs for public open space, and the values of the individual land parcels in the broader 'Our Natural Capital' context. We also want to see WCC's partners, such as Housing NZ and major developers, contribute to the broader public realm context in which their housing developments need to sit. We agree with the general UDA concept which could help free up land for housing providing safeguards are in place. ERG has done work on this area, and we wish to see safeguards formally adopted and implemented. We also want to see appropriate provisions in the District Plan to ensure that the overall result of urban development work benefits all Wellingtonians and the natural environment. The district plan needs to be restructured to better reflect the long term goals for housing (and related matters including the natural environment), and be designed so it is readily interpreted and complied with. The quality of the housing stock will also be critical for meeting climate change mitigation and adaptation objectives

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

ERG notes that the work on transport will be in a changing context, given the Government's draft GPS. This appears to be an ideal opportunity to take major steps towards an integrated multi-modal approach to transport that reduces:

1. dependence on and use of the private car
2. the footprint of vehicle traffic, freeing up space for other transport modes and for public open space
3. carbon emissions from transport
4. impacts of transport on the quality of the urban environment, including noise and emissions impacts
5. the overall cost of transport both to the councils and to individuals.

We believe that the LTP should have a clear vision of a major shift in transport systems within the city. In order to benefit from the new Government funding, it also needs to signal major new programmes in areas such as walking that will be eligible for new funding from central government. A major shift in our transport systems is vital from an environmental perspective, given that:

1. Transport is a major contributor to carbon emissions.
2. Transport is a major land use, reducing the ability to deliver green spaces, amenity, and habitat within the urban fabric.
3. Transport is a major cause of urban stream pollution.
4. Transport is a major contributor to impervious surfaces that affect streams through effects on hydrology (flashiness).
5. The transport mode used affects community cohesion, and public health. Private car use can isolate people from their environment and their immediate community, reducing community cohesion and resilience. It also has negative effects on health, both physical and mental. Use of active modes improves health and connection to the local place. Some of the environmental effects of transport are poorly understood and seldom recognised by the public. For example, in the Lambton catchment a large proportion of zinc, lead and copper pollution is from cars (brakes and tyres) - see graphs below. These are pollutants that the average resident probably thinks comes mostly from industrial point source discharges. These can only practically be reduced by reducing car use, although alternative approaches to stormwater can keep them out of sensitive ecosystems. Given that context, we support option 1. We need to invest in rapid change, including to keep pace with the likely rate of population growth. But we would like built into option 1 two other aspects:

1. Significant new investment in walking infrastructure, as part of the green network approach which the council is planning to introduce. Making green walking corridors will be an important way to achieve transport goals (e.g. getting people out of their cars for short trips), while

also delivering improved access to green space in denser neighbourhoods. Wellington is well placed to have the "green ways" that were proposed by community groups in the LGWM discussions. For example, there is already a linked set of green spaces/walkways from Thorndon to Kelburn. A low-cost exercise could turn this into a complete green walking route, delivering open space benefits to local residents and workers along the route.2. Significant new and continued investment in connected off-road cycleways, separate from the walking network.3. A commitment to investing in non-car modes ahead of any new investment in roads. In particular, it is vital that the proposed light rail/rapid transit spine is built and operating before there are any decisions to invest in new road tunnels or major new roading infrastructure. The one exception to that, provided it did not use funds that are needed for other modes, would be undergrounding existing roads to improve urban amenity and walking/cycling connectivity. In the past, there has been investment in roads ahead of other modes, which has exacerbated rather than improved issues such as congestion and loss of amenity. We also note that there have been major difficulties in delivering on proposed road allocation changes, notably in the case of cycleways, because WCC has failed to capture the imagination (or at least agreement) of some sectors. The most recent decision to only do a partial fix of Thorndon Quay, because of business concerns about parking, shows that there needs to be more done to:1. Convince key groups of the benefits to all modes of providing for all modes (including the benefits to motorists of achieving modal shift to other modes). 2. Change the way groups approach road allocation, so they can see that there can be multiple outcomes from use of road space, and that parking is not necessarily the highest priority use3. Change the way in which parking availability is provided for and presented. We have been disappointed to find that the new technology for managing in-street parking spaces either is unable to or has not been used to allow more effective allocation of parking space to deliver business objectives. For example, in the Thorndon discussions, the idea of allowing some businesses to book spaces for their clients was floated, but whether that was possible or a good solution to the perceived problem for businesses was not further explored. The reform of parking policies proposed by the Council is in our view vital to achieving the LTP objectives. We would also like to see a more ambitious approach to road space re-allocation to deliver environmental as well as transport goals. That would include removing general traffic from Lambton Quay to prevent traffic impeding public transport movements along that part of the spine, while also improving open space amenity in that key part of the Golden Mile.

Sustainable growth summary

Planning for growth	
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	
Do you have any other comments?	
<p>In our view unsustainable growth is not an option for the city. If we do not maintain the quality of our city even while growing the population and economy, and actively consider the impact of climate change, the city will fail in the long term. Much of what attracts people and businesses to Wellington is its natural environment and the "walkable" nature of the urban form. So with any investment, how it will benefit, or at least not damage, urban form and functioning must be a core consideration. Many of the points we have made earlier in this submission will be vital to ensuring that this can be done (for example our comments on the problem of silos and the need to plan for place; our comments on transport modal shift and the need to use our road space more effectively). It will be vital to de-couple growth and GHG emissions, growth and transport land use, etc.</p>	

Arts and culture summary

Strengthening cultural facilities	
Additional support for the arts	
Investment in the arts	

Do you have any other comments?

We note that arts and culture are integral to the way people see and use the environment and to community resilience. We would therefore like to see council supported cultural events incorporate environmental aspects. One example of how this can be done successfully was the Hutt Common Ground (public art) Festival which had a focus on urban water. In any re-development of public spaces, the project should: be carbon neutral be sustainable tie the city or suburb together visually and contribute to a coherent urban realm use local materials enhance biodiversity use water sensitive design put the pedestrian first and encourage people to walk and interact with their local environment

Environmental Reference Group submission on the Long Term Plan

About the Environmental Reference Group

The Environmental Reference Group (ERG) was set up by the Council. Our role is to provide advice on the best ways to improve Wellingtonians' quality of life environmentally, socially, culturally and economically by protecting and enhancing the local environment.

We carry out that role by constructively advising on relevant Council projects and policies, where possible identifying evidence and solutions, whilst taking into account wider needs, issues and views.

We bring knowledge and insight into Council around the environment, including water, energy, waste, biodiversity, urban design and transport management, in the context of Council's roles and priorities.

ERG members bring to the table not only our own knowledge and thoughts, but also those of the community groups we are part of.

Members of the 2018 ERG group have the following skills and expertise: marine biology, ecology, biodiversity, sustainability, mana whenua and Treaty relationships, management (GM/CEO level), governance, communication, politics, stakeholder engagement, landscape architecture, engineering, planning, policy, architecture, energy management, freshwater.

ERG would like to be heard in support of its submission.

About this submission

Our submission is structured into three sections:

1. Firstly, we outline some of the overarching issues that we see as important to the work of the WCC, including in the Long Term Plan process.
2. We then outline some specific issues within the LTP that we want to address.
3. And finally, we give some input into the indicators used in the performance framework and reporting as part of the LTP.

We note that our submission draws on what we have heard when engaging with council officers. We are in the privileged position of hearing from a range of officers across the council on issues that affect our environment and bring to this role our personal and professional expertise. We also focus on some recurring themes that we believe will be critical to implementing this plan, notably the need for integrated work across the council (i.e. avoiding the negative effects of silos), and the need to maximise the benefits of the community's contribution.

The ERG supports many aspects of the draft Long Term Plan. The Council has incorporated a lot of long term thinking projects and important issues into this process.

We hope that our submission will help to support that strategic planning for the future of Wellington City.

We also want to acknowledge that increases in spending, and any rate increases that follow, will have a cost impact on people in Wellington, especially those on a fixed or low income who will find increases harder to pay. Because of this, we need to make sure that any spending benefits those people in particular.

1. Overarching issues

1.1 Integrating council work

We want to encourage the Council and its officers to look at issues in the most integrated way possible. We have heard from senior council staff about the significant efforts they are making to reduce silos and integrate the council's work. We are very supportive of this approach. We are raising this issue in the Long Term Plan process because we want to encourage the council to continue to invest in breaking down silos, and consider that success in that area will be critical to achieving the outcomes anticipated in the draft plan. We will also be supporting ongoing efforts to achieve greater integration in LTP implementation. Investment in integration will have major benefits for ratepayers and the city.

There are already examples of this type of investment. For example, in Our City Tomorrow, the Council has committed to investing in streets planning, so they become treated as locations delivering a range of services – corridors for biodiversity, stormwater management, public green space, multi-modal transport corridors, and parking spaces. We are also seeing this integrated approach in the development of the laneways projects.

Unfortunately, we also have experienced the opposite when, for example, management of vegetation and spaces in city streets is done for purely transport purposes, with amenity and community restoration values lost in the process.

We believe that a potential solution to some of these problems would be for the council to invest in processes that would allow communities to build a master plan for a local place, against which activities were assessed to ensure that they were all working towards the same goals. That would also provide a long-term perspective for day-to-day work, ensuring optimal outcomes over time.

We want to encourage the council to manage their projects as place-based rather than on a functional basis. It is vital that we manage places, not "roads" or "vegetation" or "footpaths". We need to treat our streets and other places as environments in which people and nature coincide and co-exist. They need to be managed holistically to deliver that. A master plan for a location would outline what we want to deliver in a place in the long term, and there would then be subsequent decisions on how council and community activities and contracts would contribute to (or at least not conflict with) that vision.

That approach will ensure that day to day demands on the council can be addressed, without compromising a longer-term approach. It will also help to build public support for the work being done, and encourage public contributions.

1.2 Cultural change

We see, through our work, a consistent need for the council to invest in supporting cultural change within the Wellington community in relation to a number of areas of long term impact.

In particular, this is the case for:

- how to adapt as a city to climate change,
- how to achieve a zero-waste objective,
- how to restore water quality and waterbody health (including within the harbor), without impeding increased economic activity in the city, and
- the way we use streets as part of our public space that contribute to our way of life, not just as places to drive and park cars.

We would like the Council to commit to cultural change to address these issues in this cycle of the LTP. Funding for these sorts of cultural change projects does not have to be a huge investment at this stage, being mostly an investment of staff time. A change in the actions and views of the public on these issues however, is crucial to the future of Wellington, and also for the work of the Council. Our citizens need to be included on the journey towards addressing these four areas, as their actions and views will be critical to achieving solutions.

2. Specific LTP issues

2.1 Priority area – Resilience and environment

ERG supports this being a separate priority area, given the specific projects proposed. But we also consider that resilience needs to be built into all works streams.

Resilience

A key component of resilience that we would like to see given more attention in the LTP is climate change adaptation discussion and planning. Although this will likely be included in the District Plan review, we request that \$200k is separately allocated to continue the discussion with the community on adaptation to climate change.

That discussion needs to result in community agreement on issues such as managed retreat, adaptation that is embedded in WCC asset management plans (for example abandoning/rebuilding sea walls, and stormwater management responses), adaptation to severe wind events, and coastal erosion. To achieve community agreement will require education and advocacy work, as well as providing forums for discussion.

This is a critical issue for Wellington. As recently modelling shows, Wellington is highly vulnerable to sea level rise, and we cannot rely on unpredictable geo-tectonic uplift as a solution. No-one will be able to afford to continually repair coastal erosion or develop new infrastructure to prevent flooding. Sea walls and similar solutions will not be affordable in the long run, and will also cause the loss of the natural character of the coastal edge.

We support the provision of increased water storage, provided each project is designed to minimize environmental effects. But we would also like to see greater emphasis on water harvesting by households as a way to both improve resilience and reduce stormwater costs and impacts. We would also like to see water charging examined urgently, as a potentially powerful means to reduce water wastage and encourage water harvesting.

Environment

We agree that upgrades of the central city and suburban wastewater network should be funded. Again, however, we note that there also needs to be investment in ways to reduce the pressure on those systems, for example by water harvesting, green roofs, replacement of impervious with pervious surfaces, and stormwater retention wetlands. We agree that the quality and quantity of local streams/storm water/waste water spilling into the harbour is a major issue, and improved management of stormwater at source will be an important contribution to addressing the issues (including funding of public education to reduce sources such as dumping of waste into gutters and illegal connections of stormwater to sewers).

Wellington Water is doing work on integrated catchment plans. As part of that work we wish to see the identification and protection of areas of land that are important for stormwater control especially in areas where local streams have high biodiversity value. The use of mechanisms such as stormwater retention wetlands can also contribute to broader catchment biodiversity goals.

The council has an excellent Water Sensitive Urban Design policy, but that has not yet been mainstreamed into development programmes. We expect the introduction of mandatory water sensitive urban design will happen within the time frame of this LTP and resources need to be allocated for implementation.

Waste

Waste management is a critical issue, so we have provided specific comments on that.



Transition to a low/zero waste Wellington

Objective: Reduction of waste to landfill

Waste creates significant drag in Wellington's economy, negative impacts on our natural environment and generates expensive legacy issues in management of landfilled material.

WCC has committed to reducing waste to landfill by 33% in the next 9 years. ERG supports decisive and immediate action to achieve this target, particularly given

Ministry for the Environment research which shows that 75% of waste to landfill could be diverted. Wellington City is lagging behind other cities in NZ in reduction of volumes of waste going to landfill, and this needs to be addressed.

WCC plans to transition its landfilling operation to that of a waste reprocessing centre is an excellent initiative and needs to be augmented with strong programmes encouraging community and business waste reduction.

Following are several issues that the ERG encourages WCC to investigate and take action on.

Sewage sludge

Urgent priority needs to be given to the diversion of sewage sludge from landfill. This waste stream has special characteristics that drive landfill volumes and costs upward.

These include:

- Future volumes of biosolid waste will rise with population growth. Behaviour changes or economic disincentive mechanisms cannot be used to reduce this increase.
- Requirement for a mixing sewage sludge with a further 4 parts of general waste for disposal to landfill inhibits waste reduction initiatives.
- Generation of significant greenhouse gas emissions as it decomposes in the landfill and consequent need to offset with increasingly expensive carbon credits.

We would ask that the council ensure that the LTP as proposed will allow the investigation and implementation of an alternative processing method to turn these biosolids into an economically valuable resource rather than a material that requires ultimate disposal to landfill. If that is not possible, we would request that investment in that be included as a new item in the LTP.

Sustainable funding model

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.

We would like to see the LTP protect on-going viability of effective waste reduction and recycling projects through future-funding from general rates as revenue from land filling decreases.

Landfill extension

We understand that some landfilling capacity needs to be available to the city for waste management. As the city transitions towards a low or zero waste economy it is important that plans for the next landfill stage, do not undermine the viability of existing and future waste reduction and recycling initiatives.

We would like to see planning for a limited and incremental extension of the WCC Southern Landfill only, with a strong emphasis on protection of the surrounding environment.

Single use plastics

It is very clear that single-use plastic waste is significant contaminant of Wellington's natural environment with particular impact on our few remaining open streams and the coastal marine areas.

We would like to see WCC work with central government to change the availability and use of single-use plastics, and to take urgent action to prevent these soft plastics from entering the natural environment in Wellington.

Natural environment

ERG agrees with the proposed support for Predator Free Wellington. We would request, however, that there be serious consideration of how the collective programme can be best managed across the 10 year period. In particular, there needs to be discussion about whether eradication should be done through local eradications that over time add up to a full eradication, or by tackling a pest across the whole city (or region) immediately.

It is also important to ensure that the current community enthusiasm and skill is grown, and effectively used, so we support the proposed investment in that work.

While we support a focus on predators, we would also like to see increased investment in broader habitat protection on both public and private land, so the full range of Wellington's biodiversity benefits.

One action that is urgently needed is to transfer WCC-owned land that is managed for open space values into appropriate reserve classifications under the Reserves Act. That should be progressively undertaken, in a low cost manner. That will provide a clear legal basis for ongoing investment by the council and community.

Money also needs to be allocated for the identification and protection of areas of high biodiversity value on private land, as outlined in "Our Natural Capital". If these areas are not identified and protected the habitat could be lost. It is important that strategies such as "Our Natural Capital" are translated into action plans that are funded. If there are outcomes which are considered unaffordable, then partners who could contribute, or alternatives, need to be identified.

We also request an increased budget for the control of weeds that are a barrier to natural regeneration.

We request \$200k a year for five years to support ZEALANDIA's Sanctuary to Sea community project as a pilot for wider waterway and corridor restoration.

2.2 Priority area - Housing

ERG supports the Council focus on housing.

The quality and availability of housing is critical for individual and community wellbeing, but so is the surrounding environment. As population density rises, it is even more important to have a focus on how the public realm is managed to both support the needs of those living in the area, and also minimize the impacts they have on the environment.

ERG believes that these objectives will only be met if there is good spatial planning and infrastructure design. Housing needs to be near workplaces to minimize transport costs, and near public transport to minimize private car use.

Housing needs to be designed to ensure there are green spaces for recreation and to deliver environmental services, even where density is high. Leaving all design decisions to the market will not deliver that.

While we support using council land for housing, we would not wish to see decisions made on an ad-hoc basis, without adequate evaluation of the present and future needs for public open space, and the values of the individual land parcels in the broader “Our Natural Capital” context.

We also want to see WCC’s partners, such as Housing NZ and major developers, contribute to the broader public realm context in which their housing developments need to sit.

We agree with the general UDA concept which could help free up land for housing providing safeguards are in place. ERG has done work on this area, and we wish to see safeguards formally adopted and implemented.

We also want to see appropriate provisions in the District Plan to ensure that the overall result of urban development work benefits all Wellingtonians and the natural environment. The district plan needs to be restructured to better reflect the long term goals for housing (and related matters including the natural environment), and be designed so it is readily interpreted and complied with.

The quality of the housing stock will also be critical for meeting climate change mitigation and adaptation objectives

2.3 Priority area – Transport

ERG notes that the work on transport will be in a changing context, given the Government’s draft GPS. This appears to be an ideal opportunity to take major steps towards an integrated multi-modal approach to transport that reduces:

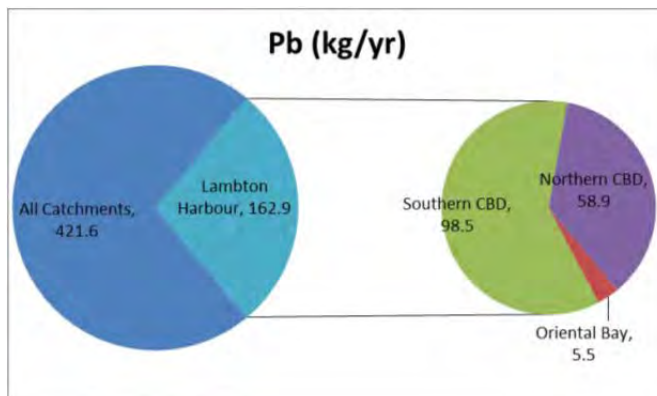
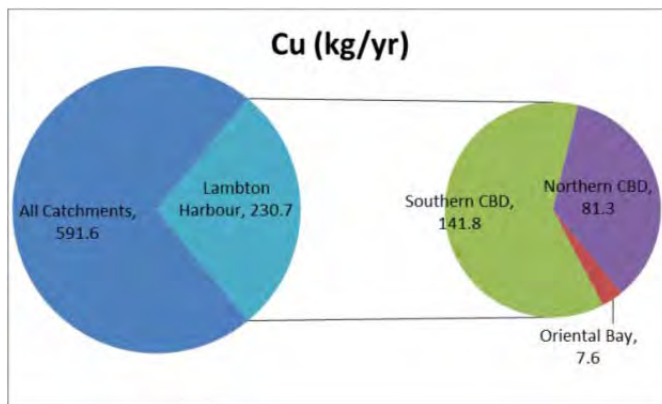
1. dependence on and use of the private car
2. the footprint of vehicle traffic, freeing up space for other transport modes and for public open space
3. carbon emissions from transport
4. impacts of transport on the quality of the urban environment, including noise and emissions impacts
5. the overall cost of transport both to the councils and to individuals.

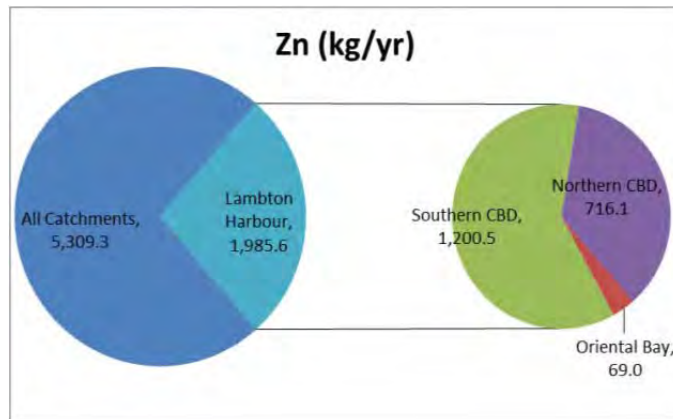
We believe that the LTP should have a clear vision of a major shift in transport systems within the city. In order to benefit from the new Government funding, it also needs to signal major new programmes in areas such as walking that will be eligible for new funding from central government.

A major shift in our transport systems is vital from an environmental perspective, given that:

1. Transport is a major contributor to carbon emissions.
2. Transport is a major land use, reducing the ability to deliver green spaces, amenity, and habitat within the urban fabric.
3. Transport is a major cause of urban stream pollution.
4. Transport is a major contributor to impervious surfaces that affect streams through effects on hydrology (flashiness).
5. The transport mode used affects community cohesion, and public health. Private car use can isolate people from their environment and their immediate community, reducing community cohesion and resilience. It also has negative effects on health, both physical and mental. Use of active modes improves health and connection to the local place.

Some of the environmental effects of transport are poorly understood and seldom recognised by the public. For example, in the Lambton catchment a large proportion of zinc, lead and copper pollution is from cars (brakes and tyres) – see graphs below. These are pollutants that the average resident probably thinks comes mostly from industrial point source discharges. These can only practically be reduced by reducing car use, although alternative approaches to stormwater can keep them out of sensitive ecosystems.





Given that context, we support option 1. We need to invest in rapid change, including to keep pace with the likely rate of population growth.

But we would like built into option 1 two other aspects:

1. Significant new investment in walking infrastructure, as part of the green network approach which the council is planning to introduce. Making green walking corridors will be an important way to achieve transport goals (e.g. getting people out of their cars for short trips), while also delivering improved access to green space in denser neighbourhoods. Wellington is well placed to have the 'green ways' that were proposed by community groups in the LGWM discussions. For example, there is already a linked set of green spaces/walkways from Thorndon to Kelburn. A low-cost exercise could turn this into a complete green walking route, delivering open space benefits to local residents and workers along the route.
2. Significant new and continued investment in connected off-road cycleways, separate from the walking network.
3. A commitment to investing in non-car modes ahead of any new investment in roads. In particular, it is vital that the proposed light rail/rapid transit spine is built and operating before there are any decisions to invest in new road tunnels or major new roading infrastructure. The one exception to that, provided it did not use funds that are needed for other modes, would be undergrounding existing roads to improve urban amenity and walking/cycling connectivity. In the past, there has been investment in roads ahead of other modes, which has exacerbated rather than improved issues such as congestion and loss of amenity.

We also note that there have been major difficulties in delivering on proposed road allocation changes, notably in the case of cycleways, because WCC has failed to capture the imagination (or at least agreement) of some sectors. The most recent decision to only do a partial fix of Thorndon Quay, because of business concerns about parking, shows that there needs to be more done to:

1. Convince key groups of the benefits to all modes of providing for all modes (including the benefits to motorists of achieving modal shift to other modes).
2. Change the way groups approach road allocation, so they can see that there can be multiple outcomes from use of road space, and that parking is not necessarily the highest priority use
3. Change the way in which parking availability is provided for and presented. We have been disappointed to find that the new technology for managing in-street parking spaces either is unable to or has not been used to allow more effective allocation of parking space to deliver business objectives. For example, in the Thorndon discussions, the idea of allowing some businesses to book spaces for

their clients was floated, but whether that was possible or a good solution to the perceived problem for businesses was not further explored.

The reform of parking policies proposed by the Council is in our view vital to achieving the LTP objectives.

We would also like to see a more ambitious approach to road space re-allocation to deliver environmental as well as transport goals. That would include removing general traffic from Lambton Quay to prevent traffic impeding public transport movements along that part of the spine, while also improving open space amenity in that key part of the Golden Mile.

2.4 Priority area - Sustainable growth

In our view unsustainable growth is not an option for the city. If we do not maintain the quality of our city even while growing the population and economy, and actively consider the impact of climate change, the city will fail in the long term. Much of what attracts people and businesses to Wellington is its natural environment and the “walkable” nature of the urban form.

So with any investment, how it will benefit, or at least not damage, urban form and functioning must be a core consideration. Many of the points we have made earlier in this submission will be vital to ensuring that this can be done (for example our comments on the problem of silos and the need to plan for place; our comments on transport modal shift and the need to use our road space more effectively). It will be vital to de-couple growth and GHG emissions, growth and transport land use, etc.

2.5 Priority area – Arts and Culture

We note that arts and culture are integral to the way people see and use the environment and to community resilience. We would therefore like to see council supported cultural events incorporate environmental aspects. One example of how this can be done successfully was the Hutt Common Ground (public art) Festival which had a focus on urban water.

In any re-development of public spaces, the project should:

- be carbon neutral
- be sustainable
- tie the city or suburb together visually and contribute to a coherent urban realm
- use local materials
- enhance biodiversity
- use water sensitive design
- put the pedestrian first and encourage people to walk and interact with their local environment

3. General Comments on Indicators and Performance Framework

Overall approach

ERG has had discussions with the officers leading this work. We consider that the approach they are seeking to take is excellent, but we consider this to be very much a work in progress. We wish to continue to work with officers in refining performance measurement work across the Council.

We appreciate the complexity of developing meaningful performance measures, but we note some overall aspirations to guide the development of performance measures

- Balance measures more towards outcomes/results and less towards inputs or process measures
- Where outcomes/results are long term, show the evidence that your measured input or milestone (or intermediate outcome) will have a strong contribution to your ultimate outcome
- In using service satisfaction levels, it is important to factor in any changes in customer expectations that are necessary to achieve a sustainable and resilient environment, or to create an overall balance within the business.
- Some results can be fully attributed to the actions of the Council. For other results the Council is one of the contributors. It is important to show the rationale for, and measure the impact of, the contributions of the council, while also looking at the broader outcomes of the entire system the council is part of..

We note below three important issues for immediate consideration.

Vital indicators must be captured, even if measurement is qualitative as well as quantitative.

Indicators and performance measures should be able to achieve two things:

1. Drive a focus on high priority work areas, particularly where there is a need to significantly change performance (e.g. by moving into a new work area or improving on past poor performance); and
2. Provide a clear measure of success in those areas.

There is always a tension between providing indicators that will create the right focus, and those that are measurable. The temptation is to drop indicators that are not easily measurable, and add in lower priority matters that are measurable.

ERG strongly recommends that this be avoided if at all possible, even if that means using more qualitative measures.

% satisfaction measures may be needed, but are insufficient and may distort the assessment of performance if used inappropriately

Care needs to be taken in using these, as they may not be a good indication of whether the right service is being delivered. That is because:

1. Those surveyed may have unreasonable expectations, which means that to achieve high satisfaction would require delivery of a level of service that is not affordable or justified. That could be dealt with by setting a low target, but

choosing a different measure would be more appropriate. If there is a gap between good practice and what the public expect, that should be recognised and addressed.

2. Those surveyed may have low expectations, and therefore say they were satisfied with a level of service delivery that did not meet best practice. That measure would therefore not deliver useful feedback to those providing the service and drive improved services.
3. It is important to be clear on what is actually being measured. For example, % of attendees satisfied with council events would not be a good measure of whether council is running the right events. For example, if few people attend because the events aren't of interest, but the events meet the expectations of those who do attend, a high level of satisfaction would be generated. That would be a useful measure of how the event was run, but not of how well the events programme meets the needs of the city.

We note that in some cases the LTP includes % satisfaction measures where there are standards that the council has or could adopt. In those cases, it would be better to measure progress in relation to those standards, rather than using user satisfaction. We believe that probably applies in areas such as street lighting, walking network quality, heritage protection, etc.

Include more Information on why measures and targets were chosen to show the rationale and evidence behind the choices.

The papers provide no information that would allow someone who didn't understand the measure to determine whether they were happy with it.

For example, there is no information on:

- Whether the targets represent a high level of performance in comparison with other local authorities. For example, is 85% of roads meeting a smooth roads standard good or poor performance?
- Whether the target is satisfactory in terms of higher level goals, such as keeping the public safe. For example, if 100% of structures have been condition rated in the past 5 years, how likely is it that one will fail and kill someone?
- Whether meeting the target requires improvements in performance. It is conceivable that the targets could represent a considerable reduction in service levels, but you couldn't tell that from reading the document.
- Why the particular indicators were chosen. Is this a standard best practice indicator in the sector? Something that has been used before and found to be successful? Or is this an indicator that isn't ideal but gives trend information because it has been used before, or should be used because there isn't anything better around?

There are also some definitional problems as it is not clear what "baseline" and "incl on last year" in the target columns of the tables mean.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Natural environmentOne action that is urgently needed is to transfer WCC-owned land that is managed for open space values into appropriate reserve classifications under the Reserves Act. That should be progressively undertaken, in a low cost manner. That will provide a clear legal basis for ongoing investment by the council and community. Money also needs to be allocated for the identification and protection of areas of high biodiversity value on private land, as outlined in "Our Natural Capital". If these areas are not identified and protected the habitat could be lost. It is important that strategies such as "Our Natural Capital" are translated into action plans that are funded. If there are outcomes which are considered unaffordable, then partners who could contribute, or alternatives, need to be identified. We also request an increased budget for the control of weeds that are a barrier to natural regeneration. We request \$200k a year for five years to support ZEALANDIA's Sanctuary to Sea community project as a pilot for wider waterway and corridor restoration. **Sewage sludge**Urgent priority needs to be given to the diversion of sewage sludge from landfill. This waste stream has special characteristics that drive landfill volumes and costs upward. These include: Future volumes of biosolid waste will rise with population growth. Behaviour changes or economic disincentive mechanisms cannot be used to reduce this increase. Requirement for a mixing sewage sludge with a further 4 parts of general waste for disposal to landfill inhibits waste reduction initiatives. Generation of significant greenhouse gas emissions as it decomposes in the landfill and consequent need to offset with increasingly expensive carbon credits. We would ask that the council ensure that the LTP as proposed will allow the investigation and implementation of an alternative processing method to turn these biosolids into an economically valuable resource rather than a material that requires ultimate disposal to landfill. If that is not possible, we would request that investment in that be included as a new item in the LTP. **Sustainable funding model**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. We would like to see the LTP protect on-going viability of effective waste reduction and recycling projects through future-funding from general rates as revenue from land filling decreases. **Landfill extension**We understand that some landfilling capacity needs to be available to the city for waste management. As the city transitions towards a low or zero waste economy it is important that plans for the next landfill stage, do not undermine the viability of existing and future waste reduction and recycling initiatives. We would like to see planning for a limited and incremental extension of the WCC Southern Landfill only, with a strong emphasis on protection of the surrounding environment. **Single use plastics**It is very clear that single-use plastic waste is significant contaminant of Wellington's natural environment with particular impact on our few remaining open streams and the coastal marine areas. We would like to see WCC work with central government to change the availability and use of single-use plastics, and to take urgent action to prevent these soft plastics from entering the natural environment in Wellington.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		Organisation	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Resilience and environment: TBG supports the inclusion of funding for flood mitigation in the Tawa area. There have been instances in recent years of serious flooding in business precincts, and significant damage. TBG would like to see mitigation work undertaken as soon as possible and is keen to maintain close engagement with the Council on this matter. TBG would also like to explore with Council the opportunities Tawa can provide directly to support Council's own operating resilience, being an area of relatively low seismic risk and already with a major disaster recovery facility (Plan B Ltd). The Tawa Community centre played a significant role as a secondary site immediately following the Kaikoura earthquake.6. Flooding Being a valley, Tawa is prone to flooding. In recent years, there have been increased incidence of floods causing property damage, for example, the overflow of the stream under the Town Centre in May 2015. [Picture - Tawa Main Road shopping area flooding (2015)]Other areas prone to flooding include in the vicinity of 72 Main Road. Investigatory work already has been undertaken by Council Officers on the flooding issues in this area. The problem appears to arise at least in part, if not mainly, from blocked drains associated with tree foliage. We propose that these issues be taken up in conjunction with the need to address parking capacity in this vicinity (as above).</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p>	
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Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

☐ Housing: One of TBG's strategic aims is to have more people living in and around the business areas within the Tawa BID boundary. This will help to lift levels of activity and business, and make for more prosperous, lively and secure business areas. Done appropriately, will also support positive development of Tawa as an attractive place to live. We note from the LTP that WCC: propose(s) to undertake an accelerated and detailed review of our planning documents and consenting processes to ensure we accommodate growth in ways that enhances the city; and thatThe first 3 years will focus on holding detailed discussions with our community around options and setting in place a detailed spatial plan. This will be followed by district plan changes. TBG is keen to work closely with WCC on this subject. We see Tawa as very much within the frame for urban development.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

☐ Transport: We note the major initiatives for cycling, parking and roading (Let's Get Wellington Moving). These include linking cycle ways, including linking Ara Tawa to Middleton Road/Johnsonville, but only in the outer (10+) years, i.e., not within the current LTP. Also, the focus on Getting Wellington Moving stops at the Nauranga Gorge. TBG foresees major traffic congestion issues arising in Tawa within the next few years particularly once Transmission Gully (TG) is open. The junction of TG and the existing SH1 at Linden will be a choke point for morning traffic, and will likely result in an upsurge in traffic through Tawa from Porirua, and from traffic that exits at the new Kenepuru interchange to by-pass that choke point (as far as Westchester Drive). This is but one of emerging traffic issues in the vicinity of Tawa. TBG wishes to maintain engagement with WCC on these. Regarding parking, customer parking in Tawa, overall, is reasonably well catered for. But there are areas where that is less the case, e.g., from Tawa Squash Club to the Roundabout (from 67 to 99 Main Road). There are opportunities, with improved organisation of customer and commuter parking (time limits, signage, to make better use of available space) to make things work better. TBG wishes to engage with WCC to achieve this outcome. 1.

Car-parking Town Centre car-parkingIssues have been raised in the Tawa business community about:☐ The narrowness of Main Road angle parking spaces for pop-in shoppers. Widening these a little is necessary to make the parking more useable, particularly for the elderly. The cost of changing the road markings would be offset by fewer car doors being dented.☐ Parking congestion in the Main Road shopping area. Currently there are parking time limits, currently 15 minutes outside Take Note /next door to the fish and chip and dry-cleaning shops, and outside the library; 60 mins elsewhere. But a lot of parking appears to be taken up by other than short-term customers. We propose the following steps to make the rear car parking areas work better:☐ Designation of the rear (Council-owned) car-parks and of Oxford Street for longer-term (up to 3 hour) customer parking and, separately, for staff parking. A time limit is needed to deter use of these spaces for all-day commuter parking (the train station being just a couple of minutes away). TBG will be engaging with business owners to encourage maximum use of spaces on their own premises for staff parking; and also with New World which owns part of the

Installation of prominent signage that points those using Town Centre parking to the locations appropriate for different users, i.e., Main Road for short-term shoppers, and the rear carparks for longer-term users (see below for further proposals on signage).

Appropriate enforcement of time limits for the Council-provided parking (including to counter commuter use of the rear car-parking areas). The commercial area from the Roundabout to the Squash Club Parking congestion/lack of parking is impacting businesses, and others, in this vicinity. TBG will be working with the business owners and other property owners to establish possible solutions. We envisage engaging with Council after that.

Pedestrian linkages to the Main Road shops There is a significant amount of foot traffic between the west side of Tawa and the Tawa train station. Much of this foot traffic passes around the Tawa Main Road shopping area. Also college and intermediate school students use the rail overbridge to get to/from school, as do eastern-side residents to access the shops. The Tawa Technology Education Trust has underway a project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this project and is considering complementary initiatives focused on achieving a "facelift" for the pedestrian accessways from the Council-owned rear car-parking areas to the Main Road shops and the Plaza (upgrade of which is currently in progress).

Alleyway at 180 Main Road There already is an alleyway at 180 Main Road connecting the Main Road shops to the rear carpark area (adjoining the Community Centre). This alleyway is on property owned by 180 Main Road. The owner is proposing to invest in refurbishment of the interior of the building; which creates an opportunity also to upgrade the public alley-way. Though on private property, this alleyway serves as a Council-recognised public access-way. TBG proposes that the interested parties (TBG, the property owner, the Community Board and the Council) collaborate to give the alleyway a "facelift", so as to make it a more inviting route by which those parking in the rear car-park have pleasant access to the Main Road shops. A first step is to develop design concepts. We propose that Council contribute to this by having the design team that undertook the design work for the Plaza upgrade to prepare initial designs. These should continue the themes developed for the Town Centre upgrade, so as to maintain consistency of design. There is also opportunity to improve the appearance of the nearby back of the Community Centre, which today looks a bit "shabby".

Existing Main Road to rear carpark alleyway [Pictures depicting - Lack of natural light; Rear entrance to alleyway; Rear of Community Centre]

Long-term traffic management In recent years traffic volumes on Tawa Main Road have increased considerably. A recent traffic study found that "The daily traffic flows on (Tawa) Main Road increased by 25% during the period 2004 to 2012, and the peak hourly flows increased by some 40%, according to these counts." (Traffic and Parking Study, Sunrise Boulevard/Main Road, Ian Constable, Traffic Solutions Limited, 11 October 2017). Since 2012, traffic volumes will have increased further, perhaps by as much again. These increased volumes are now causing considerable traffic congestion, for example, at the Southern entrance to Tawa where, during peak evening hours, impediments to traffic flow on entering Tawa (roundabouts) now sometimes result in traffic back-up onto the motorway (and, given the absence of a dedicated Tawa exit lane, motorway congestion and safety issues). Increasing traffic volumes along the Main Road have resulted in difficulties and safety issues at most intersections which progressively have been addressed with the installation of roundabouts. Most intersections between Tawa and Linden now have a roundabout. These are of "variable" appearance - some attractive and some less so with potential for "beautification", e.g., the one at Southern entrance at William Earp Place. The most dangerous intersection now is Main Road/Sunrise Blvd. There are serious safety concerns about this intersection. These will be added to on the completion of the 45 independent-living apartments being constructed at the Longview Retirement home on Sunrise Blvd. Local residents have been meeting with Council Officers and Councillors with a view to establishing the best remedy. Traffic volumes are expected to increase even further from current levels. Once the Transmission Gully (and the, eventually, the P2G) highways are completed, Tawa will be located at a hub in the regional highway network. An issue, particularly should construction of the P2G highway be deferred, is that, on completion of Transmission Gully, there will be a major choke point on the motorway in the mornings at Linden. Here four lanes will reduce to two. That creates a likelihood that some traffic destined for Wellington will exit at Porirua/Kenepuru and travel through Tawa, perhaps as far as the Winchester Drive interchange, to avoid the congestion. Also, sizeable developments are in prospect in the Kenepuru area (residential and recreational). These too are likely to add to traffic volumes through Tawa. The prospect of more rather than less traffic coming into Tawa, and the potential for additional custom from that is, of course, welcomed by Tawa business. But it also points to a need, if the positives are to outweigh the negatives, to begin planning now to manage greater traffic volumes over the longer run. Tawa, unlike some suburbs with serious traffic congestion problems, has options for enabling more traffic to flow through the suburb.

TBG does not have a current view on which options may be feasible, or desirable. But is strongly of the view that the stage has been reached where some forward thinking is now needed. Questions for consideration include:

- Whether, or not, it would help for some traffic to be diverted around the Town Centre (using Surrey-Oxford-Cambridge Streets). For example, would using this diversion for south-bound traffic, thus making the Main Road through the Town Centre one way for north-bound traffic, enable the opening up of the Main road for more pedestrian use? Would that add to or detract from the ambience of the Town Centre?
- Whether Duncan Street has a greater role than today as a route for traffic traversing the length of the valley so that traffic might be spread across two thoroughfares, rather than concentrated on the Main Road?
- Whether Bing Lucas Drive has a greater role to play in catering for traffic flows from/to Greenacres/Woodman Drive and the Motorway. This could include widening the Bing Lucas Drive cutting and the roadway/bridge where Bing Lucas Drive joins Takapu Road. (Takapu Road access to the motorway will be addressed, eventually, as part of the design of the P2G interchange.)
- What are the prospects, over the next 10-20 years of the proposed construction of a road-link from Tawa to Churton Park? And if such a link was to be established, what down-stream implications would there be for traffic management within Tawa, e.g., added congestion on the approaches to the Takapu motorway interchange?

TBG is not at this stage seeking decisions or implementation of any such proposals; just that exploration of options commence. Experience indicates that absent long-term planning, options for the future that may now be available can become closed off. An example is deletion of a previously planned exit from Transmission Gully for northbound traffic at the Kenepuru interchange. The deletion of that exit will most likely result in (the increasing number of) heavy trucks from the Hutt Valley and Wellington destined for the Broken Hill industrial area continuing to travel through central Tawa, including through the Town centre. Therein, perhaps, was an opportunity lost because no one was thinking far enough ahead or of downstream ramifications.

Sustainable growth summary

Planning for growth	
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	
Do you have any other comments?	
	<p>Sustainable development: See above re town planning/the District Plan. TBG wishes to be fully engaged with this, with a view to enabling appropriate changes of permitted land-use to enable more people to live in and around the business areas within Tawa (which are also proximate to Tawa's (five) train stations).</p>

Arts and culture summary

Strengthening cultural facilities	
Additional support for the arts	
Investment in the arts	
Do you have any other comments?	
	<p>Arts and culture: The Council currently is investing in the Tawa Town Centre, to give it an uplift. This has included creative design work (involving creative use of colour and lighting) and a very large mural on the wall of the New World supermarket. TBG is keen for this not to be just a one-off and sees considerable scope for other creative (but relatively low cost) art and design opportunities throughout the Tawa BID area: more murals and creative design of access ways (using colour and paint more than bricks and mortar). The Tawa Technology Education Trust has in train a major project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this initiative and is investigating complementary</p>

initiatives focused on achieving an uplift to the pedestrian access-ways from the Council-owned carparks adjacent to the Community Centre and the Plan B building to the Main Road shops and the Plaza (upgrade of which is currently in progress). We wish to congratulate the Council's Urban Design Team on the creative work it already has done for Tawa (and throughout the City) and looks forward to the opportunity to continue to work with it on making a splash in Tawa.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

2. Building linkages to develop a more joined-up business area There are two aspects to this issue:
Un-connected commercial areas throughout Tawa (Takapu Island, the Outlet City vicinity, the strip from the Squash Club to the Roundabout (67 to 99 Main Road), Oxford Street/Main Road, the Town Centre, Tawa Junction and Linden Shops. Opportunities for strengthening the linkages within the Tawa Town Centre (between the rear car-park and the Main Road & Plaza retail spaces).
Joining-up the multiple business areas A challenge facing TBG is to forge a shared sense of common interest, and destiny, across the multiple (seven) business precincts that span the BID area. A first step toward building a shared sense of Tawa Identity is to install banners and flags along Main Road Tawa, featuring the new Tawa logo. This project is currently under discussion with WCC officers with a view to it being progressed jointly (WCC contributing infrastructure and installation; TBG the flags and banners). [Pictures depicting Proposed street flags and banners]
Lane linking rear carpark to the Plaza The new mural on the New World wall (see p.8 below) has been very positively received; but now makes the other side of this lane look comparatively tatty. While the Plaza end of the lane (adjacent to the Café Addict premises) is being upgraded as part of the Plaza upgrade, that will address only a portion of the lane running along the back of the Main Road shops. Possibilities for improving the rest of the lane include:
installation of good lighting, to improve safety for pedestrians and security for shop-owners plus monitored CCTV, at least in the vicinity of, and in, the Plaza and the 180 Main Road alleyway.
subject to consultation with the adjoining property owners (Nos. 186-204), steps to improve the visual aspect. Shop backages usually are not such a great sight. TBG will engage with the shop-owners on things they can do to make their rear yards more presentable. The Council Design Team also, we think, will have good ideas for giving the lane an uplift. These steps would make for a more pleasant and safe experience for pedestrians who use the lane linking the rear car-park to the upgraded Plaza; and are necessary for the Plaza upgrade to achieve its full potential. Existing lane connecting Rear Carpark to the Plaza
Viewed from Plaza end Viewed from Carpark end
3. More murals The mural painted as part of the Town Centre upgrade on the New World supermarket wall alongside the lane that links the rear carpark to the Plaza, has been a huge success. Mural on New World Wall (as part of 2017-18 Town Centre upgrade) There is a number of other large blank walls within Tawa which would also be suitable for a mural. We understand that WCC is willing to support more murals in Tawa. We are keen to work with Council officers on the possibilities.
4. Signage An element in both 1 and 2 above (more effective parking and more effective pedestrian linkages) is a need for effective signage. Visitors to Tawa need clear and prominent signage that points them to the right place to park, given the duration of their visit; and to the attractions that Tawa has to offer, e.g., the various bush walks, such as Redwood Bush, and Forest of Tane, and also to Ara Tawa. There is also an opportunity for refreshed signage to showcase the new logo (see below).
New logo - temporary signage
Way-finding signage We propose the development of distinctively Tawa signage, throughout the BID area, that points to the different retail and service areas, and also other locations of interest, e.g., walkways, parks and reserves etc. This might be done by incorporating the new logo into the signs to contribute to a visual theme that identifies, and is identified with, Tawa. An example of how this can be done, albeit in a different context, is Petone. There themed street name signage makes a significant contribution to the historical ambience of that location (see below). [Pictures depicting - Themed way-finding signage in Petone]
Welcome to Tawa signage An obvious opportunity to show-case the new Tawa logo is on the signage marking the southern and northern Main Road entrances to Tawa. The current signage is shown below. Existing Welcome to Tawa signs
Pictures depicting - Southern entrance sign; Northern entrance sign
We propose replacement of these Welcome to Tawa signs. One option is to replace them with substantially larger, and bolder, signage that features the new Tawa logo, perhaps along the lines of the temporary example above. We would like to see Tawa identified as a bright, lively and positive community, which we think comes through much more strongly in the new logo than in the existing, official-looking, Welcome to Tawa signs. An alternative would be electronic signage that includes the capability to advertise happenings and events within Tawa. We propose to engage with WCC officers on these possibilities.
7. Town Planning As already mentioned, Tawa has seven areas that are zoned for

commercial/business/light industrial use (zoned either as town centre, business 1 or business 2). These zonings constrain the use to which land can be put when resource consents for re-development are being applied for, essentially, we understand, as follows:

Areas zoned Town centre are confined to retail/retail services, subject to residential use being permitted on second and, where permitted, third floors.

Areas zoned Business 1 are for commercial activities.

Areas zoned Business 2 are zoned for commercial and (light) industrial use. Applications under the Resource Management Act that fall within the confines of the permitted activities in these areas are relatively straightforward. Beyond that Council has some discretion in approving individual resource consent applications, but the less compliant is the application, the more costly and time-consuming is the approval process. Delays can be lengthy. TBG considers that it is time to review the commercially zoned (town centre, business 1 and business 2) areas within Tawa. Questions to be addressed, we think, include:

Are the areas designated Town Centre too restrictive? Would it help to bolster the viability of the town centres if more people could live in and around those centres? While residential use above ground level is a permitted activity, could restricting ground level use to commercial activity be undermining the economics of redevelopment within the town centre? Do recent approvals for ground floor residential use in the Linden Town centre, and for the townhouse complex adjacent to Tawa Junction, indicate that such restrictions is no longer necessary or desirable?

Are the areas currently zone business 1 and business 2 still appropriate, or would rezoning to enable (not require) alternative land-use be appropriate? Again, TBG at this stage is not recommending any particular changes, but rather signalling that this is a matter on which there is a need for some forward-thinking. Issues and options will need to be identified and considered in good time ahead of decisions being taken during the District Plan Review (in three or so years time).

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Tawa Business Group Inc.

(incorporating the Tawa Business Improvement District (BID))



Submission to Wellington City Council

Long-term Plan 2018 - 2028

15 May 2018

Summary

Wellington City Council describes a Business Improvement District (BID) as

a partnership between a local authority and a defined local business community to develop projects and services that benefit the trading environment and which align with the local authority's objectives. A BID is supported by a targeted rate, levied on and collected from non-residential properties within the defined boundary.

The Tawa BID (operated through Tawa Business Group Inc. (TBG)) has been operating for one year. Its targeted rate funding commenced on 1 July 2017. In recent months TBG has been preparing a Long-term strategic plan and a business plan for 2018-19.

Publication of the City Council's Long-term Plan 2018-2019 (LTP) for submissions provides an opportunity for TBG to provide its own business plan and longer term strategies as input to the Council's long-term planning process.

Oral submission

TBG wishes to make a short oral presentation on this submission.

Contact persons are:

Ant Simon (Chair)	info@simonspharmacy.co.nz	(027 242 9288)
Gary Denton (Treasurer)	gary.denton@xtra.co.nz	(027 4468 666)
Bruce White	bruce.white@orcon.net.nz	(027 361 6354, away 20–27 May)

Overview

TBG **supports the five strategic priorities identified in the LTP** and has included projects and activities in its own planning under each of those five headings:

In brief:

- **Resilience and environment:** TBG supports the inclusion of funding for flood mitigation in the Tawa area. There have been instances in recent years of serious flooding in business precincts, and significant damage. TBG would like to see mitigation work undertaken as soon as possible and is keen to maintain close engagement with the Council on this matter.

TBG would also like to explore with Council the opportunities Tawa can provide directly to support Council's own operating resilience, being an area of relatively low seismic risk and already with a major disaster recovery facility (Plan B Ltd). The Tawa Community centre played a significant role as a secondary site immediately following the Kaikoura earthquake.

- **Housing:** One of TBG's strategic aims is to have more people living in and around the business areas within the Tawa BID boundary. This will help to lift levels of activity and business, and make for more prosperous, lively and secure business areas. Done appropriately, will also support positive development of Tawa as an attractive place to live. We note from the LTP that WCC:

...propose(s) to undertake an accelerated and detailed review of our planning documents and consenting processes to ensure we accommodate growth in ways that enhances the city; and that

The first 3 years will focus on holding detailed discussions with our community around options and setting in place a detailed spatial plan. This will be followed by district plan changes.

TBG is keen to work closely with WCC on this subject. We see Tawa as very much within the frame for urban development.

- **Transport:** We note the major initiatives for cycling, parking and roading ('Let's Get Wellington Moving'). These include linking cycle ways, including linking Ara Tawa to Middleton Road/Johnsonville, but only in the outer (10+) years, i.e., not within the current LTP. Also, the focus on 'Getting Wellington Moving' stops at the Nauranga Gorge.

TBG foresees major traffic congestion issues arising in Tawa within the next few years – particularly once Transmission Gully (TG) is open. The junction of TG and the existing SH1 at Linden will be a choke point for morning traffic, and will likely result in an upsurge in traffic through Tawa from Porirua, and from traffic that exits at the new Kenepuru interchange to by-pass that choke point (as far as Westchester Drive). This is but one of emerging traffic issues in the vicinity of Tawa. TBG wishes to maintain engagement with WCC on these.

Regarding parking, customer parking in Tawa, overall, is reasonably well catered for. But there are areas where that is less the case, e.g., from Tawa Squash Club to the Roundabout (from 67 to 99 Main Road). There are opportunities, with improved organisation of customer and commuter parking (time limits, signage, to make better use of available space) to make things work better. TBG wishes to engage with WCC to achieve this outcome.

- **Sustainable development:** See above re town planning/the District Plan. TBG wishes to be fully engaged with this, with a view to enabling appropriate changes of permitted land-use to enable more people to live in and around the business areas within Tawa (which are also proximate to Tawa's (five) train stations).
- **Arts and culture:** The Council currently is investing in the Tawa 'Town Centre', to give it an uplift. This has included creative design work (involving creative use of colour and lighting) and a very large mural on the wall of the New World supermarket. TBG is keen for this not to be just a 'one-off' and sees considerable scope for other creative (but relatively low cost) art and design opportunities throughout the Tawa BID area: more murals and creative design of 'access ways' (using 'colour and paint' more than 'bricks and mortar').

The Tawa Technology Education Trust has in train a major project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this initiative and is investigating complementary initiatives focused on achieving an uplift to the pedestrian access-ways from the Council-owned carparks adjacent to the Community Centre and the Plan B building to the Main Road shops and the Plaza (upgrade of which is currently in progress).

TBG wishes to congratulate the Council's Urban Design Team on the creative work it already has done for Tawa (and throughout the City) and looks forward to the opportunity to continue to work with it on 'making a splash' in Tawa.

The following provides more detail on the specific projects and activities that TBG has on its agenda. In advancing these, we are keen to maintain the close and collaborative relationship we have had to date with the Council and Council Officers who support the BID programme; and wish to thank Council for the support received over the past year.

Introduction and background

The Tawa Business Group Inc. (TBG) is pleased to submit to the Wellington City Council (WCC) on its 2018-2028 Long-term Plan.

TBG was incorporated in September 2016, and led, in collaboration with WCC, the establishment of a Business Improvement District for Tawa. The successful poll to establish the BID was conducted in December 2016, and funding from the BID targeted rate, levied on commercial properties within the BID, commenced from 1 July 2017. The targeted rate was struck at a level to generate approximately \$95,000 of revenue for 2017-18. A similar level of funding from Tawa businesses is expected to be levied for 2018-19.

Being the inaugural year, 2017-18 has been mostly about getting underway as a BID. This has included in recent months engaging external consultants to help establish strategic direction for the longer term.

Specific activities and accomplishments in the past year include:

- Establishing a new logo for Tawa (in conjunction with the Tawa Community Board and Tawa Residents' Assn).
- Establishing the Eyes-On programme in Tawa (with First Retail Ltd).
- Maintaining a relationship with WCC on the Tawa Town Centre upgrade now under construction (which, on representations made on the 2016-17 WCC Plan, was brought forward from 2018-19).

Specific proposals

1. Car-parking

Town Centre car-parking

Issues have been raised in the Tawa business community about:

- The narrowness of Main Road angle parking spaces for pop-in shoppers. Widening these a little is necessary to make the parking more useable, particularly for the elderly. The cost of changing the road markings would be offset by fewer car doors being dented.

- Parking congestion in the Main Road shopping area. Currently there are parking time limits, currently 15 minutes outside Take Note /next door to the fish and chip and dry-cleaning shops, and outside the library; 60 mins elsewhere. But a lot of parking appears to be taken up by other than short-term 'customers'.

We propose the following steps to make the rear car parking areas work better:

- Designation of the rear (Council-owned) car-parks and of Oxford Street for longer-term (up to 3 hour) customer parking and, separately, for staff parking. A time limit is needed to deter use of these spaces for all-day commuter parking (the train station being just a couple of minutes away). TBG will be engaging with business owners to encourage maximum use of spaces on their own premises for staff parking; and also with New World which owns part of the 'rear car-park', for use by its customers.
- Installation of prominent signage that points those using Town Centre parking to the locations appropriate for different users, i.e., Main Road for short-term shoppers, and the rear carparks for longer-term users (see below for further proposals on signage).
- Appropriate enforcement of time limits for the Council-provided parking (including to counter commuter use of the rear car-parking areas).

The commercial area from the Roundabout to the Squash Club

Parking congestion/lack of parking is impacting businesses, and others, in this vicinity. TBG will be working with the business owners and other property owners to establish possible solutions. We envisage engaging with Council after that.

2. Building linkages to develop a more joined-up business area

There are two aspects to this issue:

- Un-connected commercial areas throughout Tawa (Takapu Island, the Outlet City vicinity, the strip from the Squash Club to the Roundabout (67 to 99 Main Road), Oxford Street/Main Road, the Town Centre, Tawa Junction and Linden Shops.¹
- Opportunities for strengthening the linkages within the Tawa Town Centre (between the rear car-park and the Main Road & Plaza retail spaces).

Joining-up the multiple business areas

A challenge facing TBG is to forge a shared sense of common interest, and destiny, across the multiple (seven) business precincts that span the BID area.

A first step toward building a shared sense of 'Tawa Identity' is to install banners and flags along Main Road Tawa, featuring the new Tawa logo. This project is currently under discussion with WCC officers – with a view to it being progressed jointly (WCC contributing infrastructure and installation; TBG the flags and banners).

¹ The Linden shops currently are outside of the BID boundary, but it is proposed that the boundary be extended in 2018/19 to incorporate them. Preparation for the necessary poll, to be conducted by Council, will be covered from existing BID resources.

Proposed street flags and banners



Pedestrian linkages to the Main Road shops

There is a significant amount of foot traffic between the west side of Tawa and the Tawa train station. Much of this foot traffic passes around the Tawa Main Road shopping area. Also college and intermediate school students use the rail overbridge to get to/from school, as do eastern-side residents to access the shops.

The Tawa Technology Education Trust has underway a project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this project and is considering complementary initiatives focused on achieving a 'facelift' for the pedestrian access-ways from the Council-owned rear car-parking areas to the Main Road shops and the Plaza (upgrade of which is currently in progress).

Alleyway at 180 Main Road

There already is an alleyway at 180 Main Road connecting the Main Road shops to the rear carpark area (adjoining the Community Centre). This alleyway is on property owned by 180 Main Road. The owner is proposing to invest in refurbishment of the interior of the building; which creates an opportunity also to upgrade the public alley-way. Though on private property, this alleyway serves as a Council-recognised public access-way. TBG proposes that the interested parties (TBG, the property owner, the Community Board and the Council) collaborate to give the alleyway a 'facelift', so as to make it a more inviting route by which those parking in the rear car-park have pleasant access to the Main Road shops.

A first step is to develop design concepts. We propose that Council contribute to this by having the design team that undertook the design work for the Plaza upgrade to prepare initial designs. These should continue the themes developed for the Town Centre upgrade, so as to maintain consistency of design. There is also opportunity to improve the appearance of the nearby back of the Community Centre, which today looks a bit 'shabby'.

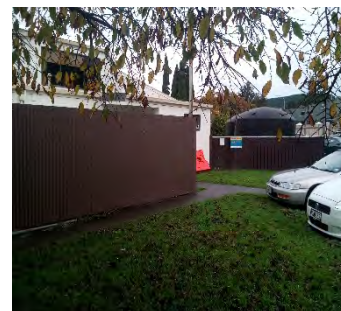
Existing Main Road to rear carpark alleyway



Lack of natural light



Rear entrance to alleyway



Rear of Community Centre

Lane linking rear carpark to the Plaza

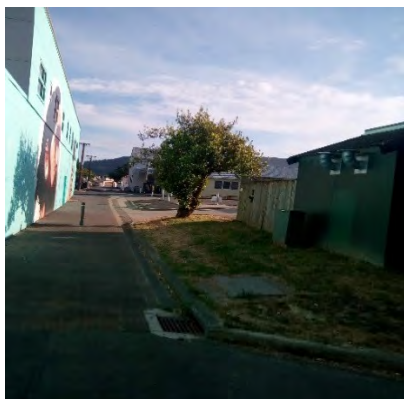
The new mural on the New World wall (see p.8 below) has been very positively received; but now makes the other side of this lane look comparatively 'tatty'. While the Plaza end of the lane (adjacent to the Café Addict premises) is being upgraded as part of the Plaza upgrade, that will address only a portion of the lane running along the back of the Main Road shops.

Possibilities for improving the rest of the lane include:

- installation of good lighting, to improve safety for pedestrians and security for shop-owners – plus monitored CCTV, at least in the vicinity of, and in, the Plaza and the 180 Main Road alleyway.
- subject to consultation with the adjoining property owners (Nos. 186-204), steps to improve the visual aspect. Shop 'backages' usually are not such a great sight. TBG will engage with the shop-owners on things they can do to make their rear yards more 'presentable'. The Council Design Team also, we think, will have good ideas for giving the lane an 'uplift'

These steps would make for a more pleasant and safe experience for pedestrians who use the lane linking the rear car-park to the upgraded Plaza; and are necessary for the Plaza upgrade to achieve its full potential.

Existing lane connecting Rear Carpark to the Plaza



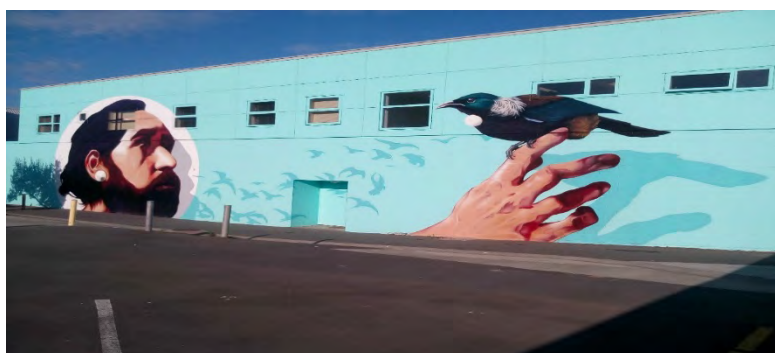
Viewed from Plaza end



Viewed from Carpark end

3. More murals

The mural painted as part of the Town Centre upgrade on the New World supermarket wall alongside the lane that links the rear carpark to the Plaza, has been a huge success.



Mural on New World Wall (as part of 2017-18 Town Centre upgrade)

There is a number of other large 'blank' walls within Tawa which would also be suitable for a mural. We understand that WCC is willing to support more murals in Tawa. We are keen to work with Council officers on the possibilities.

4. Signage

An element in both 1 and 2 above (more effective parking and more effective pedestrian linkages) is a need for effective signage. Visitors to Tawa need clear and prominent signage that points them:

- to the right place to park, given the duration of their visit; and
- to the attractions that Tawa has to offer, e.g., the various bush walks, such as Redwood Bush, and Forest of Tane, and also to Ara Tawa.

There is also an opportunity for refreshed signage to showcase the new logo (see below).



New logo - temporary signage

Way-finding signage

We propose the development of 'distinctively Tawa' signage, throughout the BID area, that points to the different retail and service areas, and also other locations of interest, e.g., walkways, parks and reserves etc. This might be done by incorporating the new logo into the signs – to contribute to a visual 'theme' that identifies, and is identified with, Tawa.

An example of how this can be done, albeit in a different context, is Petone. There 'themed' street name signage makes a significant contribution to the historical ambience of that location (see below).



Themed way-finding signage in Petone

'Welcome to Tawa' signage

An obvious opportunity to show-case the new Tawa logo is on the signage marking the southern and northern Main Road entrances to Tawa. The current signage is shown below.

Existing 'Welcome to Tawa' signs



Southern entrance sign



Northern entrance sign

We propose replacement of these 'Welcome to Tawa' signs. One option is to replace them with substantially larger, and bolder, signage that features the new Tawa logo, perhaps along the lines of the temporary example above. We would like to see Tawa identified as a bright, lively and positive community, which we think comes through much more strongly in the new logo than in the existing, official-looking, "Welcome to Tawa" signs.

An alternative would be electronic signage that includes the capability to 'advertise' happenings and events within Tawa.

We propose to engage with WCC officers on these possibilities.

5. Long-term traffic management

In recent years traffic volumes on Tawa Main Road have increased considerably. A recent traffic study found that "The daily traffic flows on (Tawa) Main Road increased by 25% during the period 2004 to 2012, and the peak hourly flows increased by some 40%, according to these counts." (*Traffic and Parking Study, Sunrise Boulevard/Main Road*, Ian Constable, Traffic Solutions Limited, 11 October 2017). Since 2012, traffic volumes will have increased further, perhaps by as much again.

These increased volumes are now causing considerable traffic congestion, for example, at the Southern entrance to Tawa where, during peak evening hours, impediments to traffic flow on entering Tawa (roundabouts) now sometimes result in traffic back-up onto the motorway (and, given the absence of a dedicated Tawa exit lane, motorway congestion and safety issues).

Increasing traffic volumes along the Main Road have resulted in difficulties and safety issues at most intersections – which progressively have been addressed with the installation of roundabouts. Most intersections between Tawa and Linden now have a roundabout. These

are of 'variable' appearance – some attractive and some less so with potential for 'beautification', e.g., the one at Southern entrance at William Earp Place.

The most dangerous intersection now is Main Road/Sunrise Blvd. There are serious safety concerns about this intersection. These will be added to on the completion of the 45 independent-living apartments being constructed at the Longview Retirement home on Sunrise Blvd. Local residents have been meeting with Council Officers and Councillors with a view to establishing the best remedy.

Traffic volumes are expected to increase even further from current levels. Once the Transmission Gully (and the, eventually, the P2G) highways are completed, Tawa will be located at a hub in the regional highway network. An issue, particularly should construction of the P2G highway be deferred, is that, on completion of Transmission Gully, there will be a major choke point on the motorway in the mornings at Linden. Here four lanes will reduce to two. That creates a likelihood that some traffic destined for Wellington will exit at Porirua/Kenepuru and travel through Tawa, perhaps as far as the Winchester Drive interchange, to avoid the congestion. Also, sizeable developments are in prospect in the Kenepuru area (residential and recreational). These too are likely to add to traffic volumes through Tawa.

The prospect of more rather than less traffic coming into Tawa, and the potential for additional custom from that is, of course, welcomed by Tawa business. But it also points to a need, if the positives are to outweigh the negatives, to begin planning now to manage greater traffic volumes over the longer run.²

Tawa, unlike some suburbs with serious traffic congestion problems, has options for enabling more traffic to flow through the suburb. TBG does not have a current view on which options may be feasible, or desirable. But is strongly of the view that the stage has been reached where some forward thinking is now needed. Questions for consideration include:

- Whether, or not, it would help for some traffic to be diverted around the Town Centre (using Surrey-Oxford-Cambridge Streets). For example, would using this diversion for south-bound traffic, thus making the Main Road through the Town Centre one way for north-bound traffic, enable the 'opening up' of the Main road for more pedestrian use? Would that add to or detract from the 'ambience' of the Town Centre?
- Whether Duncan Street has a greater role than today as a route for traffic traversing the length of the valley – so that traffic might be spread across two 'thoroughfares', rather than concentrated on the Main Road?
- Whether Bing Lucas Drive has a greater role to play in catering for traffic flows from/to Greenacres/Woodman Drive and the Motorway. This could include widening the Bing Lucas Drive 'cutting' and the roadway/bridge where Bing Lucas Drive joins

² The possible cost of a lack of forward thinking has become evident with the deletion of the hitherto planned exit at the Kenepuru Transmission Gully interchange for traffic to Linden/Greenacres from Wellington/Hutt Valley. The cost is that heavy trucks from the Hutt Valley and Wellington destined for the Broken Hill industrial area will most likely continue to travel through central Tawa – a possible opportunity lost.

Takapu Road. (Takapu Road access to the motorway will be addressed, eventually, as part of the design of the P2G interchange.)

- What are the prospects, over the next 10-20 years of the proposed construction of a road-link from Tawa to Churton Park? And if such a link was to be established, what down-stream implications would there be for traffic management within Tawa, e.g., added congestion on the approaches to the Takapu motorway interchange?

TBG is not at this stage seeking decisions or implementation of any such proposals; just that exploration of options commence. Experience indicates that absent long-term planning, options for the future that may now be available can become closed off. An example is deletion of a previously planned exit from Transmission Gully for northbound traffic at the Kenepuru interchange. The deletion of that exit will most likely result in (the increasing number of) heavy trucks from the Hutt Valley and Wellington destined for the Broken Hill industrial area continuing to travel through central Tawa, including through the Town centre. Therein, perhaps, was an 'opportunity lost' because no one was thinking far enough ahead or of downstream ramifications.

6. Flooding

Being a valley, Tawa is prone to flooding. In recent years, there have been increased incidence of floods causing property damage, for example, the overflow of the stream under the Town Centre in May 2015.



Tawa Main Road shopping area flooding (2015)

Other areas prone to flooding include in the vicinity of 72 Main Road. Investigatory work already has been undertaken by Council Officers on the flooding issues in this area. The problem appears to arise at least in part, if not mainly, from blocked drains associated with tree foliage. We propose that these issues be taken up in conjunction with the need to address parking capacity in this vicinity (as above).

7. Town Planning

As already mentioned, Tawa has seven areas that are zoned for commercial/business/light industrial use (zoned either as 'town centre', 'business 1' or 'business 2').

These zonings constrain the use to which land can be put when resource consents for re-development are being applied for, essentially, we understand, as follows:

- Areas zoned 'Town centre' are confined to 'retail/retail services', subject to residential use being permitted on second and, where permitted, third floors.
- Areas zoned 'Business 1' are for 'commercial activities'
- Areas zoned 'Business 2' are zoned for commercial and (light) 'industrial' use.

Applications under the Resource Management Act that fall within the confines of the 'permitted activities' in these areas are relatively straightforward. Beyond that Council has some discretion in approving individual resource consent applications, but the less compliant is the application, the more costly and time-consuming is the approval process. Delays can be lengthy.

TBG considers that it is time to review the commercially zoned (town centre, business 1 and business 2) areas within Tawa. Questions to be addressed, we think, include:

- Are the areas designated 'Town Centre' too restrictive? Would it help to bolster the viability of the 'town centres' if more people could live in and around those centres? While residential use above ground level is a permitted activity, could restricting ground level use to commercial activity be undermining the economics of redevelopment within the town centre?
- Do recent approvals for ground floor residential use in the Linden Town centre, and for the townhouse complex adjacent to Tawa Junction, indicate that such restrictions is no longer necessary or desirable?
- Are the areas currently zone business 1 and business 2 still appropriate, or would rezoning to enable (not require) alternative land-use be appropriate?

Again, TBG at this stage is not recommending any particular changes, but rather signalling that this is a matter on which there is a need for some forward-thinking. Issues and options will need to be identified and considered in good time ahead of decisions being taken during the District Plan Review (in three or so years' time).

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeremy Ward		Organisation	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



THE DOMINION POST FERRY

Tuesday 15th May 2018

Wellington City Council
101 Wakefield Street
Wellington

Email;buslongtermplan@wcc.govt.nz

Dear Sir

Submission on the Proposed 10 Year Plan

On behalf of East By West Ferries I would like to tender the follow submission for consideration in respect of the Transport Issues of the proposed 10 Year Plan.

We are somewhat concerned there is no real commentary or strategy in the proposed plan to develop or investigate water-based transport on Wellington Harbour.

Our company has been operating harbour ferry services for close to 30 years and the ferry service is now an integral part of the region's public transport system.

We believe there is now a real opportunity to deliver significant alternative benefits, value and improvements to the future transport needs of Wellingtonians by considering new harbour ferry routes. The Plan and the associated "Get Wellington Moving (GWM)" initiatives talk of the benefits of alternative transport options but does little to identify what these are or indeed look at any prioritisation of the same.

Our company has attended two of the public consultation meetings organised by GWM and have expressed in detail our view and vision for future potential harbour ferry plans. These were positively welcomed by all who attended those meetings and as far as we could ascertain, there were absolutely no negative viewpoints whatsoever expressed. All who were present were in favour of the potential use of the harbour as an alternative means for public transport and many complimented us on our existing services and vision for the future.

We have also separately approached the major interested parties and organisations in the Region and have had similar responses.

Why then is there so little or no mention of such an alternative transport strategy in the final GWM plan or the corresponding present 10 Year Plan under the transport agenda?

I have attached to this letter our submission lodged on the GWM scenarios which I believe sets out our rationale for future services. In particular I am referring to a CBD to Miramar Wharf ferry service to cater to the Airport and Miramar Seatoun Peninsula traffic. This could quickly become a commuting service

for Miramar Seatoun Peninsula residents and an alternative option for getting to and from the airport for residents and visitors alike. It just seems so logical to at least investigate and consider the potential of such a service for future planning. It can only assist to alleviate traffic through that busy HAITAITAI tunnel route to and from the City!

Also, in support of such an initiative, below are some of the key phrases presently used in the draft 10 Year Plan in respect of delivering the goals for the Region's future transport requirements:

- enhances liveability of the central city
- provides more efficient and reliable access
- reduced reliance on private vehicle travel
- improves safety for everyone
- is adaptable to disruptions and future uncertainty.

The potential of a CBD to Miramar Wharf/Airport Ferry meets all those requirements.

In summary I would also respectfully request an opportunity to address Councillors in person on this issue when the 10 Year Plan submissions are being considered.

Yours faithfully

Jeremy Ward

Managing Director
East By West Company Limited
T/A East By West Ferries
Email:jeremy@eastbywest.co.nz



Friday 22nd December 2017

Dear Sir

Feedback on the “Let’s Get Wellington Moving’ Scenarios

We find it difficult to pick one scenario of the four provided and say that’s the chosen one. It appears, on reading them, that the logic behind the developed scenarios is sound in that the aspirations of the benefits and impacts are all worthy of consideration.

So, it would generally come down to the cost of developing the scenarios and then the question is what can we, as a region, afford and we should aim for that, choosing the preferred significant transport enhancements as we can afford them. For our number 1 pick, improving transport movements around the Basin Reserve would be an absolute priority and this would entail bridges and/or tunnels as per page 9 of the scenarios document.

But below are some other generic comments and a few specific ones on issues that concern us:

Firstly, a light rail service connecting the Railway Station with the airport with intermittent stops would be a wonderful asset to have for the region. But for our population and even with the growth forecast the cost benefit equation surely does not stack up? We would therefore support aiming in the medium term for an enhanced bus mass transit service.

Secondly, all the wording and directions of the document seems to categorically support the promotion and increased use of public transport and getting vehicles off the roads.

- Eg “moving more people without vehicles.”
- “encouraging more people to use public transport...”
- “reducing reliance on private vehicle travel...”

Combine these initiatives with other suggested imperatives:

- Eg “Improving access to key regional destinations... to the airport... whilst minimising the impact on the central city “
- “ .. a more resilient transport network...”

Taking the above into consideration, together with the view, which has been highlighted in earlier “Get Wellington Moving” documents, but appears missing here, that emphasis should be given to increasing alternative modes of transport, why then is there absolutely no mention whatsoever of future options for increased and/or new harbour ferry services?

This to us seems non sensical when a new harbour ferry route connecting the CBD with the airport, ticks all the boxes. Just to reiterate our vision, intention and plans....

A new ferry service from Queens Wharf CBD to Miramar Wharf together with a connecting shuttle direct from the ferry up Cobham Drive to the airport door. The transition from ferry to shuttle would be seamless from a floating pontoon straight onto the shuttle, with the passenger being delivered with their bags at the airport door. This same service would act as a commuter service for the whole of the

Seatoun and the Miramar Peninsula, thereby taking more vehicles off the road and in particular reducing traffic through the congested Kilbirnie- Mt Victoria tunnel route to the CBD. What's there not to like about this? It ticks all the boxes with the additional tourist benefits of a harbour trip with the expansive views approaching the city.

Whilst we realise a ferry service is not the absolute answer to traffic congestion woes through the Airport -Mt Victoria- CBD corridor, it has to provide an alternative option and some welcome relief to the congestion taking cars off the road with little or no negative aspects and plenty of positives. The significant cost of building a new purpose-built ferry will be borne by East By West so the only remaining issue to be addressed before such a service could be introduced is the provision of a safe berthing area at Miramar Wharf. This would be relatively easily addressed with a small breakwater and floating pontoon at a cost of circa \$300-\$500,000. This service in time could be running 30-minute services at peak with a total trip duration of less than 20 minutes CBD to airport door. In time as popularity and numbers grew, extra ferries could be added taking further cars off the road.

East By West has approached all major parties with possible vested interests including WCC, GWRC, Centreport, Wellington Airport and landowners adjacent to the wharves and all in principle are in favour of this initiative. What reason could there be therefore that the Region was not behind this initiative and why would it not be included in any major transport strategy review? Well... it's hard to find a mention of ferries to date in the future strategy plans but in our mind, this is an absolute no brainer with little or no risk to Council and every incentive to introduce it!

Let's show Wellington we can get some wins on the board immediately with respect to the future transport strategy and this could be the first!

To coin Jacinda Ardern's phrase... "Let's do this!!"

Yours faithfully

Jeremy Ward
Managing Director
East By West Ferries
jeremy@eastbywest.co.nz



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“encouraging more people to use public transport...”
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Let's show Wellington we can get some wins on the board immediately with respect to the future transport strategy and this could be the first!

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Yours faithfully

Jeremy Ward
Managing Director
East By West Ferries
jeremy@eastbywest.co.nz

NAME: Anthony Dey	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Support

Movie Museum and Convention Centre
The Brentwood Hotel fully supports the proposal to develop a Movie Museum and Convention Centre. Our city needs to have the appropriate facilities in place befitting a capital city that will attract large scale conventions and conferences in order to maintain our competitiveness with other NZ destinations. Incorporating the Movie Museum will provide another major attraction and drawcard to compliment the likes of Te Papa, providing a unique visitor experience in the capital city to be enjoyed by locals and visitors alike. Both the Movie Museum and the Convention Centre will bring wide ranging economic benefit across many sectors of the Wellington economy and it is therefore essential that this development is adopted in the LTP as outlined in Option 1.

Indoor Arena
It is well reported and recognised that Wellington currently misses out on high profile performing artists due to the lack of a quality indoor arena with an appropriate seating capacity to stage large (10,000 person) scale indoor events. The city needs a fit for purpose venue that will attract international touring artists, which in turn will stimulate domestic visitation from out of region, providing for economic benefits across the community. Brentwood Hotel supports the proposal to develop an Indoor Arena, acknowledging that WREDA is currently undertaking a feasibility study of the proposed project.

Airport Runway Extension
The council must continue to support Wellington International Airport Ltd.'s proposal to extend the Wellington Airport Runway. The runway extension will provide the city with a gateway connection beyond the current Trans-Tasman offerings, providing the city and region with connectivity for business and leisure travellers alike.

Tourism Funding
The LTP contains reference to Council exploring options around how the Wellington Visitor Industry might assist or contribute from Year 3 of the plan to fund activities that support the visitor economy. It is imperative that the council takes an all-encompassing view of the visitor industry including all sectors that benefit from tourism activity in any future discussion. These discussions must explore all possible funding opportunities across the wider industry and must involve key stakeholders providing open and transparent dialogue.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Decade of Culture Wellington has been well recognised as the cultural capital and over recent years many other regions and centres have attempted to emulate Wellington's success in the hosting of Arts, Festival and Events. We fully support the council's proposal to redirect existing economic grant funding to boost the city's profile as a cultural destination and to provide necessary funding for the strengthening of our city venues. Ongoing development of festivals and cultural events will ensure Wellington maintains its place as a vibrant capital city that is seen as a must visit destination for its cultural and artistic offerings.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Submission to Wellington City Council
Long Term Plan 2018 – 2028

15 May 2018

This submission is made by Anthony Dey
On behalf of Brentwood Hotel

This submission on the Long Term Plan focuses on two of the main priority investment areas that have been identified in the Long Term Plan; Sustainable Growth and Arts and Culture.

Sustainable Growth

The Long Term Plan contains a number of significant proposed projects that will stimulate and support economic growth through attracting visitors to Wellington City.

Movie Museum and Convention Centre

The Brentwood Hotel fully supports the proposal to develop a Movie Museum and Convention Centre. Our city needs to have the appropriate facilities in place befitting a capital city that will attract large scale conventions and conferences in order to maintain our competitiveness with other NZ destinations.

Incorporating the Movie Museum will provide another major attraction and drawcard to compliment the likes of Te Papa, providing a unique visitor experience in the capital city to be enjoyed by locals and visitors alike.

Both the Movie Museum and the Convention Centre will bring wide ranging economic benefit across many sectors of the Wellington economy and it is therefore essential that this development is adopted in the LTP as outlined in Option 1.

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Arts and Culture

Decade of Culture

Wellington has been well recognised as the cultural capital and over recent years many other regions and centres have attempted to emulate Wellington's success in the hosting of Arts, Festival and Events.

We fully support the council's proposal to redirect existing economic grant funding to boost the city's profile as a cultural destination and to provide necessary funding for the strengthening of our city venues. Ongoing development of festivals and cultural events will ensure Wellington maintains its place as a vibrant capital city that is seen as a must visit destination for its cultural and artistic offerings.

Submission Ends.

Anthony Dey
General Manager
Brentwood Hotel.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Lester		Organisation	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

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investment within the city. However, where the draft LTP consultation documents requests feedback on other key resilience and environmental projects, WELL considers that provision for non-council owned core infrastructure servicing this public infrastructure should be made. WELL contend that adequately reflecting the importance of support infrastructure in Council's identified three waters capital investment projects is appropriate as without the means to provide for a resilient electricity distribution network, then the ability to provide infrastructure resilience as proposed in the draft LTP cannot adequately be given effect to. As will be discussed in the key area of Sustainable Development below, WELL would like Council to consider referencing the potential for emergence corridors as a cost efficient means to providing infrastructure resilience across the City. Such corridors represent strategic pathways through the city that are reserved for the rapid re-establishment of linear infrastructure services in the event that a natural hazard significantly disrupting the existing network operation. In acknowledging the concept of such corridors as resilience steps in the LTP a more meaningful consideration to their role and function can be provided through LTP implementation in the district plan comprehensive review and lower-tier strategy documents.

Housing summary

The Strategic Housing Investment Plan (SHIP)

Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

As mentioned above, WELL have a keen interest in the strategic direction being proposed by Council in regard to sustainable urban growth; consequently, the second draft LTP priority area in which WELL's feedback relates to is that of Housing. Information provided in the LTP consultation document states that providing for the City's housing demand is likely to involve partnering with developers and other housing providers. Council also propose to work with central government to explore introducing more Special Housing Areas into the city (with affordability as a measure). WELL was a submitter on the MfE National Policy Statement on Urban Development Capacity, and consequently is particularly interested in how Cities within the Wellington Region strategically plan for residential growth (i.e., areas of electricity load growth). More importantly, WELL are a core infrastructure provider (or other infrastructure as defined in the NPSUDC), and therefore need to maintain a level of strategic input in regard to residential intensification, or development of future growth cells within the City. As a key housing project, Council sought feedback on, the Special Housing Areas (SHAs) and is an area of particular interest to WELL. The LTP notes that Council intends to work with Central Government to determine and develop areas for new housing within the City. Furthermore, the draft LTP states that a streamlined consent path for such development in order to fast track the supply of additional housing. WELL is not opposed to the provision of additional housing to better meet demand and community requirement for affordable housing however, electricity distribution to such development needs to, in most instances, be strategically aligned within WELL's Asset Management Plan. The reason for such positioning is to ensure network integration of the additional load, as well as to forecast capital investment that may be required to expand or upgrade sections of the network. As a core infrastructure provider, WELL consider it necessary for the LTP to strategically recognise infrastructure provision for SHAs (not concentrating solely on Council-owned infrastructure), and furthermore, that such core infrastructure providers are meaningfully consulted in advance of the establishment of such housing areas. Equally as important, any associated streamlining of consenting should consequently be enabling for the relevant infrastructure upgrades or extensions to service such SHAs. In consideration of the above points, WELL seek that the final LTP broadens the coverage of SHA partners to include that of core infrastructure providers. By appropriately acknowledging the role and function core infrastructure providers play in the planning and

development of SHA's within the city, a more robust strategic policy direction will be provided in the LTP for future implementation.

Transport summary

- Cycling Master Plan**
- Introduction of weekend parking fees**
- Let's Get Wellington Moving**
- Transport-related initiatives**
- Do you have any other comments?**

Sustainable growth summary

- Planning for growth**
- Movie Museum and Convention Centre**
- Kiwi Point Quarry life extension**
- Wellington Zoo upgrades**
- Do you have any other comments?**

Support

The third priority area in which WELL wish to provide feedback on the draft LTP is that relating to sustainable growth. As provided for in the draft LTP consultation document, the primary means to drive this sustainable growth is through improvements proposed to the Wellington City District Plan. Upon review of the draft LTP, WELL agree with Council in that the current Wellington City District Plan can be simplified to reduce compliance costs and uncertainty for residents and developers. Furthermore, WELL also support Council's stated desire to deliver a comprehensive plan review process with the goal being to make sure that the planning environment is set up to support delivery as opposed to being a barrier to development. As indicated in the draft LTP, WCC propose to undertake a comprehensive city-wide review of both their Urban Growth Plan and District Plan. This suggested priority area has been put forward largely to ensure predicted growth within the city can be accommodated. The methods for meeting this priority within the next ten years are proposed to be via Strategic planning, Comprehensive District Plan review, and Streamlined consenting. As previously mentioned, WELL has provided numerous submissions to Council in regard to urban growth strategies and annual plans. For the reasons indicated above, WELL support such a strategic approach to growth management. WELL look forward to Council's release of the next urban growth plan and similar to the feedback provided in 2014, will submit appropriately in regard (but not limited) to:- Ensuring that the recognition of the city's electricity distribution networks is provided in the strategy.- Recognition of existing infrastructure within greenfield development sites.- Recognition of WELL as a development partner.- Further development consideration is provided for infrastructure emergency corridors.- Developer obligations regarding infrastructure provision. WELL are supportive of Council meeting the sustainable growth priority, via a comprehensive district plan review. The current district plan became operative in 2000; and since has been subject to a rolling review process inclusive of 79 plan changes (not including active changes and variations). While the operative district plan represents current regulation of land use and subdivision within the city, users of the document quite often have to navigate through external documents (such as plan change s37 reports) in order to understand or analyse current objective and policy direction pertaining to any given development or land use zone. WELL's experience with the district plan has, at times, been frustrating - particularly in regard to their resilience upgrade program (i.e., current rules trigger resource consent for external modification to substation

buildings location within residential zones). Such consenting requirements are considered representative of the need for a comprehensive refresh of the district plan as the intent of current provisions can, unintentionally, crossover to adversely affect network utility operations. Emergency corridors (being located on planning maps) is another strategic element that can be introduced, and assessed, as part of any impending comprehensive district plan review. WELL support Council's intention to streamline consenting processes under the district plan review priority.3.27 Understandably, the LTP does not detail how such streamlining will occur however, it is assumed this will be incorporated under regulatory amendments by Central Government to the Resource Management Act (i.e. deemed permitted boundary activities), or through adoption of National Planning Standards as currently being developed by MFE. Notwithstanding this support, WELL will resist any consenting changes that have the potential to expedite development activities that could be to the detriment to the city's electricity supply network (i.e. diminish the affect party status of WELL for particular development). In summary of this priority area; 1) WELL support strategic approaches to urban growth as it allows for WELL's network managers to provide for load growth in their Asset Management Plan; 2) consider that a comprehensive district plan review will refresh the current district plan, remove inappropriate rules affecting electricity supply, and facilitate usability of the document; and 3) agree that appropriate consent streamlining can be beneficial to Council, developers, and infrastructure providers as long as robust processes regarding notification are retained.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Wellington City Council's Draft Long-term Plan 2018–28

To: Wellington City Council

From: Wellington Electricity Lines Limited

Date: 15 May 2018

1 Background: Wellington Electricity

- 1.1 Wellington Electricity Lines Limited (WELL) owns and operates electricity distribution network assets within the Wellington Region (Wellington City, the Hutt Valley and Porirua Basin). This core infrastructure has a system length of 4,600km and serves around 165,000 connected customers.
- 1.2 WELL is committed to providing users in the region a safe, efficient yet secure electricity supply infrastructure, which in doing so provides a critical service to local communities including hospitals, schools, public infrastructure, offices and residential dwellings.
- 1.3 WELL owns distribution substations, lines and cables located in public road reserve, as well as on private property and along easements.
- 1.4 In addition to the supply of low voltage connections to industrial, commercial and private customers, WELL also owns and operates high voltage sub transmission infrastructure (11kV and 33kV) consisting of lines and substations, and has the ability to own and operate high voltage (up to 110kV) transmission lines, and associated structures.
- 1.5 WELL provides electricity supply services to Wellington City communities, and hence holds a keen interest in Wellington City Council strategic documents that either directly or indirectly impact on their service delivery
- 1.6 Wellington City Councils proposed (draft) 10 Year Plan represents a strategic document WELL considers has the potential to effect electricity supply services to local communities. Whilst there may appear to be little direct relevance to WELL's network utility operations in the long term plan (such that WELL infrastructure is not publically owned), the environmental context in which the long term plan provides, does have an indirect effect on the effective and efficient delivery of WELL services.
- 1.7 It is in the context of this indirect context of the long term plan that WELL wish to provide feedback.

2 Wellington City Long-term Plan 2018–28

- 2.1 Wellington City Council (WCC or Council) has notified the Draft Long-term Plan 2018–28, and are currently receiving feedback from the community.
- 2.2 Council’s 2018-2028 Long Term Plan (from here on abbreviated as LTP) is a high level strategic document articulating how, where and why Council propose to direct financial resources over the next 10 years in order to “make Wellington City more resilient, vibrant and competitive”.
- 2.3 In particular, the context for LTP has been framed around the question: “What does a well-performing city look like?”
- 2.4 WELL fundamentally support the function of long term plans (as a strategic planning and financial transparency tool for growth throughout Wellington City). The primary basis for this support is that such high-level planning documents help guide the strategic direction for WELL’s network asset management, particularly in regard to matters of resilience, and providing suitable levels of service to satisfy urban growth.
- 2.5 WELL’s recognition of Council’s strategic documents is evident by not only this LTP submission, but also on a number of preceding submissions WELL have made to both Urban Growth Plans, and Annual Plans.
- 2.6 WELL acknowledge that the feedback currently being sought by WCC will be used to shape a 10 year strategic document that is inclusive of community consultation. The finalised LTP will further define projects, and their funding, that have been proposed to satisfy the City’s development aspirations over the next ten years – particularly in regard to making Wellington more resilient, vibrant and competitive.
- 2.7 In summary of this feedback, WELL has identified 3 key areas (or ‘Priorities’) of the LTP in which the secure supply of electricity is a relevant consideration. In particular, the substance of WELL’s feedback is intended to highlight issues and opportunities to be expanded upon once the consultation document is finalised.
- 2.8 The 3 priority areas are;

1. *Resilience Projects*
2. *Housing*
3. *Sustainable Growth.*

3 3 Key Areas for Wellington Electricity Feedback on the LTP

Resilience Projects

- 3.1 WELL own and operate networks of electrical lines, cables and substations throughout the Wellington City area. Operating and maintaining these networks in a well-planned, efficient and cost effective manner is of paramount strategic and statutory importance to WELL so as to ensure that obligations under the 1986 Commerce Act, 1992 Electricity Act, and various electricity regulations are met. Implicit in these operations is the on-going requirement to make the network more resilient to the effects of natural hazards.
- 3.2 A significant priority discussed in the LTP consultation document is that of ensuring the City is resilient to natural hazards. Specific mention in the document is given to three waters infrastructure upgrades that Council are proposing to allocate funding towards; such as
- *improve water storage in the city (to increase security of supply after an event)*
 - *improve wastewater capacity in the city (to allow for growth)*
 - *upgrade stormwater infrastructure in the city to better deal with adverse weather events (to reduce flooding events).*
- 3.3 WELL agree with Council that such priorities are important in making the City more resilient to natural hazards; however, it is considered that appropriate acknowledgement of non-council infrastructure is also provided for in the final LTP regarding resilience.
- 3.4 Core infrastructure, such as WELL's electricity distribution network, is a lifeline utility that is integral when considering resilience projects across the City. Three waters networks are in most instances reliant on a secure supply of electricity (i.e., pump stations, control gates, plant and machinery), and consequently require a degree of consideration in this area of the LTP along with that of council infrastructure.
- 3.5 WELL note that the purpose of the LTP is (amongst other things) to provide transparent information regarding public infrastructure and investment within the city. However, where the draft LTP consultation documents requests feedback on "other key resilience and environmental projects", WELL considers that provision for non-council owned core infrastructure servicing this public infrastructure should be made.
- 3.6 WELL contend that adequately reflecting the importance of support infrastructure in Council's identified three waters capital investment projects is appropriate – as without the means to provide for a resilient electricity distribution network, then the ability to provide infrastructure resilience as proposed in the draft LTP cannot adequately be given effect to.
- 3.7 As will be discussed in the key area of Sustainable Development below, WELL would like Council to consider referencing the potential for emergence corridors as a cost efficient means to providing infrastructure resilience across the City. Such corridors represent strategic 'pathways' through the city that are reserved for the rapid re-establishment of

linear infrastructure services in the event that a natural hazard significantly disrupting the existing network operation.

- 3.8 In acknowledging the concept of such corridors as resilience steps in the LTP a more meaningful consideration to their role and function can be provided through LTP implementation in the district plan comprehensive review and lower-tier strategy documents.

Housing

- 3.9 As mentioned above, WELL have a keen interest in the strategic direction being proposed by Council in regard to sustainable urban growth; consequently, the second draft LTP priority area in which WELL's feedback relates to is that of Housing.
- 3.10 Information provided in the LTP consultation document states that providing for the City's housing demand is likely to involve partnering with developers and other housing providers. Council also propose to work with central government to explore introducing more Special Housing Areas into the city (with affordability as a measure).
- 3.11 WELL was a submitter on the MfE National Policy Statement on Urban Development Capacity, and consequently is particularly interested in how Cities within the Wellington Region strategically plan for residential growth (i.e., areas of electricity load growth). More importantly, WELL are a core infrastructure provider (or 'other infrastructure' as defined in the NPSUDC), and therefore need to maintain a level of strategic input in regard to residential intensification, or development of future growth cells within the City.
- 3.12 As a key housing project, Council sought feedback on, the Special Housing Areas (SHAs) and is an area of particular interest to WELL. The LTP notes that Council intends to work with Central Government to determine and develop areas for new housing within the City. Furthermore, the draft LTP states that a streamlined consent path for such development in order to "fast track" the supply of additional housing.
- 3.13 WELL is not opposed to the provision of additional housing to better meet demand and community requirement for affordable housing – however, electricity distribution to such development needs to, in most instances, be strategically aligned within WELL's Asset Management Plan. The reason for such positioning is to ensure network integration of the additional load, as well as to forecast capital investment that may be required to expand or upgrade sections of the network.
- 3.14 As a core infrastructure provider, WELL consider it necessary for the LTP to strategically recognise infrastructure provision for SHAs (not concentrating solely on Council-owned infrastructure), and furthermore, that such core infrastructure providers are meaningfully consulted in advance of the establishment of such housing areas.
- 3.15 Equally as important, any associated 'streamlining' of consenting should consequently be enabling for the relevant infrastructure upgrades or extensions to service such SHAs.

- 3.16 In consideration of the above points, WELL seek that the final LTP broadens the coverage of SHA ‘partners’ to include that of core infrastructure providers. By appropriately acknowledging the role and function core infrastructure providers play in the planning and development of SHA’s within the city, a more robust strategic policy direction will be provided in the LTP for future implementation.

Sustainable Growth

- 3.17 The third priority area in which WELL wish to provide feedback on the draft LTP is that relating to sustainable growth. As provided for in the draft LTP consultation document, the primary means to drive this sustainable growth is through improvements proposed to the Wellington City District Plan
- 3.18 Upon review of the draft LTP, WELL agree with Council in that the current Wellington City District Plan can be simplified to reduce compliance costs and uncertainty for residents and developers”. Furthermore, WELL also support Council’s stated desire to deliver a comprehensive plan review process with the goal being to make sure that the planning environment is set up to support delivery as opposed to being a barrier to development.
- 3.19 As indicated in the draft LTP, WCC propose to undertake a comprehensive city-wide review of both their Urban Growth Plan and District Plan. This suggested priority area has been put forward largely to ensure predicted growth within the city can be accommodated. The methods for meeting this priority within the next ten years are proposed to be via Strategic planning, Comprehensive District Plan review, and Streamlined consenting.

Strategic planning: *The development of a plan for growth that sets our policy direction and is the backbone for a District Plan review.*

- 3.20 As previously mentioned, WELL has provided numerous submissions to Council in regard to urban growth strategies and annual plans. For the reasons indicated above, WELL support such a strategic approach to growth management
- 3.21 WELL look forward to Council’s release of the next urban growth plan – and similar to the feedback provided in 2014, will submit appropriately in regard (but not limited) to:
- Ensuring that the recognition of the city’s electricity distribution networks is provided in the strategy.
 - Recognition of existing infrastructure within greenfield development sites.
 - Recognition of WELL as a development partner.
 - Further development consideration is provided for infrastructure emergency corridors.
 - Developer obligations regarding infrastructure provision.

Comprehensive District Plan review: *A comprehensive review of our plan (as opposed to the minimum legislative requirements) that takes into account our existing residential and business capacity across the city and what demand will be like over the next 3, 10 and 30 years.*

- 3.22 WELL are supportive of Council meeting the sustainable growth priority, via a comprehensive district plan review.
- 3.23 The current district plan became operative in 2000; and since has been subject to a rolling review process inclusive of 79 plan changes (not including active changes and variations).
- 3.24 While the operative district plan represents current regulation of land use and subdivision within the city, users of the document quite often have to navigate through external documents (such as plan change s37 reports) in order to understand or analyse current objective and policy direction pertaining to any given development or land use zone.
- 3.25 WELL's experience with the district plan has, at times, been frustrating - particularly in regard to their resilience upgrade program (i.e., current rules trigger resource consent for external modification to substation buildings location within residential zones). Such consenting requirements are considered representative of the need for a comprehensive 'refresh' of the district plan as the intent of current provisions can, unintentionally, crossover to adversely affect network utility operations.

Emergency corridors (being located on planning maps) is another strategic element that can be introduced, and assessed, as part of any impending comprehensive district plan review.

Streamlined consenting: *A new structure that will seek to make consenting and compliance functions faster, easier, safer and more sustainable. We've budgeted \$15.1 million of operating expenditure over the next 10 years to review the urban growth and district plans and to make changes to our consenting processes. There are no cost implications from streamlining consenting.*

- 3.26 WELL support Council's intention to streamline consenting processes under the district plan review priority.
- 3.27 Understandably, the LTP does not detail how such streamlining will occur – however, it is assumed this will be incorporated under regulatory amendments by Central Government to the Resource Management Act (i.e. deemed permitted boundary activities), or through adoption of National Planning Standards as currently being developed by MFE.
- 3.28 Notwithstanding this support, WELL *will* resist any consenting changes that have the potential to expedite development activities that could be to the detriment to the city's electricity supply network (i.e. diminish the affect party status of WELL for particular development).
- 3.29 In summary of this priority area; 1) WELL support strategic approaches to urban growth as it allows for WELL's network managers to provide for load growth in their Asset Management

Plan; 2) consider that a comprehensive district plan review will 'refresh' the current district plan, remove inappropriate rules affecting electricity supply, and facilitate usability of the document; and 3) agree that appropriate consent 'streamlining' can be beneficial to Council, developers, and infrastructure providers as long as robust processes regarding notification are retained.

4 Summary / Conclusion

- 4.1 WELL acknowledge the importance of clear and transparent communication associated with delivering WCC's LTP. In recognition of this importance, WELL has provided the above feedback to Council so that such communication adequately reflects perspectives from the city's electricity distribution provider.
- 4.2 The feedback provided by WELL is intentionally high-level, yet appropriate reasoning has been provided to WCC to ensure the intended LTP elements are carried through to the finalised LTP document.
- 4.3 WELL note that development of the LTP includes the ability to discuss pertinent matters, such as those raised in this feedback document, directly with Council Officers or the LTP development committee. WELL welcomes the opportunity to meet with Council to elaborate on the themes presented in this submission.

Signature for and on behalf of Wellington Electricity Lines Limited:



.....
Tim Lester
021 993 223
tim.lester@edison.co.nz

Address for service: Wellington Electricity Lines Limited
c/- Edison Consulting Group
PO Box 875, Hamilton 3240
Attn: Tim Lester

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Strongly support

Strongly support

BATS Theatre applauds the Wellington City Council's commitment to Arts and Culture in the 10-year plan. Along with Arts Wellington and Creative New Zealand, we broadly support 'option one' as laid out in the plan. We strongly support an increase to the Arts and Culture Fund over the next 10 years as part of the move to maintain support for arts organisations with three-year funding contracts. Wellington City Council funding is crucial for BATS. It means we can continue to provide an accessible venue which facilitates and encourages the development of independent artists and provides affordable and high-quality New Zealand performance experiences for audiences. In addition, however, we recognise the need for the Council to create strategies for artists to sustain themselves in the arts and culture sector, in ways that are not project-to-project. Ideally, the theatre practitioners that start out at BATS would continue their development elsewhere in our arts and culture ecosystem before returning to BATS with more experience and new ideas. In reality, they struggle to find the resources to create opportunities that develop their careers. They are at high risk of leaving Wellington or moving on from creative industries altogether. Strategies that address this problem will ensure not only the growth of the sector in Wellington but may assist in retaining talent in the city. With this in mind, we strongly support Arts Wellington's request that the Arts and Culture strategy is

updated to reflect new priorities and actions moving forward. We also endorse their request to be a key partner in the development of the new strategy, alongside other leading arts organisations and representatives from the independent sector. This will help ensure that consultation reflects the diversity and breadth of the Wellington arts community. As part of this updated strategy, and in order to recognise Wellington more effectively as the Capital of Culture, we would like to the Council to consider new exciting platforms to promote the arts and culture that thrives in this city. This is particularly important in a rapidly changing news media landscape, in which art and artists struggle to be seen and heard. More visibility of the arts and culture sector will increase audience reach and ensure diverse voices are being heard, creating a stronger social connection within the city.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Rebecca Tong

From: BUS: Long Term Plan
Sent: Wednesday, 16 May 2018 4:45 p.m.
To: Rebecca Tong
Subject: FW: BATS Theatre submission

From: Heather O'Carroll [<mailto:heather@bats.co.nz>]
Sent: Tuesday, 15 May 2018 10:16 p.m.
To: BUS: Long Term Plan
Subject: BATS Theatre submission

Kia ora koutou,

BATS Theatre applauds the Wellington City Council's commitment to Arts and Culture in the 10-year plan. Along with Arts Wellington and Creative New Zealand, we broadly support 'option one' as laid out in the plan.

We strongly support an increase to the Arts and Culture Fund over the next 10 years as part of the move to maintain support for arts organisations with three-year funding contracts. Wellington City Council funding is crucial for BATS. It means we can continue to provide an accessible venue which facilitates and encourages the development of independent artists and provides affordable and high-quality New Zealand performance experiences for audiences.

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Ngā mihi,
BATS Theatre Ltd

Heather O'Carroll
Programme Manager
BATS THEATRE

1 Kent Terrace
Wellington, New Zealand

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		Organisation	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	Support
Predator Free Wellington	Support
Community-led trapping	Support
Resilience of the transport corridor	Support
Security of water supply	Support
Waste management and minimisation	Support
Storm clean-up	Support
Adding land to the Wellington Town Belt	Support

Do you have any other comments?

1. Resilience and environment Our Association supports the priorities to be undertaken and is pleased to see that the deferred project strategy of the 2015-25 LTP has been abandoned in the interest of public safety. In respect of Wastewater and Stormwater networks we are represented on the Sewage Plant Community Liaison Group (CLG) and have been involved in the change to Resource consent conditions which cancelled the condition to provide UV treatment to diluted raw sewage plant bypass effluent under excess flow (heavy rainfall) events. Our understanding is that a sum approaching \$1M per annum was being reserved toward the UV plant & we wish to be assured that these funds are now to be largely directed toward I&I (Ingress & Infiltration) projects to mitigate the root cause of excess flows. Although the Moa Point Wastewater Treatment Plant capacity was increased some time ago, we expect climate change to focus our rainfall and hence the I&I measurement, project identification and execution should be enhanced to avoid future bypass events.

Stormwater Flooding Monorgan Rd. Flooding on Monorgan Rd. affecting properties opposite Scots College entrance has occurred many times in the past. A number of proposals have been put forward by Wellington Water, some of which sought to divert stormwater via the Golf Course. The status over 3 years ago was awaiting a review of the Miramar stormwater network. Although no further advice has been received we trust that the Miramar Stormwater project listed in the 10 year plan will address this problem & provide the necessary solution.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	Support
Special Housing Areas	Support
Inner City Building Conversion	Support
Special Housing Vehicle	Support
Rental Warrant of Fitness	Support
Te Whare Oki Oki	Support
Do you have any other comments?	
3. HousingOur Association supports continued and additional spending in all of the priorities listed under this activity including the creation of the Urban Development Agency and the development of rental housing warrant of fitness suitable for Wellington.	

Transport summary

Cycling Master Plan	Neutral
Introduction of weekend parking fees	
Let's Get Wellington Moving	
Transport-related initiatives	
Do you have any other comments?	
4. Transport We support most funding listed in this priority. CyclewaysWe are surprised that Miramar Avenue Stage 2 is listed for years 4-10 (even, it seems, with the addition of the proposed \$76.5M!). Extensive Council/ volunteer group consultation has already been undertaken & the team expected a much earlier commencement to this project, which is only one stage of the body of Peninsula work identified & planned to a set of options ready for public consultation. LGWMWe urge that some finality be brought to long overdue Eastern traffic planning to solve severe congestion now being experienced.The thought of adding light rail via Newtown to the Airport in the mix is bound to even further delay any decision making on roading improvement for State Highway 1.Please be aware that an underutilised 15 minute daily No. 91 bus service already runs over the most efficient route City to Airport via Hataitai (bus tunnel) and Kilbirnie with little or no sign of business, government or Council staff users. When this service is in overload there could be a case to consider a replacement service %00 but surely not via Newtown!Our Airport is close to the City and door to door service using taxis, uber, shuttles etc will be the transport of choice for most travellers. None of these would ever travel via Newtown for City bound services.Council should note that our Eastern bus services will from July 2018 prioritise the Hataitai route (via Kilbirnie or Cobham Drive) for regular Seatoun, Strathmore Park & Miramar services which will at last free us from the longer time consuming Newtown path to town which Strathmore Park & Seatoun users have suffered for over 40 years.We cannot help but compare Wellington City%00s roading progress with Lower Hutt which is achieving accesses & overpasses for State highway 2 at a rate of about one every 2 years, the latest being the Haywards interchange.We did score a tunnel to bypass Tory St for one direction but progress otherwise is glacial in comparison.In respect of safer speeds we urge that priority also be afforded to safer intersections, signs and layouts for identified trouble spots.Safer SpeedsWe note from our 2015-2025 response that %00black spots & safer speeds%00 were grouped together and that spending under this heading had been deferred in favour of work to reduce speeds in shopping precincts.We now urge that black spot work be given recognition (once again?) and that a targeted approach be taken rather than imposing blanket & often ineffective policies across the suburbs.Weekend Parking ChargesWe are neutral on weekend parking charges. Since this is funded from Downtown rates contributions we would urge full & open consultation with the business owners who have benefitted from this for many years & may struggle to compete with Suburban & out of town shopping malls. Wellington has an edge on character retailing with its freedom from large scale malls & maybe this is worth the extra rate imposition to those	

benefiting. Our Association opposes night parking charges should these be considered in this package. The ability to park free (& without time restrictions) to enjoy a variety of entertainment in the City is valuable to residents and should remain so. It is pleasing that School zone signs are in the process of being commissioned on Monorgan Road to improve safety around Scots College.

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Oppose
Kiwi Point Quarry life extension	Support
Wellington Zoo upgrades	Support

Do you have any other comments?

2. Sustainable Growth In this mix of priorities we do not support WCC direct spending on the Convention Centre & Movie Museum or the part funding of the WIAL runway extension project. Our view is that such projects should be provided by commercial interests with encouragement by Council with offers of initial rate remissions, early operational funding & assistance with Resource Management, building consents etc. Our Association supports other priorities listed including District Plan review, streamlined consenting, Kiwi Point Quarry and Wellington zoo spending. We are divided on the Indoor Arena on the grounds that most events held at such a venue would almost certainly be commercial entertainment on a wider scale than Wellington City. A facility funded by ratepayers is unlikely to have any direct return to the majority of Wellington residential ratepayers and in the absence of a robust business case we remain sceptical of its worth.

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Support
Investment in the arts	Support

Do you have any other comments?

5. Arts & Culture Our Association supports projects listed in this priority on the grounds that this spending will restore the use & utility of buildings owned and operated by Council. We also support focus on Matariki in place of Guy Fawkes and would like to see a conservatively managed increase in this event year on year to test & match public support.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

5. Local Priorities for Strathmore Park Summarising our own Association's Priorities From our AGM's, Monthly meetings & local public communications we list below our own priorities for our Suburb.

a) Outstanding Issues raised in our correspondence dated 14th March 2018 to Steve Spence.

- Excessive vehicle speeds on Ahuriri Street** Chicane/traffic slowing design in Raukawa Street We have received a series of complaints regarding the design of the chicanes/traffic slowing measures in Raukawa Street, in particular that they are too sharp for cars to navigate safely without risk of damage - we understand that part of the precast kerb has come loose due to being caught by cars. We have requested that these be looked at and their suitability reviewed.
- Crossing on Monorgan Road to Walden Street playground (bottom of Raukawa Reserve steps)** We have been looking at this area for some time and have previously requested lighting for the steps (Mayoral letters November 2016, April 2017, annual submissions & above referenced correspondence. We are also concerned that the current signposting is inadequate and no safety markings or similar exist at the crossing itself. Kahurangi School pupils use this crossing each day on their way to and from school and we request that suitable safety markings / signposting be reviewed with a view toward upgrade to a full pedestrian crossing. The new indented bus stop for use from July this year has now been installed nearby & this would also support a safer crossing facility since the footpath is on the opposite side of the road.)
- New Safety Issue arising from a recent Community Hui** Sidlaw/Leveson/Monorgan intersection - Pedestrian friendly crossing A local Community team are working on ideas for this intersection which is used by many school children and commuters. From July this intersection will also include bus stops for the Strathmore Park to & from Kilbirnie service. The project is supported by our Association and, hopefully, some Council assistance will be forthcoming when this is fully represented.)
- Longer Term matters raised in previous responses to LTPs, DAPs etc.** Tsunami Public Noticeboards About 4 years ago the Tsunami discussions and painting of blue lines in Strathmore Park were successfully undertaken. Whilst there is good awareness of the purpose and meaning of the signage among the initial stakeholders no promised Notice Boards have been provided within our Suburb to inform our residents and public. This Association requests once again that the roll out of notice boards be provided for in the DAP (specifically within our suburb) in accordance with the plan that we signed up to during the analysis and execution phase of the project.
- Monorgan Road Playground** This Association has consistently recommended that provision be made for family friendly facilities at this popular playground within our suburb. The Scots College/ WCC children's cycling track has recently been completed. We again request that a picnic table & toilet facility be provided for this playground to allow parental, grandparent & caregiver support to younger children to be more easily provided. This playground is fairly well sheltered & lends itself to more extended family use than other playgrounds in our community.
- Beautification of grassed area opposite Strathmore Park shops** Paul Fredricksen, our local pharmacist, has made a suggestion that the option of beautifying and/or increasing the leisure options for green area in Strathmore Park opposite the shopping precinct should be explored. Our Association agrees with Paul that this could potentially be a great area for Strathmore residents to have picnics, lounge etc but at present the facilities for this to happen are very limited. At present there is a solitary bench seat located there which on a good day looks lost! We have established that the Miramat/ Maupuia Progressive Association supports this idea and we once again request that Parks & Gardens Team accept this suggestion as a local project.
- Residential Solid Waste Disposal Process** Our understanding is that annual Community Cleanups are no longer offered by WCC. This has no impact on our Association since we ceased holding these some years ago. At our AGMs residents have asked that we encourage Council to follow the system used in some overseas Cities and introduce a user pays system to record, schedule, collect & dispose of household solid waste items which cannot be easily disposed of in bags or bins. Accordingly we request Council to consider this activity as a self funded extension to the Waste Disposal program.
- Widening of Feeder Street widths in Wellington suburbs** Whilst consulting with members and residents regarding Broadway tree & centre islands removal a number of comments were received about inadequate road width of Strathmore Avenue. With the move toward providing for cycling this Association urges Council to seriously consider street widening as an infrastructure improvement policy. Strathmore Avenue is a prime example of a street with wide berms and Council provided planting is well past its use by date. Long term planning should begin to redefine

the location of kerbs & channels on streets of this nature with a view to increasing road width to cater for increasing vehicle widths, adequate parking and ultimately cycleways. From observation around the city there are many such streets with inadequate roadway widths that serve communities with increasing car ownership & journeys for school, work & local reasons. Mein Street Newtown is also a good example which should be listed high on a street widening agenda.

Undergrounding of Services
The undergrounding policy adopted some years ago is clearly not providing any significant street services undergrounding in Suburban Wellington. We consider the existing policy elitist, assisting only the well heeled to claim grants for private enjoyment & to improve their home's & their development's asset values. We urge Council to adopt a policy & strategy to eliminate all overhead services in (say) 60 years from its inception. This would require drawing up street priority lists, encouraging public input and gaining the co-operation of the various services currently using overhead plant. In suburbs we see a proliferation of mysterious and unsightly overhead cable arrays, many of which are expedient temporary arrangements which remain for years following relocation of a single pole or support. Eastern suburbs consultation
Unlike the 2015/25 LTP for which a local public presentation was held at Chelsea St we are not impressed that the only presentations on this occasion were in town on a Saturday to which only one of our members attended.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

**The Strathmore Park Progressive
and Beautifying Association (Inc.)** 108 Strathmore Ave. Wellington 6022

President:
Karl Frost
49 Kinghorne St.
Strathmore Park

Secretary/ Treasurer:
Glenn Kingston
53 Tannadyce St.
Strathmore Park

10 Year Plan
Wellington City Council
PO Box 2199
WELLINGTON

15th May 2018

RESPONSE TO WELLINGTON CITY COUNCIL DRAFT 10 YEAR PLAN 2018-28

Eastern Suburbs Consultation

Unlike the 2015/25 LTP for which a local public presentation was held at Chelsea St we are not impressed that the only presentations on this occasion were in town on a Saturday to which only one of our members attended.

Wish to appear in-person

We do not wish to appear in person to support this submission.

Below is our detailed response for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'G Kingston', written over a light grey rectangular background.

Glenn Kingston (Secretary/Treasurer)

cc Eastern ward Councillors

The Strathmore Park Progressive and Beautifying Association (Inc.) 108 Strathmore Ave. Wellington 6022

Comments to Issues identified as “Priority”

1. Resilience and environment

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Our view is that such projects should be provided by commercial interests with encouragement by Council with offers of initial rate remissions, early operational funding & assistance with Resource Management, building consents etc.

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3. Housing

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4. Transport

We support most funding listed in this priority.

Cycleways

We are surprised that Miramar Avenue Stage 2 is listed for years 4-10 (even, it seems, with the addition of the proposed \$76.5M!). Extensive Council/ volunteer group consultation has already been undertaken & the team expected a much earlier commencement to this project, which is only one stage of the body of Peninsula work identified & planned to a set of options ready for public consultation.

LGWM

We urge that some finality be brought to long overdue Eastern traffic planning to solve severe congestion now being experienced.

The thought of adding light rail via Newtown to the Airport in the mix is bound to even further delay any decision making on roading improvement for State Highway 1.

Please be aware that an underutilised 15 minute daily No. 91 bus service already runs over the most efficient route City to Airport via Hataitai (bus tunnel) and Kilbirnie with little or no sign of business, government or Council staff users. When this service is in overload there could be a case to consider a replacement service – but surely not via Newtown!

Our Airport is close to the City and door to door service using taxis, uber, shuttles etc will be the transport of choice for most travellers. None of these would ever travel via Newtown for City bound services.

Council should note that our Eastern bus services will from July 2018 prioritise the Hataitai route (via Kilbirnie or Cobham Drive) for regular Seatoun, Strathmore Park & Miramar services which will at last free us from the longer time consuming Newtown path to town which Strathmore Park & Seatoun users have suffered for over 40 years.

We cannot help but compare Wellington City's roading progress with Lower Hutt which is achieving accesses & overpasses for State highway 2 at a rate of about one every 2 years, the latest being the Haywards interchange.

We did score a tunnel to bypass Tory St for one direction but progress otherwise is glacial in comparison.

In respect of safer speeds we urge that priority also be afforded to safer intersections, signs and layouts for identified trouble spots.

Safer Speeds

We note from our 2015-2025 response that “black spots & safer speeds” were grouped together and that spending under this heading had been deferred in favour of work to reduce speeds in shopping precincts.

We now urge that black spot work be given recognition (once again?) and that a targeted approach be taken rather than imposing blanket & often ineffective policies across the suburbs.

Weekend Parking Charges

We are neutral on weekend parking charges. Since this is funded from Downtown rates contributions we would urge full & open consultation with the business owners who have benefitted from this for many years & may struggle to compete with Suburban & out of town shopping malls. Wellington has an edge on character retailing with its freedom from large scale malls & maybe this is worth the extra rate imposition to those benefiting.

Our Association opposes night parking charges should these be considered in this package. The ability to park free (& without time restrictions) to enjoy a variety of entertainment in the City is valuable to residents and should remain so.

It is pleasing that School zone signs are in the process of being commissioned on Monorgan Road to improve safety around Scots College.

5. Arts & Culture

Our Association supports projects listed in this priority on the grounds that this spending will restore the use & utility of buildings owned and operated by Council.

We also support focus on Matariki in place of Guy Fawkes and would like to see a conservatively managed increase in this event year on year to test & match public support.

5. Local Priorities for Strathmore Park

Summarising our own Association's Priorities

From our AGM's, Monthly meetings & local public communications we list below our own priorities for our Suburb.

a) Outstanding Issues raised in our correspondence dated 14th March 2018 to Steve Spence.

- Excessive vehicle speeds on Ahuriri Street
- Chicane/traffic slowing design in Raukawa Street
We have received a series of complaints regarding the design of the chicanes/traffic slowing measures in Raukawa Street, in particular that they are too sharp for cars to navigate safely without risk of damage - we understand that part of the precast kerb has come loose due to being caught by cars. We have requested that these be looked at and their suitability reviewed.
- Crossing on Monorgan Road to Walden Street playground (bottom of Raukawa Reserve steps)
We have been looking at this area for some time and have previously requested lighting for the steps (Mayoral letters November 2016, April 2017, annual submissions & above referenced correspondence).
We are also concerned that the current signposting is inadequate and no safety markings or similar exist at the crossing itself. Kahurangi School pupils use this crossing each day on their way to and from school and we request that suitable safety markings / signposting be reviewed with a view toward upgrade to a full pedestrian crossing.
The new indented bus stop for use from July this year has now been installed nearby & this would also support a safer crossing facility since the footpath is on the opposite side of the road.

b) New Safety Issue arising from a recent Community Hui

- Sidlaw/Leveson/Monorgan intersection -Pedestrian friendly crossing
A local Community team are working on ideas for this intersection which is used by many schoolchildren and commuters. From July this intersection will also include bus stops for the Strathmore Park to & from Kilbirnie service.
The project is supported by our Association and, hopefully, some Council assistance will be forthcoming when this is fully represented.

c) Longer Term matters raised in previous responses to LTPs, DAPs etc.

- Tsunami Public Noticeboards
About 4 years ago the Tsunami discussions and painting of blue lines in Strathmore Park were successfully undertaken.
Whilst there is good awareness of the purpose and meaning of the signage among the initial stakeholders no promised Notice Boards have been provided within our Suburb to inform our residents and public.
This Association requests once again that the roll out of notice boards be provided for in the DAP (specifically within our suburb) in accordance with the plan that we signed up to during the analysis and execution phase of the project.
- Monorgan Road Playground
This Association has consistently recommended that provision be made for family friendly facilities at this popular playground within our suburb. The Scots College/ WCC children's cycling track has recently been completed.
We again request that a picnic table & toilet facility be provided for this playground to allow parental, grandparent & caregiver support to younger children to be more easily provided. This playground is fairly well sheltered & lends itself to more extended family use than other playgrounds in our community.

- Beautification of grassed area opposite Strathmore Park shops

Paul Fredricksen, our local pharmacist, has made a suggestion that the option of beautifying and/or increasing the leisure options for green area in Strathmore Park opposite the shopping precinct should be explored.

Our Association agrees with Paul that this could potentially be a great area for Strathmore residents to have picnics, lounge etc but at present the facilities for this to happen are very limited. At present there is a solitary bench seat located there which on a good day looks lost!

We have established that the Miramat/ Maupuia Progressive Association supports this idea and we once again request that Parks & Gardens Team accept this suggestion as a local project.

- Residential Solid Waste Disposal Process

Our understanding is that annual Community Cleanups are no longer offered by WCC. This has no impact on our Association since we ceased holding these some years ago.

At our AGMs residents have asked that we encourage Council to follow the system used in some overseas Cities and introduce a user pays system to record, schedule, collect & dispose of household solid waste items which cannot be easily disposed of in bags or bins.

Accordingly we request Council to consider this activity as a self funded extension to the Waste Disposal program.

- Widening of Feeder Streetwidths in Wellington suburbs

Whilst consulting with members and residents regarding Broadway tree & centre islands removal a number of comments were received about inadequate road width of Strathmore Avenue.

With the move toward providing for cycling this Association urges Council to seriously consider streetwidening as an infrastructure improvement policy.

Strathmore Avenue is a prime example of a street with wide berms and Council provided planting is well past its use by date. Long term planning should begin to redefine the location of kerbs & channels on streets of this nature with a view to increasing road width to cater for increasing vehicle widths, adequate parking and ultimately cycleways.

From observation around the city there are many such streets with inadequate roadway widths that serve communities with increasing car ownership & journeys for school, work & local reasons. Mein Street Newtown is also a good example which should be listed high on a street widening agenda.

- Undergrounding of Services

The undergrounding policy adopted some years ago is clearly not providing any significant street services undergrounding in Suburban Wellington. We consider the existing policy elitist, assisting only the well healed to claim grants for private enjoyment & to improve their home's & their development's asset values.

We urge Council to adopt a policy & strategy to eliminate all overhead services in (say) 60 years from its inception.

This would require drawing up street priority lists, encouraging public input and gaining the co-operation of the various services currently using overhead plant.

In suburbs we see a proliferation of mysterious and unsightly overhead cable arrays, many of which are expedient temporary arrangements which remain for years following relocation of a single pole or support.

Signed,



Glenn Kingston (Sec./Treas.)

End of Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Edmund Tam		Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Fiona Lewis

From: Edmund Tam <edmund.tam@xtra.co.nz>
Sent: Tuesday, 15 May 2018 6:57 p.m.
To: BUS: Long Term Plan
Subject: Long Term Plan Submission

Hello,

I am writing in support of the general thrust of Wellington City Council's draft long term plan for 2018 to 2028. In particular I would like to register my support for the funding allocated for the coastal resilience work associated with the Worser Bay Boating Club rebuild project.

Thanks and regards,

Edmund Tam.

Sent from my iPad

NAME: Milla Shanks	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

What I want to say about Khandallah Pool, park and playground: Heated pool, upgrade the old park stuff, make the field a dog park.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Name: Milla Shanks Age: 11

Contact email: tonishanks@gmail.com

What I want to say about Khandallah Pool, park and playground:

My Ideas

- Heated Pool
- Upgrade the old Park stuff.
- Make the Field a dog park
-
-

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements Wastewater network improvements Tawa and Miramar Peninsula stormwater network improvements Built Heritage Incentive Fund (BHIF) Building accelerometers Predator Free Wellington Community-led trapping Resilience of the transport corridor Security of water supply Waste management and minimisation Storm clean-up Adding land to the Wellington Town Belt Do you have any other comments?	<p>Strongly support</p> <p>Second, I support a focus on an holistic view of resilience. Resilience is a system property, not simply a function of infrastructure. At the moment resilience seems very focussed on infrastructure and lacks of focus on things that contribute to overall resilience such as maintaining social, cultural and physical heritage, and reducing car dependence. Both these are important because they build community connection and social resilience. Third, I strongly opposed the reduction in the Built Heritage Incentive Fund. This has been around \$1m for the past three years and ought to be maintained or increased from that level for the next ten years. This money is being used to strengthen heritage listed earthquake prone buildings. We don't do a huge amount for heritage in this city and this fund has been critical in maintaining buildings and getting them off the earthquake prone building list. Cutting this funding in the middle of a period of strengthening seems a strange way to promote resilience and I suspect is driven more by ideology than any concern for the overall wellbeing of the city.</p>
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Housing summary

The Strategic Housing Investment Plan (SHIP) Wellington Housing Strategy Special Housing Areas	
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Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

First, I support a focus on sustainable transport. Wellington is well suited to grow the combination of public transport, cycling and walking as ways for people to travel. I support an explicit traffic reduction target as was included in the Our City Our Future plan some years ago. I oppose any use of WCC money to support the expansion of the roading network.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Rebecca Tong

From: BUS: Long Term Plan
Sent: Wednesday, 16 May 2018 5:14 p.m.
To: Rebecca Tong
Subject: FW: Long Term Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Roland Sapsford [<mailto:roland@actrix.gen.nz>]
Sent: Tuesday, 15 May 2018 8:25 p.m.
To: BUS: Long Term Plan
Subject: Long Term Plan

Hi

My name is Roland Sapsford, my address is 23 Epuni St, Aro Valley, Wellington. My phone number is 021 651105.

I am writing to make three points in terms of the long term plan:

First, I support a focus on sustainable transport. Wellington is well suited to grow the combination of public transport, cycling and walking as ways for people to travel. I support an explicit traffic reduction target as was included in the Our City Our Future plan some years ago. I oppose any use of WCC money to support the expansion of the roading network.

Second, I support a focus on an holistic view of resilience. Resilience is a system property, not simply a function of infrastructure. At the moment resilience seems very focussed on infrastructure and lacks of focus on things that contribute to overall resilience such as maintaining social, cultural and physical heritage, and reducing car dependence. Both these are important because they build community connection and social resilience.

Third, I strongly opposed the reduction in the Built Heritage Incentive Fund. This has been around \$1m for the past three years and ought to be maintained or increased from that level for the next ten years. This money is being used to strengthen heritage listed earthquake prone buildings. We don't do a huge amount for heritage in this city and this fund has been critical in maintaining buildings and getting them off the earthquake prone building list. Cutting this funding in the middle of a period of strengthening seems a strange way to promote resilience and I suspect is driven more by ideology than any concern for the overall wellbeing of the city.

I do wish to be heard in support of this submission.

Thank you

Roland Sapsford

--

Roland Sapsford
+64-4-9341106(w); +64-4-3851105(h); +64-21-651105(m)

"the most insidious form of ignorance is misplaced certainty"
(Robert Costanza)

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Herbert	Tawa	Organisation	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Strongly support
Wastewater network improvements	
Tawa and Miramar Peninsula stormwater network improvements	
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	
Predator Free Wellington	
Community-led trapping	Support
Resilience of the transport corridor	
Security of water supply	
Waste management and minimisation	Support
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	

Tawa is already perceived to be a relatively resilient and safe suburb. It is unlikely to be affected by tsunami or sea level rise and seems to be less affected by seismic activity or slips compared to other Wellington suburbs. Tawa also has a high resiliency in terms of social connectedness with high participation in Neighbourhoods Day street BBQ events, participation in the Neighbourly website and other social media, and community-led emergency preparedness. The one natural event which Tawa does suffer from in heavy rain falls is flooding events, which can be relatively widespread, and which seem to be increasing in frequency. Wellington Water has already undertaken a lot of work in catchment flood modelling and some work has been undertaken on where storm water improvements could be made. We therefore submit that the proposed Tawa storm water network improvements be urgently completed earlier than current forecast in the LTP, in order that Tawa may support its growth potential as a safe and resilient suburb. It would also provide considerable relief to businesses and residents to not be so badly or regularly affected by flooding events. Flood mitigation, however, is not solely about the physical handling of the runoff water. Flooding also causes increases in erosion of precious soils and sedimentation of our streams and harbours. Thus we submit that there is also the need to improve the guidelines in the District Plan review for subdividers and developers to minimise the rain run-off from hard surfaces and provide greater retention at source with holding ponds, tree plantings and green areas. In providing greater Community Support (Section 5.2 p 46 of draft Statement of Service Provision), Tawa submits that there be a greater number of hours assigned to the Tawa Community Centre co-ordinators to allow for the Tawa Community Centre to be open

for longer hours during the day, perhaps particularly in the hours after school. There are currently a number of residents who are unable to access the service during its limited opening hours (such as those at school or who might be more mobile in the afternoons). We would also like to see the Linden Social Centre open and staffed during the day and/or afternoon. These Community Centres provide a valuable role in allowing for cohesion and safety within the suburban areas and support for people in need as a drop-in centre or safe location to gather and talk to others and be part of support groups in a friendly and non-threatening environment. The northern parts of Tawa in the Linden and Lindenvale areas in particular have a higher proportion of rental housing and a relatively transient and socially disadvantaged population. Board members have spent considerable time trying to understand the needs of this part of our community better over the past year and have gathered data from health, education, police, fire and community services which support our belief that we need to be providing more for our residents in these areas. Social supports are well out of walking distance for this part of our community and we consider there is an urgent need for greater support and service provision in this area. The assignment of a coordinator to help with needs assessment and other agency coordination and / or for the Linden Social Centre to be open to allow for a drop-in hospitality and co-ordination of community services would be much appreciated. The community are considering various ways of improving our supports to the community but really require partnership with the council to be effective in this. In provision of Public Health and Safety facilities (Section 5.3 p 49 of draft Statement of Service Provision) Tawa submits that there be a public toilet constructed in Linden either in the vicinity of the Linden shops, Linden rail station or Linden Social Centre. This has been the most frequently requested public facility for the Tawa area over the past decade. Within a short distance of most of the other rail stations through Tawa there is a toilet facility available but not at Linden. We understand that the cost of this would be significant, therefore submit that opening the Linden Social Centre (which has toilets) or working in partnership between Council and local businesses could provide a shorter-term solution. Tawa supports the Predator Free Wellington movement and community-led trapping. There are already two established community organisations (Friends of Tawa Bush Reserves and Pest Free Tawa) that are active in this area. Tawa, being the northern gateway of Wellington, is a vital location in providing a buffer zone of trapping between Porirua and Wellington harbour to prevent the re-infestation of Wellington City from the north. Tawa supports Waste management and minimisation; however we think that it is appalling that only 0.21% (p58 of consultation document) of rates is attributed to waste reduction and energy conservation. With the planned population growth and scarcity of landfill areas in the future, the city needs to do much more in education and technology to minimise waste, and repurpose or recycle what is unavoidable waste. We would also support moves to more effectively deal with bio-waste. Tawa supports the proposal for the Grenada North Community Sports Hub (p45 of the draft statement of Service Provision), but submits that this work need to be undertaken earlier than currently stated year 5-8 in the draft LTP. This is a significant recreation area for a range of sporting codes that has potential to grow to meet future demand of an increased population in the northern suburbs and throughout the region. However, the current grounds are frequently unusable during the winter season (which is when many sporting codes are reliant on them) and even during moderate rains in shoulder seasons because of poor drainage and water management in this area. It is disappointing and costly for parents to have to transport their children considerable distances to alternate sports grounds or to miss out on many weeks of games which they have paid for and prepared for because the grounds are unusable. Each week we have many children being transported out of the area for winter sports practices - or missing out altogether on this physical activity and community engagement - because there are no locally available grounds. We submit that the timeframe put on this project is beyond the lifetime of our current cohort of children and request that this be reconsidered. We also believe that investment in this area would have wider benefits to this relatively isolated part of the community. Tawa supports the increased frequency in the renewal programme to enable the complete renewal of playgrounds every 12-15 years. Safety, attractiveness and upkeep of playgrounds considerably enhances their usage by the local community, leading to increase health and wellbeing outcomes for the wider community.

Housing summary

The Strategic Housing Investment Plan (SHIP)

Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

Tawa has little in the way of Council housing, although there is quite a high rental market in Tawa. The main social housing provider is Housing New Zealand which has a number of properties that are either vacant or in need of significant refurbishment (between tenancies, because of chemical contamination or fire damage, or simply due to old age). We would like to see WCC work more closely with Housing New Zealand to encourage the redevelopment of their housing stock to the current building standards, energy efficiency and size requirements which would then provide a much more effective use of this housing stock and available land area. This is vital as we seek to accommodate more of the proposed future Wellington population and also address increasing homelessness in the city. We would also appreciate support around the Housing New Zealand areas in providing appropriate community supports for a population who are, at times, more transient and vulnerable than some other parts of our community. We would also like to see the area used to settle people (as much as possible), rather than used as a transitional zone, as this has flow-on effects for family and community wellbeing. In the town centre, the Tawa Business Group have been advocating for a greater mixed use and high density within a very restricted area of the Main Road commercial zone with potential for residential accommodation in the upper floors. The resultant increase in population would then also provide increased support for the local town centre businesses. There are a number of existing commercial buildings in this area that are ripe for redevelopment; some because of the need for seismic strengthening and others to make more efficient use of the land space through higher buildings which can be supported by the existing infrastructure. Both of these housing areas (Housing New Zealand and Central Business District) are within walking distance of the rail corridor and the Tawa Valley pathway and therefore also provide efficient access to alternative transport solutions which adds to the appeal of supporting well considered growth in these areas.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Tawa is already generally well supported by public transport with having a main rail route, a walkway/cycle route, and limited bus services through its centre. However, the transport issues that Tawa has are: (a) a shortage of Park'n'Ride parking, (b) a lack of a suburban loop bus shuttle service (c) heavy traffic congestion at peak times on the Main Road, and (d) a shortage of business customer parking on the Main Road areas between St Francis Xavier's school, the BP station and the central business district. A suburban loop bus shuttle for commuters and shoppers between the more outlying hilly streets and the business centre would have multiple advantages of encouraging greater public transport usage alternative to car transport, reduce pressure on already overflowing Park'n'Ride parking areas, and provide greater support for the local Tawa business centre. It would also improve mobility and community connectedness for those who lack transport or the ability to drive as well as those who would like to support more environmentally-friendly modes of transport. We therefore submit that funding be allowed in the LTP for the implementation of this proposal. There is a need for a suburb-wide transport review in particular to take into account recent developments of the new roundabout at Surrey Street, the effects of new housing developments and population growth, and the effects of Transmission Gully, the Porirua City Council Kenepuru Drive enhancements, and the transport pressure effects on Tawa Main Road from the new housing developments from the Kenepuru hospital site and upper Stebbings valley. We submit that funding be allowed in the LTP for the implementation of this work. Tawa strongly supports the Child Friendly City

consultative approach to urban design and the proposed pilot project to provide a stronger linkage and pedestrian route between the Tawa rail station and the Tawa town centre businesses. We submit that funding be allowed in the LTP for the implementation of this work. This also links in well with improving linkages between the business precinct and rear carparking areas, upgrading the laneway besides 180 Main Road, and the laneway between the Tawa Community Centre and the rear of the Library building to provide greater cohesiveness between these important Council facilities as part of the Town Centre. Tawa businesses continue to complain that there is insufficient customer parking available in the vicinity of their business, particularly along sections of the Main Road between St Francis Xavier school and BP station and the central business district. A number of the parking spaces are also inappropriately sized. We submit that there is a need for an urgent review of this parking and a proposal put to local stakeholders for implementation. In considering the Cycling Master Plan Tawa submits that the cycling route pathway gap between Tawa and the city along Middleton Road needs to be urgently included with a safe walking/cycling route, and undertaken sooner than currently allowed for in the draft LTP. In considering the Introduction of weekend parking fees Tawa submits that if the intention is to encourage the use of public transport then there needs to be consideration of lowering the train fares for family groups as the current fares make it prohibitively expensive to travel by train/bus presently compared with the cost of car transport for more than one person.

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	
Do you have any other comments?	
<p>Tawa supports the need for a sustainable economy to support a quality of life and provide local jobs for our growing population, and also to minimise the necessity for continued rate increases. Tawa supports Planning for growth and the proposed review of the District Plan. In considering the District Plan review, our view is that it is also important that quality design be better regulated and enforced. There have been too many examples in our area of old, substandard houses being relocated onto vacant sections which do not serve future residents well. Poor quality site planning and houses which are out of keeping with the surrounding neighbourhood are also a concern. We submit that there needs to be more encouragement to consider how houses relate to each other on subdivided sites, consideration of the increased needs for residential parking and the creation of small neighbourhood green spaces as the density of housing increases. The implication of sites covered in ever-greater solid surface areas with the already-existing flooding issues is also one which is of concern to us. We support increased density housing in the suburban centre with perhaps greater mixed use of retail/commercial on ground floor and residential above. To make this viable for developers, a greater height allowance may be required, but the area should initially be very restricted to a small area of the Main Road commercial zone and gradually expanded as development and demand progresses, to prevent ad-hoc outlier developments.</p>	

Arts and culture summary

Strengthening cultural facilities	
Additional support for the arts	
Investment in the arts	
Do you have any other comments?	
<p>Tawa supports the need for a diversity of cultural facilities. However if these are predominantly to be located within the CBD then we submit that there is also the need for lower cost public transport options to allow family groups and school groups to travel to participate in these experiences. Feedback from our younger residents in particular suggests that they would value seeing more of the city's artistic, historic</p>	

and cultural offerings in their own area, or at least of being able to access these more readily. Tawa has benefited from the mural placed on the New World building as part of the WCCTawa Town Centre upgrade project. The community has embraced this artwork and it has created greater interest in the area. Support for the project has been such that potential allocations for additional mural sites are being investigated by the Tawa Residents' Association and Tawa Business Group. We therefore submit that funding be allowed in the LTP for arts and cultural experiences to also be extended to suburban centre areas as these add great value and are appreciated by residents and visitors to the area.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Tawa Community Board Submission

Wellington City Council 2018-2028 LTP – 15 May 2018

INTRODUCTION

The Tawa Community Board is a Community Board which operates under the Local Government Act and Wellington City Council, with elected members representing the northern suburbs of Wellington City comprising Tawa, Takapu Valley and Grenada North.

We welcome the opportunity to provide a submission on the Wellington City Council LTP consultation.

Tawa Background:

Tawa residents exhibit a strong sense of community as evidenced by the many community-based organisations, recreation activities, collaborations between organisations such as churches and schools, and engagement in community events and social media use. Tawa holds the second place ranking in New Zealand for community membership of the Neighbourly community engagement website. At a strategic level, there is a cohesive collaboration between the Tawa Community Board, the Tawa Residents' Association and the Tawa Business Group (BID).

Recent years have seen the development of big-box retail developments to the north and south of Tawa with corresponding benign neglect of the Tawa Town Centre, and only slow investment growth in the surrounding residential area. Thanks to the earlier decision of Council to invest in a Town Centre upgrade there has been a wider renewal of optimism in the future of the area seen through a pickup in retail space occupancy and demand for housing in the area.

We are now ready for the next phase of renewal and development in the longer-term strategy to revitalise Tawa and the local town Centre as the vibrant northern gateway to the Capital city of Wellington and an area which residents can be proud to belong to, live, work and play in.

COMMENT ON THE SPECIFIC AREAS OF THE PLAN

Here we respond to the specific areas included in the Consultation, particularly as we perceive that they relate to the Tawa area.

Resilience and environment

General

Tawa is already perceived to be a relatively resilient and safe suburb. It is unlikely to be affected by tsunami or sea level rise and seems to be less affected by seismic activity or slips compared to other Wellington suburbs. Tawa also has a high resiliency in terms of social connectedness with high participation in Neighbour's Day street BBQ events, participation in the Neighbourly website and other social media, and community-led emergency preparedness.

The one natural event which Tawa does suffer from in heavy rain falls is flooding events, which can be relatively widespread, and which seem to be increasing in frequency. Wellington Water has already undertaken a lot of work in catchment flood modelling and some work has been undertaken on where storm water improvements could be made.

We therefore submit that the proposed the **Tawa storm water network improvements** be urgently completed earlier than current forecast in the LTP, in order that Tawa may support its growth potential as a safe and resilient suburb. It would also provide considerable relief to businesses and residents to not be so badly or regularly affected by flooding events.

Flood mitigation, however, is not solely about the physical handling of the runoff water. Flooding also causes increases in erosion of precious soils and sedimentation of our streams and harbours. Thus we submit that there also the need to improve the guidelines in the **District Plan review** for subdividers and developers to minimise the rain run-off from hard surfaces and provide greater retention at source with holding ponds, tree plantings and green areas.

In providing greater **Community Support** (Section 5.2 p 46 of draft Statement of Service Provision), **Tawa submits that** there be a greater number of hours assigned to the Tawa Community Centre co-ordinators to allow for the Tawa Community Centre to be open for longer hours during the day, perhaps particularly in the hours after school. There are currently a number of residents who are unable to access the service during its limited opening hours (such as those at school or who might be more mobile in the afternoons). We would also like to see the Linden Social Centre open and staffed during the day and/or afternoon. These Community Centres provide a valuable role in allowing for cohesion and safety within the suburban areas and support for people in need as a drop-in centre or safe location to gather and talk to others and be part of support groups in a friendly and non-threatening environment.

The northern parts of Tawa in the Linden and Lindenvale areas in particular have a higher proportion of rental housing and a relatively transient and socially disadvantaged population. Board members have spent considerable time trying to understand the needs of this part of our community better over the past year and have gathered data from health, education, police, fire and community services which support our belief that we need to be providing more for our residents in these areas. Social supports are well out of walking distance for this part of our community and we consider there is an urgent need for greater support and service provision in this area. The assignment of a coordinator to help with needs assessment and other agency coordination and / or for the Linden Social Centre to be open to allow for a

drop-in hospitality and co-ordination of community services would be much appreciated. The community are considering various ways of improving our supports to the community but really require partnership with the council to be effective in this.

In provision of **Public Health and Safety** facilities (Section 5.3 p 49 of draft Statement of Service Provision) **Tawa submits that** there be a public toilet constructed in Linden either in the vicinity of the Linden shops, Linden rail station or Linden Social Centre. This has been the most frequently requested public facility for the Tawa area over the past decade. Within a short distance of most of the other rail stations through Tawa there is a toilet facility available but not at Linden. We understand that the cost of this would be significant, therefore submit that opening the Linden Social Centre (which has toilets) or working in partnership between Council and local businesses could provide a shorter-term solution.

Specific comment on matters realised in the consultation document.

Tawa supports the **Predator Free Wellington** movement and **community-led trapping**. There are already two established community organisations (Friends of Tawa Bush Reserves and Pest Free Tawa) that are active in this area. Tawa, being the northern gateway of Wellington, is a vital location in providing a buffer zone of trapping between Porirua and Wellington harbours to prevent the re-infestation of Wellington City from the north.

Tawa supports **Waste management and minimisation**; however we think that it is appalling that only 0.21% (p58 of consultation document) of rates is attributed to waste reduction and energy conservation. With the planned population growth and scarcity of landfill areas in the future, the city needs to do much more in education and technology to minimise waste, and repurpose or recycle what is unavoidable waste. We would also support moves to more effectively deal with bio-waste.

Tawa supports the proposal for the **Grenada North Community Sports Hub** (p45 of the draft statement of Service Provision), but **submits that** this work need to be undertake earlier than currently stated year 5-8 in the draft LTP. This is a significant recreation area for a range of sporting codes that has potential to grow to meet future demand of an increased population in the northern suburbs and throughout the region. However, the current grounds are frequently unusable during the winter season (which is when many sporting codes are reliant on them) and even during moderate rains in shoulder seasons because of poor drainage and water management in this area. It is disappointing and costly for parents to have to transport their children considerable distances to alternate sports grounds or to miss out on many weeks of games which they have paid for and prepared for because the grounds are unusable. Each week we have many children being transported out of the area for winter sports practices - or missing out altogether on this physical activity and community engagement - because there are no locally available grounds. **We submit that** the timeframe put on this project is beyond the lifetime of our current cohort of children and request that this be reconsidered. We also believe that investment in this area would have wider benefits to this relatively isolated part of the community.

Tawa supports the increased frequency in the renewal programme to enable the **complete renewal of playgrounds** every 12-15 years. Safety, attractiveness and upkeep of playgrounds considerably enhances their usage by the local community, leading to increase health and wellbeing outcomes for the wider community.

Housing

General

Tawa has little in the way of Council housing, although there is quite a high rental market in Tawa. The main social housing provider is Housing New Zealand which has a number of properties that are either vacant or in need of significant refurbishment (between tenancies, because of chemical contamination or fire damage, or simply due to old age). We would like to see WCC work more closely with Housing New Zealand to encourage the redevelopment of their housing stock to the current building standards, energy efficiency and size requirements which would then provide a much more effective use of this housing stock and available land area. This is vital as we seek to accommodate more of the proposed future Wellington population and also address increasing homelessness in the city. We would also appreciate support around the Housing New Zealand areas in providing appropriate community supports for a population who are, at times, more transient and vulnerable than some other parts of our community. We would also like to see the area used to settle people (as much as possible), rather than used as a transitional zone, as this has flow-on effects for family and community wellbeing.

In the town centre, the Tawa Business Group have been advocating for a greater mixed use and high density within a very restricted area of the Main Road commercial zone with potential for residential accommodation in the upper floors. The resultant increase in population would then also provide increased support for the local town centre businesses. There are a number of existing commercial buildings in this area that are ripe for redevelopment; some because of the need for seismic strengthening and others to make more efficient use of the land space through higher buildings which can be supported by the existing infrastructure.

Both of these housing areas (Housing New Zealand and Central Business District) are within walking distance of the rail corridor and the Tawa Valley pathway and therefore also provide efficient access to alternative transport solutions which adds to the appeal of supporting well-considered growth in these areas.

Transport

General

Tawa is already generally well supported by public transport with having a main rail route, a walkway/cycle route, and limited bus services through its centre.

However, the transport issues that Tawa has are:

- (a) a shortage of Park'n'Ride parking,
- (b) a lack of a suburban loop bus shuttle service
- (c) heavy traffic congestion at peak times on the Main Road, and
- (d) a shortage of business customer parking on the Main Road areas between St Francis Xavier school, the BP station and the central business district.

A suburban loop bus shuttle for computer and shoppers between the more outlining hilly

streets and the business centre would have multiple advantages of encouraging greater public transport usage alternative to car transport, reduce pressure on already overflowing Park'n'Ride parking areas, and provide greater support for the local Tawa business centre. It would also improve mobility and community connectedness for those who lack transport or the ability to drive as well as those who would like to support more environmentally-friendly modes of transport. **We therefore submit that** funding be allowed in the LTP for the implementation of this proposal.

There is a need for a suburb-wide transport review in particular to take into account recent developments of the new roundabout at Surrey Street, the effects of new housing developments and population growth, and the effects of Transmission Gully, the Porirua City Council Kenepuru Drive enhancements, and the transport pressure effects on Tawa Main Road from the new housing developments from the Kenepuru hospital site and upper Stebbings valley. **We submit that** funding be allowed in the LTP for the implementation of this work.

Tawa strongly supports the Child Friendly City consultative approach to urban design and the proposed pilot project to provide a stronger linkage and pedestrian route between the Tawa rail station and the Tawa town centre businesses. **We submit that** funding be allowed in the LTP for the implementation of this work.

This also links in well with improving linkages between the business precinct and rear car parking areas, upgrading the laneway besides 180 Main Road, and the laneway between the Tawa Community Centre and the rear of the Library building to provide greater cohesiveness between these important Council facilities as part of the Town Centre.

Tawa businesses continue to complain that there is insufficient customer parking available in the vicinity of their business, particularly along sections of the Main Road between St Francis Xavier school and BP station and the central business district. A number of the parking spaces are also inappropriately sized. **We submit that** there is a need for an urgent review of this parking and a proposal put to local stakeholders for implementation.

Specific comment on matters realised in the consultation document.

In considering the **Cycling Master Plan** Tawa **submits that** the cycling route pathway gap between Tawa and the city along Middleton Road needs to urgently included with a safe walking/cycling route, and undertaken sooner than currently allowed for in the draft LTP.

In considering the **Introduction of weekend parking fees** Tawa **submits that** if the intention is to encourage the use of public transport then there needs to be consideration of lowering the train fares for family groups as the current fares make it prohibitively expensive to travel by train/bus presently compared with the cost of car transport for more than one person.

Sustainable Growth

General

Tawa supports the need for a sustainable economy to support a quality of life and provide local jobs for our growing population, and also to minimise the necessity for continued rate increases.

Specific comment on matters realised in the consultation document.

Tawa supports **Planning for growth** and the proposed review of the **District Plan**. In considering the District Plan review, our view is that it is also important that quality design be better regulated and enforced. There have been too many examples in our area of old, substandard houses being relocated onto vacant sections which do not serve future residents well. Poor quality site planning and houses which are out of keeping with the surrounding neighbourhood are also a concern. We submit that there needs to be more encouragement to consider how houses relate to each other on subdivided sites, consideration of the increased needs for residential parking and the creation of small neighbourhood green spaces as the density of housing increases. The implication of sites covered in ever-greater solid surface areas with the already-existing flooding issues is also one which is of concern to us.

We support increased density housing in the suburban centre with perhaps greater mixed use of retail/commercial on ground floor and residential above. To make this viable for developers, a greater height allowance may be required, but the area should initially be very restricted to a small area of the Main Road commercial zone and gradually expanded as development and demand progresses, to prevent ad-hoc outlier developments.

Arts and Culture

General

Tawa supports the need for a diversity of cultural facilities. However if these are predominantly to be located within the CBD then **we submit that** there is also the need for lower cost public transport options to allow family groups and school groups to travel to participate in these experiences. Feedback from our younger residents in particular suggests that they would value seeing more of the city's artistic, historic and cultural offerings in their own area, or at least of being able to access these more readily.

Tawa has benefited from the mural placed on the New World building as part of the WCC Tawa Town Centre upgrade project. The community has embraced this artwork and it has created greater interest in the area. Support for the project has been such that potential locations for additional mural sites are being investigated by the Tawa Residents' Association and Tawa Business Group. **We therefore submit** that funding be allowed in the LTP for arts and cultural experiences to also be extended to suburban centre areas as these add great value and are appreciated by residents and visitors to the area.

Conclusion

The Tawa Town Centre upgrade has been a great catalyst for growth and optimism in the area and we need now to see this project completed within the year. There are many other project opportunities proposed by the Tawa Residents' Association and the Tawa Business Group and we ask that Council support these in order to continue the ongoing transformation of our suburb to better meet the needs of current and future residents. We would ask that particular consideration is given to supporting the social aspects need in our community, as highlighted in our submission.

Tawa Community Board (elected members)

Richard Herbert (Chair)

Margaret Lucas

Graeme Hansen

Liz Langham

Jack Marshall

Robyn Parkinson

For contact purposes please contact

Richard Herbert (chair)

Tawa Community Board

Phone: 027 4455 942

Email: herbert.r@extra.co.nz

Address: 8 Duval Grove, Tawa, Wellington 5028

NAME: Callan Shanks	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

What I want to say about Khandallah Pool, park and playground: Better diving board, BBQs, flying fox (we can rebuild him - better, stronger, faster)

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Name: Callida Sharks

Age: 13

Contact email: _____

What I want to say about Khandallah Pool, park and playground:

- better diving board
- BBQS
- flying fox (we can se build him)
- better, stronger faster)
-

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alana Johnson		Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
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Resilience and environment summary

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Housing summary

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Do you have any other comments?

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Transport summary

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Do you have any other comments?

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Movie Museum and Convention Centre

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Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

I went out with my friend Lauren to the park to pick up rubbish. Went there thinking we wouldn't find much but we found 2 bags of rubbish! I think it would be a good idea to raise awareness about littering in our parks. If you need help with anything just feel free to ask, I would be happy to help.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

I went out with my friend Lauren
to the park to pick up rubbish

went there thinking we wouldn't
find much but we found 2 bags full of
rubbish! I think it would be a good idea
to raise awareness about littering in our
parks. If you need help with anything
just feel free to ask, I would be happy to
help

Submission from Alana Johnson

as part of the ~~Khandaallah~~ Revitalise
Khandaallah Pool and Park submissions
gathered by Paige Martin.

longer
flying fox

more
care for
our stream

more care
about litter

more
playground
things

also a

warm pool

a cold
pool

bike
tracks

more
care for
our birds/
forest

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

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Do you have any other comments?

Transport summary

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Introduction of weekend parking fees

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Transport-related initiatives

Do you have any other comments?

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Thank you for the opportunity to comment on the draft Long Term Plan. As Wellington's largest hotel operator with 6 Hotels representing 718 rooms in the city and a 7th hotel under development in Lower Hutt, of prime concern to us is the proposed targeted rate for the tourism sector from 2020/21. Whilst acknowledging the statement in the draft plan that "The details of the targeted rate for the tourism sector are yet to be worked through, however further consultation will occur on any specific proposal in the relevant Annual Plan year before implementation" it is imperative our view is noted as follows: The introduction of a targeted rate for the tourism sector needs to be debated robustly and if implemented, needs to be fair and applied nationally with funds ring fenced for tourism-related investments. Ad hoc taxes on visitors or tourism businesses at a local level are undesirable and we categorically don't support a targeted rate that inequitably targets commercial accommodation providers and travellers. This would have a negative impact on investment and the capability to grow not only Wellington's but New Zealand's visitor economy. We would appreciate the opportunity to be actively involved in future consultation in this area.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Submission to Wellington City Council on the Draft Long Term Plan 2018-2028

15 May 2018

Thank you for the opportunity to comment on the draft Long Term Plan.

As Wellington's largest hotel operator with 6 Hotels representing 718 rooms in the city and a 7th hotel under development in Lower Hutt, of prime concern to us is the proposed targeted rate for the tourism sector from 2020/21.

Whilst acknowledging the statement in the draft plan that "The details of the targeted rate for the tourism sector are yet to be worked through, however further consultation will occur on any specific proposal in the relevant Annual Plan year before implementation" it is imperative our view is noted as follows:

The introduction of a targeted rate for the tourism sector needs to be debated robustly and if implemented, needs to be fair and applied nationally with funds ring fenced for tourism-related investments.

Ad hoc taxes on visitors or tourism businesses at a local level are undesirable and we categorically don't support a targeted rate that inequitably targets commercial accommodation providers and travellers. This would have a negative impact on investment and the capability to grow not only Wellington's but New Zealand's visitor economy.

We would appreciate the opportunity to be actively involved in future consultation in this area.

Yours sincerely.

Gillian Millar

Senior Vice President Operations

New Zealand, Fiji and French Polynesia

NAME: Paul de Lisle	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	,,,,

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

I am writing in support of the general thrust of Wellington City Council's draft long term plan for 2018 to 2028. In particular I would like to register my support for the funding allocated for the coastal resilience work associated with the Worser Bay Boating Club rebuild project.

Other comments

Would you like to make any further comments to support your overall submission?

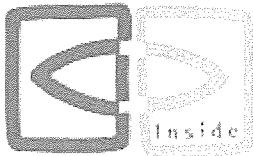
Comments:

Rebecca Tong

From: Paul deLisle <paul@insidedesign.co.nz>
Sent: Tuesday, 15 May 2018 10:03 p.m.
To: BUS: Long Term Plan
Subject: Long Term Plan Submission

I am writing in support of the general thrust of Wellington City Council's draft long term plan for 2018 to 2028. In particular I would like to register my support for the funding allocated for the coastal resilience work associated with the Worser Bay Boating Club rebuild project.

Regards
Paul



Paul de Lisle

DDI: 04 979 4992 MOB: 021 648 209

PO Box 9173, Wgtn 6141 / 8 Tennyson St, Wgtn 6011

www.insidedesign.co.nz

NAME: Anonymous	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Wellington City Council, Draft Statements of Service Provisions Submission under the category 2.5 Storm water Key projects/programmes The severity and frequency of storm events is increasing, and the resilience of our city is dependent on our ability to withstand and recover from these. The proposed upgrades to our storm water network in Tawa, Miramar and Kilbirnie will improve the level of service in these areas, reducing the frequency and severity of floods. %Ūç Tawa storm water improvements. Tawa has a history of storm water- and flooding-related effects. We have budgeted \$10.8 million of capital expenditure to improve storm water infrastructure in Tawa in years 7%ŪŪ9. RE: Tawa Rugby Football Club (TRFC) submission regarding Lyndhurst Park Creek, a contributory to Porirua Stream I am writing to you on behalf of the Tawa Rugby Football Club (TRFC) management committee. Issues and Information 1. Over the last 20 years the TRFC has requested a better management plan for the creek that runs cross Lyndhurst Park (for definition lets agree to call it Lyndhurst Creek [LC]) because it has flooded and damaged the clubrooms.2. The TRFC requests the creek be piped, (the response is always, WCC has an open creek policy), to reduce risks to younger club members who have in the past fallen into the creek; and to be consistent with the fact that approximately 50% of this creek appears to be already in a pipe.3. The LC has several areas of erosion, where injuries to club members have occurred.4. Rubbish, detritus and vegetation problems, that occur upstream of the club, have washed downstream during flooding and has resulted in the detritus blocking the grill beside the club causing major flooding to the club and the houses in Lyndhurst road and the southern end of Tawa. The rubbish, detritus and vegetation problems caused the</p>
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flooding in 2015 at TRFC and houses down lower Lyndhurst Road.5. The flooding of 2015 did a lot of damage to the TRFC. 6. The flooding could have been avoided if the steel grill had been raised on the morning of the flood.7. The WCC replaced the removable grill with another grill which it bolted the concrete supporting structure which is now able to be lifted.8. Now the grill cannot be lifted and should detritus block the grill again flooding of the clubrooms and the houses in lower end of Lyndhurst Road will be repeated.9. The TRFC requests that the 10 year plan take these issues into account and the WCC co-ordinate the cleaning of the grill to the piped sections to be cleaned regularly, and for the grill to be altered so that it can be lifted in co-ordination with heavy rain warning reports from the met service: OR, for a debris containment structure to be build upstream of the existing grill beside the rugby club so that debris will be contained at that grill and not block the grill to the piped part of the creek that flows under the clubrooms.10. During heavy rain the sewage system also overflows around Lyndhurst Park and this with the storm water washes into the club room and down Lyndhurst Road.11. The TRFC requests that the remedial work be brought forward to an earlier date in the plan so that the clubroom and houses in lower end of Lyndhurst Road are protected at an earlier date.

Housing summary

The Strategic Housing Investment Plan (SHIP) Wellington Housing Strategy Special Housing Areas Inner City Building Conversion Special Housing Vehicle Rental Warrant of Fitness Te Whare Oki Oki Do you have any other comments?	

Transport summary

Cycling Master Plan Introduction of weekend parking fees Let's Get Wellington Moving Transport-related initiatives Do you have any other comments?	

Sustainable growth summary

Planning for growth Movie Museum and Convention Centre Kiwi Point Quarry life extension Wellington Zoo upgrades	
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Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

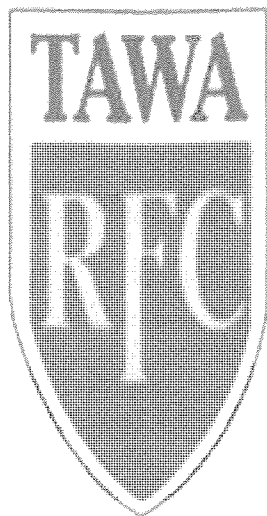
Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Rebecca Tong

From: Gary Beecroft <gary.beecroft@xtra.co.nz>
Sent: Tuesday, 15 May 2018 10:09 p.m.
To: BUS: Long Term Plan
Subject: Our 10-Year Plan submission, Submission under the category - 2.5 Storm water
Categories: Rebecca



Tawa Rugby Football C

(Established 1947)

Lyndhurst Park, Lyndhurst Rd, Tawa, V
232 7383 Fax: 232 7340 PO Box 51 13

15 May 2018
Wellington City Council
buslongtermplan@wcc.govt.nz

Our 10-Year Plan

Wellington City Council, Draft Statements of Service Provisions

Submission under the category
2.5 Storm water

Key projects/programmes

The severity and frequency of storm events is increasing, and the resilience of our city is dependent on our ability to withstand and recover from these. The proposed upgrades to our storm water network in Tawa, Miramar and Kilbirnie will improve the level of service in these areas, reducing the frequency and severity of floods.

- *Tawa storm water improvements.* Tawa has a history of storm water- and flooding-related effects. We have budgeted \$10.8 million of capital expenditure to improve storm water infrastructure in Tawa in years 7–9.

RE: Tawa Rugby Football Club (TRFC) submission regarding Lyndhurst Park Creek, a contributory to Porirua Stream

I am writing to you on behalf of the Tawa Rugby Football Club (TRFC) management committee.

Issues and Information

1. Over the last 20 years the TRFC has requested a better management plan for the creek that runs cross Lyndhurst Park (for definition lets agree to call it Lyndhurst Creek [LC]) because it has flooded and damaged the clubrooms.
2. The TRFC requests the creek be piped, (the response is always, WCC has an open creek policy), to reduce risks to younger club members who have in the past fallen into the creek; and to be consistent with the fact that approximately 50% of this creek appears to be already in a pipe.
3. The LC has several areas of erosion, where injuries to club members have occurred.
4. Rubbish, detritus and vegetation problems, that occur upstream of the club, have washed downstream during flooding and has resulted in the detritus blocking the grill beside the club causing major flooding to the club and the houses in Lyndhurst road and the southern end of Tawa. The rubbish, detritus and vegetation problems caused the flooding in 2015 at TRFC and houses down lower Lyndhurst Road.
5. The flooding of 2015 did a lot of damage to the TRFC.
6. The flooding could have been avoided if the steel grill had been raised on the morning of the flood.
7. The WCC replaced the removable grill with another grill which it bolted the concrete supporting structure which is now able to be lifted.
8. Now the grill cannot be lifted and should detritus block the grill again flooding of the clubrooms and the houses in lower end of Lyndhurst Road will be repeated.
9. The TRFC requests that the 10 year plan take these issues into account and the WCC co-ordinate the cleaning of the grill to the piped sections to be cleaned regularly, and for the grill to be altered so that it can be lifted in co-ordination with heavy rain warning reports from the met service: OR, for a debris containment structure to be build upstream of the existing grill beside the rugby club so that debris will be contained at that grill and not block the grill to the piped part of the creek that flows under the clubrooms.
10. During heavy rain the sewage system also overflows around Lyndhurst Park and this with the storm water washes into the club room and down Lyndhurst Road.
11. The TRFC requests that the remedial work be brought forward to an earlier date in the plan so that the clubroom and houses in lower end of Lyndhurst Road are protected at an earlier date.

The TRFC look forward to your reply,

Kind regards,



Gary Beecroft
Secretary, TRFC
58A Kiwi Crescent, Tawa
Wellington 5028
Land Line 04-2323993
Mobile 0225898581

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>2. RESILIENCE AND ENVIRONMENTI would like to see greater investment in fostering public participation. For example, in addition to renewing the public services of storm and waste water management, WCC could facilitate coordination of community interest and participation in reducing/eradicating litter. Cleaning up our streets and our drains is something we can all take responsibility for %0Û0 and would have an almost immediate impact on our stormwater system capacity, while we await infrastructure redevelopment. It will also improve us as a tourism destination for Wellington to lead the way in bringing back a clean green NZ.I would like to encourage WCC Housing to find more ways to lead the way for landlords in:%0Ûç Facilitating localised resilience along lines encouraged in draft 30 point plan for private residences. For example bike storage, stormwater run-off tanks for emergency water storage.%0Ûç Waste minimisation, for example by facilitating pre-demolition salvage of recyclable materials from housing stock that is due for upgrade.</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p>	
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Special Housing Vehicle	
Rental Warrant of Fitness	Support
Te Whare Oki Oki	Support
Do you have any other comments?	
<p>1. HOUSING I support looking at housing affordability and sustainability across the spectrum. An integrated strategic discussion is needed. However, I would like to separate strategic thinking and regulatory mechanisms (as essential), from localised solutions with WCC owned land, (some of which are problematic). WCC has a limited amount of land, and it is clear that the current plan involves selling some of this. With an uncontrolled private market contributing significantly to the housing crisis, sale of public land would be short-sighted. The draft LTP has not straightforwardly communicated that 750 "new builds" in fact comprise a large proportion of "replacement" homes within the WCC social housing portfolio. Nor that financing of any "additional" homes, is proposed at the cost of sale of some of the public asset long term. (\$147 in the budget reflects remaining commitment to the Crown, but does not specify how much of this is provided by revenue, versus capital sales). The LTP also blurs the boundary between social and affordable housing, and this is a change of use of the asset from provision for the "most vulnerable" to the "next threatened". It is portrayed positively, but I believe it is short-sighted to dilute a limited resource across both social and affordable. Needs of both of these groups will increase in the future, and being able to utilise social housing land to meet increasing social housing need long term seems advisable. At the moment, there is currently facility for social housing to be used for affordable categories (at market rent, rather than 70%). This is a good short-term option, and reversible. It is necessary to find other ways to create affordable housing long term, and to ensure that creation of retained affordability is publically discussed before irreversible decisions are made. Central government regulation of the private market is essential for retained affordability long-term and it should be clear that WCC alone cannot achieve this. I understand the council was seeking public/private partnerships to contribute to sustainability of the social housing portfolio, but have not been successful so far. However I don't think the wider public has been adequately informed of the situation "so all the solutions have not been explored. So far as I understand it, 13 properties have already been approved for sale. But these are not identified, and there is no clarity whether the intent is that these would transfer to an "affordable housing initiative" or to the private market. In addition, I understand there is potential for sale of part of Arlington Sites 1 and 3. This is both prime real estate land, and meets all criteria for social housing. I support "approaches to steam-lining consents" "planning and affordability of new development special housing areas for affordable housing" "Te Whare Oki Oki concept" "WHAM" "targeting regulatory mechanisms" "the rental warrant of fitness - I think this should be rolled out as a priority, targeting owners of multiple properties for compliance first. I agree with neither option 1 nor 2, but request the public be more straightforwardly informed on the financial implications and invited to contribute to options that progress housing solutions that do not lose publically owned land to the private market, or create only temporary affordability.</p>	

Transport summary

Cycling Master Plan	
Introduction of weekend parking fees	
Let's Get Wellington Moving	
Transport-related initiatives	
Do you have any other comments?	
<p>3. TRANSPORT I support a focus on public and active transport, but have not researched the issues.</p>	

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Oppose
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	
Do you have any other comments?	
<p>4. SUSTAINABILITY AND GROWTH This part of the LTP seems to have been focused on tourism and attractiveness of the city, rather than diversity of development. I think these areas are important, but that there may be other, more cost effective other ways to achieve them (see Arts and Culture below). I would like to see WCC work on diversity of growth in business and social enterprise that supports the first three priorities of resilience and environment, housing and transport. The overall assessment of sustainability and growth should be separated from the movie museum. (This is much more negotiable and should be treated as separate to the main question.) I personally would say yes to more fully assessing sustainability and growth, but no to investing \$165m in the Movie Museum in the current climate of priorities.</p>	

Arts and culture summary

Strengthening cultural facilities	
Additional support for the arts	
Investment in the arts	
Do you have any other comments?	
<p>5. ARTS AND CULTURE Grass roots growth in Arts and Culture is supported as a by-product, when we invest strongly in the top three priorities. On a "hierarchy of needs" the top three of Housing, Transport, Resilience and Environment, impact on basic needs and create an increasingly secure population. If the basic stressors of life are reduced, different parts of the community have more freedom to respond to invitations to create grass roots cultural celebrations that the whole city " both visitors and residents, can enjoy. Greater growth in community at the grass roots level increases the connectedness and people-centredness of the community. Currently I would say restoring the Town Hall to use, is of lesser priority than investing more in the top three priorities.</p>	

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

HOW WOULD I BALANCE THE BOOKS? Clearly, a lot of thought has gone into juggling the complex priorities and limited funds, and I respect this. Raising the concerns I do obviously creates a challenge, so I offer my view to add to the many others you are wading through:1. Delay Town Hall restoration, and Movie Museum development. Focus a lesser sum, on grass roots development of community as making the arts accessible to all, and making Wellington more attractive to visitors at less cost.AND2. Use money diverted from these projects to create a new category of affordable housing on underutilised council land that is not already set aside for social housing (or does not fit criteria for social housing).OR3. Concentrate affordable housing strategies at a regulatory level, and in lobbying central government on the bigger issues. There is clearly also a very difficult dilemma in facilitating affordable housing for what can only be a token number of the people who face this problem.AND REGARDLESS4. Seek open public discussion on the reality of the social housing portfolio financial limitations, and wider public solutions. It may be that this will in turn open WCC to options of CHP partnerships that enable WCC access to HNZ subsidized rents, without irreversible loss of land.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Submission on WCC Long Term plan (3 pages)

Bridget Baker, 23 Hankey St, bakerrbandbridget@gmail.com 15 May 2018

Overall, I identify Resilience and Environment, Housing and Transport as the top three priorities. I concentrate my main feedback on Housing, then offer brief comments on the other 4 priorities, and my thoughts (to add to many other's thoughts) on "balancing the books" at the end. I hope my thoughts are heard constructively in the mix.

1. HOUSING

I support looking at housing affordability and sustainability across the spectrum. An integrated strategic discussion is needed. However, I would like to separate strategic thinking and regulatory mechanisms (as essential), from localised solutions with WCC owned land, (some of which are problematic).

WCC has a limited amount of land, and it is clear that the current plan involves selling some of this. With an uncontrolled private market contributing significantly to the housing crisis, sale of public land would be short-sighted.

The draft LTP has not straightforwardly communicated that 750 "new builds" in fact comprise a large proportion of "replacement" homes within the WCC social housing portfolio. Nor that financing of any "additional" homes, is proposed at the cost of sale of some of the public asset long term. (\$147 in the budget reflects remaining commitment to the Crown, but does not specify how much of this is provided by revenue, versus capital sales).

The LTP also blurs the boundary between social and affordable housing, and this is a change of use of the asset from provision for the "most vulnerable" to the "next threatened". It is portrayed positively, but I believe it is short-sighted to dilute a limited resource across both social and affordable.

Needs of both of these groups will increase in the future, and being able to utilise social housing land to meet increasing social housing need long term seems advisable. At the moment, there is currently facility for social housing to be used for affordable categories (at market rent, rather than 70%). This is a good short-term option, and reversible.

It is necessary to find other ways to create affordable housing long term, and to ensure that creation of retained affordability is publically discussed before irreversible decisions are made.

Central government regulation of the private market is essential for retained affordability long-term and it should be clear that WCC alone cannot achieve this.

I understand the council was seeking public/private partnerships to contribute to sustainability of the social housing portfolio, but have not been successful so far. However I don't think the wider public has been adequately informed of the situation – so all the solutions have not been explored.

So far as I understand it, 13 properties have already been approved for sale. But these are not identified, and there is no clarity whether the intent is that these would transfer to an “affordable housing initiative” or to the private market. In addition, I understand there is potential for sale of part of Arlington Sites 1 and 3. This is both prime real estate land, and meets all criteria for social housing.

I support

- approaches to steam-lining consents
- planning and affordability of new development special housing areas for affordable housing
- Te Whare Oki Oki concept
- WHAM
- targeting regulatory mechanisms
- the rental warrant of fitness -I think this should be rolled out as a priority, targeting owners of multiple properties for compliance first.

I agree with neither option 1 nor 2, but request the public be more straightforwardly informed on the financial implications and invited to contribute to options that progress housing solutions that do not lose publically owned land to the private market, or create only temporary affordability.

2. RESILIENCE AND ENVIRONMENT

I would like to see greater investment in fostering public participation. For example, in addition to renewing the public services of storm and waste water management, WCC could facilitate coordination of community interest and participation in reducing/eradicating litter. Cleaning up our streets and our drains is something we can all take responsibility for – and would have an almost immediate impact on our stormwater system capacity, while we await infrastructure redevelopment. It will also improve us as a tourism destination for Wellington to lead the way in bringing back a clean green NZ.

I would like to encourage WCC Housing to find more ways to lead the way for landlords in:

- Facilitating localised resilience along lines encouraged in draft 30 point plan for private residences. For example bike storage, stormwater run-off tanks for emergency water storage.
- Waste minimisation, for example by facilitating pre-demolition salvage of recyclable materials from housing stock that is due for upgrade.

3. TRANSPORT

I support a focus on public and active transport, but have not researched the issues.

4. SUSTAINABILITY AND GROWTH

This part of the LTP seems to have been focused on tourism and attractiveness of the city, rather than diversity of development. I think these areas are important, but that there may be other, more cost effective other ways to achieve them (see Arts and Culture below). I would like to see WCC work on diversity of growth in business and social enterprise that supports the first three priorities of resilience and environment, housing and transport. The overall assessment of sustainability and growth should be separated from the movie museum. (This is much more negotiable and should be treated as separate to the main question.) I personally would say yes to more fully assessing sustainability and growth, but no to investing \$165m in the Movie Museum in the current climate of priorities.

5. ARTS AND CULTURE

Grass roots growth in Arts and Culture is supported as a by-product, when we invest strongly in the top three priorities. On a “hierarchy of needs” the top three of Housing, Transport, Resilience and Environment, impact on basic needs and create an increasingly secure population. If the basic stressors of life are reduced, different parts of the community have more freedom to respond to invitations to create grass roots cultural celebrations that the whole city – both visitors and residents, can enjoy. Greater growth in community at the grass roots level increases the connectedness and people-centredness of the community. Currently I would say restoring the Town Hall to use, is of lesser priority than investing more in the top three priorities.

HOW WOULD I BALANCE THE BOOKS? Clearly, a lot of thought has gone into juggling the complex priorities and limited funds, and I respect this. Raising the concerns I do obviously creates a challenge, so I offer my view to add to the many others you are wading through:

1. Delay Town Hall restoration, and Movie Museum development. Focus a lesser sum, on grass roots development of community as making the arts accessible to all, and making Wellington more attractive to visitors at less cost.

AND

2. Use money diverted from these projects to create a new category of affordable housing on “underutilised council land” *that is not already set aside* for social housing (or does not fit criteria for social housing).

OR

3. Concentrate affordable housing strategies at a regulatory level, and in lobbying central government on the bigger issues. There is clearly also a very difficult dilemma in facilitating affordable housing for what can only be a token number of the people who face this problem.

AND REGARDLESS

4. Seek open public discussion on the reality of the social housing portfolio financial limitations, and wider public solutions. It may be that this will in turn open WCC to options of CHP partnerships that enable WCC access to HNZ subsidized rents, without irreversible loss of land.

NAME: Adrianna Gebbie	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

What I want to say about Khandallah pool, park and playground:The big pool is cold its also very deep. Some of us would make the pool inside and some keep outside. We would like a waterslide of kids of all sizes, also a tarzan swing. There would be a water playground (like DeBrets, Taupo) and lounge chairs and a cafe there (inside).The playground would have 2 slides, one of the slides could be a corkscrew. We love the flying fox and want it back. We need a drinking fountain and toilets near the playground not the carpark. We want more picnic areas bu the playground so we can play while we eat. Monkey bars and proper season swings. Park - maybe a dog park.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Name: Adrianna Gabriele (+ 4x keas from Khandallah Scouts) Age: 45 (Keas aged 6)

Contact email: adrianna@xtra.co.nz

What I want to say about Khandallah Pool, park and playground:

The big pool is cold its also very deep. Some of us would make the pool inside and some keep outside. we would like a water slide of kids of all sizes, also a Tarzan swing. There would be a water playground (like DeBrets, Tampe) and lounge chairs and a cafe there (inside).

The playground would have 2 slides, one of the slides could be a corkscrew. We love the flying fox and want it back. We need a drinking fountain and toilets near the playground and the cat park. We want more picnic areas by the playground so we can play while we eat. monkey bars. Proper seasons and swings
Maybe a dog park?

506

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NAME: Nicola Berry	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Do you have any other comments?

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Do you have any other comments?

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Wellington Zoo upgrades

Do you have any other comments?

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Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

What I want to say about Khandallah pool, park and playground: Playground - we would like rockclimbing, fort up a tree, flying fox fixed. Waterslide at the pool, pool to be warmer, water fountain. More food choices. Fiary and dragon garden (secret) Miniboat races on the stream. Park out playground for older kids.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Name: Khandallah Scouts - Keas

Age: 6 & 7.

Contact email: nicola.barry@hotmail.com

What I want to say about Khandallah Pool, park and playground:

- Playground - we would like rock climbing, fort up a tree, flying fox fixed.
- Water slide at the pool, pool to be warmer, water fountain
- More food choices
- Fairy + dragon garden (secret)
- Mini boat races on the stream
- Parkour playground for older kids.

NAME: Christine Harrison	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

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Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

The pool is a [unreadable] too cold. Please add in bubble mixture to the pool. More swings in the park. A zipline from the top of Mt KauKau. More hammocks in the playground. Hamster wheel. A spa pool. Tunnels with spinning things. The pool changing rooms need to be cleaned more often. A canteen at the top of Mt Kaukau. More equipment in the pool like flutter boards. Longer opening hours for the pool.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

6 CHILDREN

Name: KHANDALLAH SCOUTS - KEMAS

Age: 6/7

Contact email: christine.harrison.nz@gmail.com

What I want to say about Khandallah Pool, park and playground:

The pool is a bit too cold

A cafe at the top
of Mt. Kaukau

Please add in bubble mixture to the pool

More swings in the park

More equipment in
the pool like
flutte boards

A zipline from the top of Mt Kaukau

More hammocks in the playground

Hamster wheel A spa pool

tunnels with spinning things

Large opening
hours for the pool

The pool changing rooms need to be cleaned more often

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Heather Henare		Organisation	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Wellington is an earthquake prone city, and as noted in the Plan, the climate is changing, and this is resulting in more frequent and severe weather events. As a result, the risk of disaster-related deaths, injuries and illness is increasing. Therefore, we support WCCs focus on infrastructure resilience. We urge the Council to invest also in human resilience and community building, since cohesive well-networked communities are better equipped to cope with the practical and emotional challenges of living with climate change and natural disasters (Thornley et al, 2013). Also, ensuring appropriate psycho-social support is provided when disasters occur is important, as this will reduce the long-term impact of trauma on those who are vulnerable in our community. We note that the impacts of climate change will be disproportionately borne by disadvantaged communities (Bennett et al, 2014). It is vitally important that adaptation and mitigation measures are designed with equity in mind, and do not further disadvantage low income and marginalised groups.</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p>	
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Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

We support Council's efforts to ensure all Wellingtonians are well housed, because housing is a key determinant of mental and physical health. Homelessness can be caused by unresolved trauma in childhood (Thompson, 2017). By addressing the additional needs of those who are living on the streets, it may be possible to help these people move on. As noted in the 10 Year Plan, a high proportion of Wellington's rental housing stock is substandard, with Māori and Pacific children disproportionately affected. Poor housing is a cause of respiratory illness, infectious disease, mental health problems and injuries (Liddell et al, 2015; Howden-Chapman et al, 2007; Expert Advisory Group on Child Poverty, 2011). We are pleased to note that WCC plan to continue to progress the Housing Warrant of Fitness initiative. We support this initiative and recommend the Housing WOF is implemented in WCC's Social Housing and promoted to private property owners to improve the health outcomes of many Wellingtonians, particularly children living in poverty. We support the use of Council resources to implement a Housing First approach for homeless people with addiction issues, and to progress other collaborative efforts to reduce homelessness. A growing evidence base suggests that Housing First is an effective approach for addressing the complex needs of some of our most vulnerable citizens (Woodhall-Melnik, 2016).

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Do you have any other comments?

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Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Child-Friendly CityWe applaud WCC's introduction of a Child & Youth portfolio and urge Council to commit to embedding a child-friendly approach throughout Council and its operations. New Zealand is a signatory to the UN Convention on the Rights of the Child, and local government has a key role in implementing child and youth rights. The right to have a say in decisions that affect them is one of these rights. We note that the Council received very few submissions from children and young people under 18 years of age. We recommend active engagement with our youngest citizens, since the decisions made in the 10 Year Plan will affect their lives currently, and the city they inherit as adults.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

15 May 2017

Wellington City Council
PO Box 2199
Wellington 6140

[Submission on Wellington City Council's 10 Year Plan 2018-2028](#)

Thank you for the opportunity to have input into the development of the Wellington City Council's 10 Year Plan.

[About Skylight](#)

Skylight is a national not-for-profit trust that supports children, young people and their whānau to navigate through tough times by building resilient individuals and communities. Skylight delivers sustainable, effective services through extensive community partnerships and networks to provide trauma informed programmes and support that build resilience throughout Aotearoa New Zealand.

[Objectives and priorities of the 10 Year Plan](#)

1. We support the WCC's long term goals as outlined on p10 of the consultation document, particularly the goal of being people-focused.

[Resilience and environment](#)

2. Wellington is an earthquake prone city, and as noted in the Plan, the climate is changing, and this is resulting in more frequent and severe weather events. As a result, the risk of disaster-related deaths, injuries and illness is increasing. Therefore, we support WCCs focus on infrastructure resilience.
3. We urge the Council to invest also in human resilience and community building, since cohesive well-networked communities are better equipped to cope with the practical and emotional challenges of living with climate change and natural disasters (Thornley et al, 2013). Also, ensuring appropriate psycho-social support is provided when disasters occur is important, as this will reduce the long-term impact of trauma on those who are vulnerable in our community.
4. We note that the impacts of climate change will be disproportionately borne by disadvantaged communities (Bennett et al, 2014). It is vitally important that adaptation and mitigation measures are designed with equity in mind, and do not further disadvantage low income and marginalised groups.

[Housing](#)

5. We support Council's efforts to "ensure all Wellingtonians are well housed", because housing is a key determinant of mental and physical health.

6. Homelessness can be caused by unresolved trauma in childhood (Thompson, 2017). By addressing the additional needs of those who are living on the streets, it may be possible to help these people move on.
7. As noted in the 10 Year Plan, a high proportion of Wellington's rental housing stock is substandard, with Māori and Pacific children disproportionately affected. Poor housing is a cause of respiratory illness, infectious disease, mental health problems and injuries (Liddell et al, 2015; Howden-Chapman et al, 2007; Expert Advisory Group on Child Poverty, 2011). We are pleased to note that WCC plan to continue to progress the Housing Warrant of Fitness initiative. We support this initiative and recommend the Housing WOF is implemented in WCC's Social Housing and promoted to private property owners to improve the health outcomes of many Wellingtonians, particularly children living in poverty.
8. We support the use of Council resources to implement a 'Housing First' approach for homeless people with addiction issues, and to progress other collaborative efforts to reduce homelessness. A growing evidence base suggests that Housing First is an effective approach for addressing the complex needs of some of our most vulnerable citizens (Woodhall-Melnik, 2016).

Other - Child-Friendly City

9. We applaud WCC's introduction of a Child & Youth portfolio and urge Council to commit to embedding a child-friendly approach throughout Council and its operations. New Zealand is a signatory to the UN Convention on the Rights of the Child, and local government has a key role in implementing child and youth rights.
10. The right to have a say in decisions that affect them is one of these rights. We note that the Council received very few submissions from children and young people under 18 years of age. We recommend active engagement with our youngest citizens, since the decisions made in the 10 Year Plan will affect their lives currently, and the city they inherit as adults.

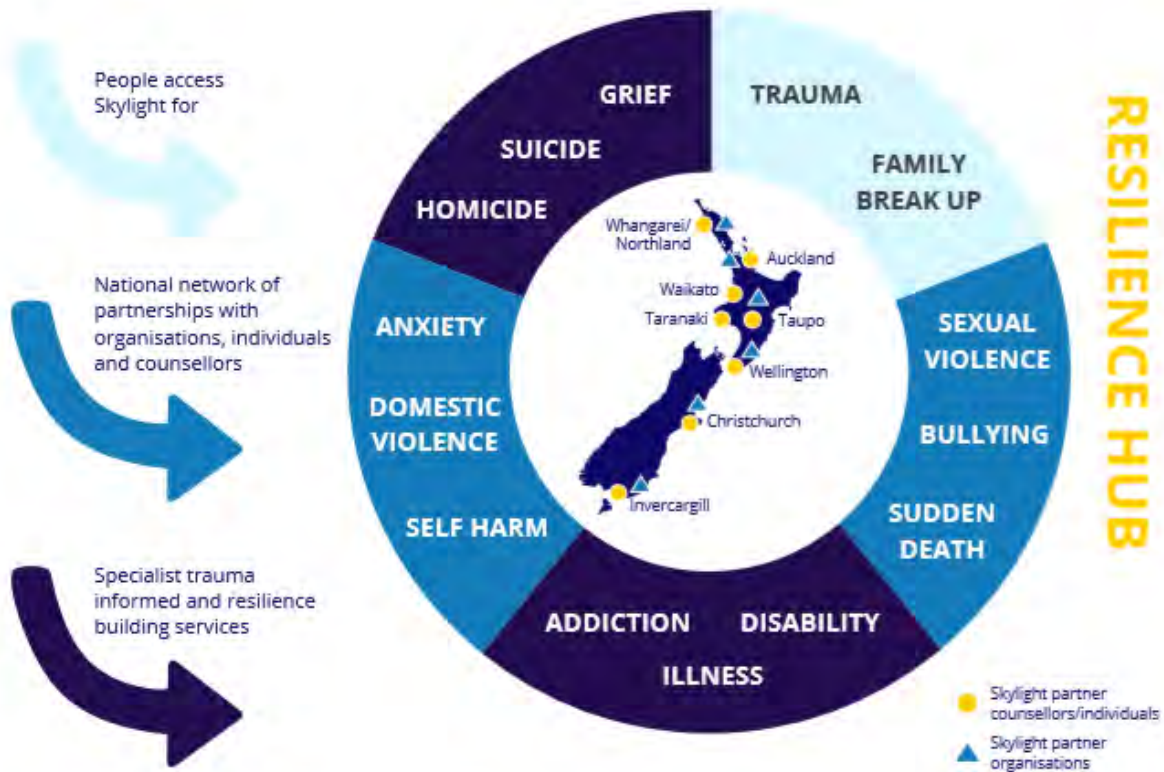
Conclusion

Skylight Trust is keen to work closely with the Wellington City Council to support those in our community affected by trauma. We urge you to ensure equity and the needs of vulnerable Wellingtonians are carefully considered.

Heather Henare
Chief Executive



Building resilient children, young people, whānau and communities



Who we support

Supporting children, young people, and their whānau to navigate through tough times by building **RESILIENT INDIVIDUALS** and **COMMUNITIES**



What we deliver

- Resilience programmes
- School programmes
- Suicide prevention programmes
- Post suicide support
- Support groups
- Professional development
- Counselling
- Training
- Games/DVD/Library
- Specialist support information
- Research
- Children's programmes
- Advocacy and support
- Suicide services
- Webinars
- Web-series

How we deliver

- High quality one stop shop through the Resilience Hub
- Increased accessibility to diverse communities
- Innovative, flexible and forward thinking
- Digital products and resources
- Growing community through partnering and networks
- Building community knowledge and capability
- National Network of specialist facilitators and trainers

The right help at the right time in the right way

skylight.org.nz



0800 299 100

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Angela Rothwell	Mount Victoria	Organisation	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	
Wastewater network improvements	
Tawa and Miramar Peninsula stormwater network improvements	
Built Heritage Incentive Fund (BHIF)	Strongly support
Building accelerometers	Support
Predator Free Wellington	Support
Community-led trapping	
Resilience of the transport corridor	
Security of water supply	
Waste management and minimisation	Support
Storm clean-up	
Adding land to the Wellington Town Belt	Support
Do you have any other comments?	

Climate change and resilience
 In the draft Plan, the key priority 'resilience and environment' is not well-focussed but appears to be a category to tidy up everything from heritage, waste management the Town Belt to property development, quite apart from water. We do not agree to this, and set out below a more focussed approach. The bits and pieces are discussed elsewhere under more appropriate priorities for them. Reducing the causes of climate change. We are pleased the Council has a Low Carbon Capital Plan and has set targets for the reduction of GHG emissions including a 40% reduction on 2001 levels by 2030. As the AECOM New Zealand Ltd report shows a reduction of only about 2% over the 15 years from 2001 to 2015, the Council must give GHG reductions a very high priority in its plan for the next 10 years if it is to achieve the 2030 and other targets. The AECOM report shows there has been good progress in reducing emissions from electricity consumption (-29%), solid waste disposal (-24%) and agriculture (-14%), but progress has been largely offset by large increases from industrial product use (+445%), aviation fuel (+11%) and diesel (+23%), and a decrease in net carbon stored in forests (-7%). 7. The MVRA urges that the Plan invest in continuing the good work on electricity consumption, solid waste disposal and agriculture, and put more effort into reducing the sources of large emissions increases, and into forestry and tree-planting. This will mean continuing to implement the city's Low Carbon Capital Plan to: maintain the compactness of our city as our population grows encourage low-emissions economic development, building efficiency, water conservation and waste reduction invest in our public transport network, footpaths and cycleways to reduce the need for car use and car ownership

and improve travel efficiency. Resilience8. We are pleased that the Council participates in a number of international initiatives such as 100 Resilient Cities, and that it has a Wellington Resilience Strategy. 9.

Over the last two years, the MVRA and other people in our community and in Oriental Bay participated in WREMO-led workshops to develop a community emergency hub plan. We have received the elements of a good plan from WREMO, and continue to work with it to improve and complete this preparation. Community resilience-building takes time and resource, it cannot be done in 'one hit' and needs to move at the pace of all its participants. It is particularly important that the Council retains staff over time to enable relationships to form with communities and response agencies. This needs to be done in close liaison with WREMO so community efforts are not duplicated.10. We strongly urge that work to support these efforts is properly resourced so our neighbourhood networks remain sustainable. More specifically, we request the Council to work with WREMO to fund tsunami blue lines and signage in Mt Victoria and other communities who still do not have them.11. Given the urgent need to address the consequences of a major earthquake in Wellington, we recommend that the Plan include investment in a seismic building intelligence system, and funding to carrying out resilience assessments of Wellington homes. We also support the proposals in the draft Plan for installing building accelerometers, for improvements to waste management and minimisation (including the target of reducing the region's waste to landfill by one-third over the next nine years), and for predator controls. The MVRA is very concerned that the funding for the Built Heritage Incentive Fund will reduce in the Plan from \$1m per year in 2015-18 to only \$450,000 a year. This is a very paltry sum in light of the importance of its purpose. We strongly advocate that the Fund should be maintained initially at \$1m per year, and this level reconsidered in future plans. We also support adding the land acquired between Aro and Devon Streets to the Town Belt.

Housing summary

The Strategic Housing Investment Plan (SHIP)

Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

One challenge with developing more housing in Wellington is how to do it while maintaining the compactness of our city. We agree with those people at one of the planning workshops who formed the view that spatial planning needs to be in a city-wide context, and that the extra 30,000 to 50,000 people should be dispersed over a wide area of the city. Developments should not be 'greenfield', but rather in existing areas where there is already good public transport and other infrastructure, along with shops and open spaces to support amenity values. We have doubts the inner city can expand much more and meet safety and amenity values. Much of the inner city is vulnerable to seismic and flooding risk, and there is a lack of open green space. Mt Cook and Mt Victoria were already in the top five most densely populated in Wellington in 2013. Mt Victoria still has potential for some housing expansion, but the MVRA is emphatic any developments are within the District Plan and guidelines for Mt Victoria, and sympathetic to the design form of the neighbourhood's mostly Victorian and Edwardian houses. We strongly oppose the Shelly Bay development as its scale is too huge, it does not comply with District Plan rules, and will place undue strain on existing infrastructure, problems ratepayers will end up paying for, although the development primarily benefits private interests. We oppose including \$10m in the draft Plan for infrastructure for these reasons.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Transport should be a key focus area because it has the potential to contribute to all four of our city's long-term community outcomes. The MVRA is pleased the Council has a Wellington City Urban Development and Transport Strategy 2014-2043 and a Low Carbon Capital Plan which include a commitment to maintaining the compactness of our city, investing in public transport, footpaths and cycleways, and directing investments based on the sustainable transport hierarchy. We note the draft Government Policy Statement on land transport (GPS) with investment priorities towards safety, walking, cycling and public transport, reducing carbon emissions, and supporting rail and sea freight, and lower emission transport options such as electric vehicles, bio-fuels, and efficient network and speed management. We urge that the Council's Long-term Plan also focus on investment in these priorities. Let's Get Wellington Moving project

The MVRA has been participating in the development of transport improvements for Wellington for a long time, and more recently through the Ngauranga to Airport Let's Get Wellington Moving (LGWM) project. We fully endorse the 12 principles of this project, but unfortunately a short-sighted problem definition has led to narrowly-defined project objectives which do not span all the principles. Congestion needs an objective measure if it is to be used as a reason to do transport (the Basin Reserve Board of Inquiry could not identify what it was). Conspicuously missing are climate change and health, both of which are now strategic priorities in the GPS. LGWM's narrow focus means the scenario proposals direct the largest proportion of the money towards roads, tunnels and bridges mainly for private cars and trucks, a direction the MVRA opposes. We urge the LGWM project to completely revise its proposals in light of the draft GPS.16. We strongly support priority being given to walking, cycling and public transport, and support initiatives which meet most of the city's outcomes and the transport principles:

- improvements for people walking, cycling, and using public transport
- improvements at the Basin Reserve
- better connections between the CBD and the waterfront
- improved standards and information-gathering, and
- initiatives to change people's transport behaviours.

We advocate an incremental approach to changes so unforeseen matters can be later considered. We would like these initiatives to be included in the WCC Long-term Plan, even where they are part of the LGWM project. We have already provided details in our submission on 7 May 2018 on Our City Tomorrow, and some specific projects are proposed below:

The MVRA strongly opposes including in the Long-term Plan any provisions to support the LGWM proposals that will contribute little or nothing towards the city's long-term community outcomes and the project principles:

- a second Mt Victoria vehicle tunnel
- the widening of Ruahine Street and Wellington Road
- the seizing of Town Belt land
- any bridges, tunnels or large buildings at the Basin Reserve
- any changes along Arthur Street and Karo Drive which underground or bridge them
- shifting Vivian Street eastbound traffic to Arthur Street and Karo Drive, and
- a second Terrace tunnel.

Improvements for people walking

Specific projects should include:

- a walking plan for the city that includes funding
- the GPS could be one funding source
- a target of 25% people walking to work by 2028, and a similar target for children walking to school
- traffic speeds reduced to 30kph throughout the CBD, Te Aro and Mt Victoria (and strongly enforced)
- dedicated footpaths for pedestrians only throughout the city (shared walking and cycling footpaths are dangerous)
- improved footpaths throughout the city which comply with the New Zealand Pedestrian Planning and Design Guide guidelines
- upgraded road-crossing facilities, shorter waiting times for pedestrians, and longer crossing times at some crossings
- more and improved walking connections between the CBD and the waterfront
- improved paths along the Canal Reserve so you can walk along it
- completed pedestrian crossings on Kent/Cambridge Terraces at the Vivian and Elizabeth Street intersections (with shelters)
- removal of the free turn for vehicles other than buses from Cambridge Terrace into Courtenay Place
- development of the old exploratory tunnel to the north of the existing Mt Victoria vehicle tunnel for separated walking and cycling only, instead of a second vehicle tunnel. This would remove walkers and cyclists from the health and noise hazards experienced in the vehicle tunnel, and minimise the impact on built and natural heritage in the area
- in the Mt Victoria vicinity, a safer crossing point on Majoribanks St, six metre yellow dotted lines at all intersections to improve visibility, seating

we appreciate the seat already installed outside St Gerard's Monastery. Improvements

for people cycling Specific projects should include: a. a coherent cycling plan for Wellington, rather than the current piecemeal approach %Ù the Wellington Cycleways Master Plan and Framework lack an overall detailed picture of how it all works together b. dedicated cycle lanes throughout the city, including round the Basin Reserve c. in Mt Victoria, painting a cycle box at the intersections of Majoribanks Street with Kent Terrace.

Improvements for people using public transport Specific projects should include: a. a fully-electrified bus fleet as soon as possible The scrapping of the trolley-buses was a foolhardy decision, and we are dismayed to note only 30 of the new fleet of 400 buses will be fully electric b. bus priority lanes from the railway station to the eastern and southern suburbs, including at the Basin Reserve, and along Thorndon Quay c. increased subsidies of public transport fares to encourage more people to use public transport. The imbalance between the \$0.10-0.40 per km residents of other territorial authorities are paying and the \$0.60-1.80 per km residents of Wellington City are paying needs to be addressed d. integrated ticketing across the Wellington transport network with free transfer e. better coordination of timetables so wait times between transport modes are minimal f. an upgrade and improved use of the bus tunnel at Pirie Street. Mt Victoria residents %Ù a key issue is dirty diesels and speed which could be remedied with electric buses, light rail and a 30kph speed limit g. a light rail system from the railway station to the hospital and airport, developed in stages if necessary h. in Mt Victoria in particular, we suggest the airport flyer bus should have stops on Pirie Street, and the bus service to the Mt Victoria summit operate in the weekends.

Improvements for people using public transport The MVRA continues to advocate for at-grade improvements at the Basin Reserve, as we did at the Basin Reserve Board of Inquiry hearings, and in the High Court. Plenty of evidence was presented at the Board of Inquiry on how the roundabout could function efficiently at grade, and how approaches to it could be improved. Basin Reserve improvements should include: a. a fully-functioning roundabout at the Basin Reserve. Where else in the world is there a roundabout with parking on it? b. major improvements for people walking and cycling in the approach to and around the Basin Reserve. With three schools located at or nearby it, the roundabout must be made child-friendly. c. dedicated bus lanes with traffic signals enabling buses to move straight through from north to south d. improved vehicle sorting before vehicles enter the roundabout area from Kent Terrace, Paterson Street the Mt Victoria tunnel, and Adelaide Road. e. public transport for the eastern suburbs should be directed as much as possible through the Pirie Street bus tunnel, not the Mt Victoria tunnel, or along Taranaki and Constable Streets f. treating the exhaust from the Mt Victoria tunnel %Ù a ventilation system.

Change people %Ù s transport behaviours Specific projects should include: a. strong advocacy for increased use of active transport modes and public transport b. using travel demand tools to encourage and incentivise reduced car movements in the CBD c. encourage truck drivers and private car users to travel in off-peak times d. actively discouraging private car use into and around the CBD, for example by introducing road-use pricing, reducing parking facilities and charging more for them e. increased park and ride facilities for bicycles and cars f. not proceeding with so-called roading improvements outside the city Wellington airport runway extension We recommend that the Plan should not include funding for the proposed Wellington airport runway extension. The negative impact on climate change from increased aviation fuel usage (already a problem), and irreparable damage to the coastal marine environment outweigh any potential economic gains. Stated gains are mostly to private interests, including Infratil, it is very expensive, it is not supported by the airline industry itself (BARNZ), and financial support from central and surrounding local government is dubious. MVRA has major concerns about the four-year adverse construction impacts of this proposal on our neighbourhood and the wider city. If land-based transport of construction fill is adopted, there could be 620 daily truck movements, 60 an hour, using the Mt Victoria tunnel, Paterson St, and round the Basin Reserve. This volume of trucks will impact negatively on our air quality and create noise, vibration and dust. The trucks could be HPMVs (high productivity motor vehicles) licensed to exceed 44 tonnes and/or maximum length, putting the safety of other vehicle drivers on our city %Ù s streets at higher risk.

Sustainable growth summary

Planning for growth
Movie Museum and Convention Centre
Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Redevelopment of Adelaide Road and Kent & Cambridge Terraces We urge that the Long-term Plan earmark funds for a formal review of District Plan provisions for Kent and Cambridge Terraces and Adelaide Road. It is important that planning rules governing height limits, sunlight planes, shading effects, view shafts etc. are thoroughly reviewed and consulted upon before concept plans and designs are finalised. and are consistent with Mt Victoria heritage values. 30. We would welcome a movie museum, but from its inception we have opposed Council funding for a single-purpose convention centre, and to Council's agreement not to compete with it through Council-owned venues. Ratepayers are expected to pay at least \$150 million for it, but the benefits are mainly to private interests, the growth in large conferences in Wellington may not materialise, and any new jobs will be mostly casual, low-paid hospitality jobs. The delay provides the Council with an opportunity to re-think this project. We recommend that the median area of Kent and Cambridge Terraces is retained as a tree-lined, grass and gardens area. As it is Canal Reserve land governed by a Trust Deed, a reserve management plan, as required by legislation, should be prepared prior to any development. We do not want to see a repeat of the development of Victoria Street, basically a car corridor to elsewhere, with five lanes of traffic that are alienating and dangerous for pedestrians. It is important that Kent and Cambridge Terraces are developed not just for transport, but as a destination and recreation space. If the road area is developed partly as a recreation area, the MVRA recommends lower height limits along Cambridge and Kent Terraces as sunlight and a sense of open space will become more important. Transport access should be multi-modal, with plenty of space for pedestrians, cyclists and public transport. This will enable easy access to the residences and restaurant and retail/commercial businesses which line both sides. Kent and Cambridge Terraces also have the potential to be a proper ceremonial route from the sea to the historic precinct which includes the Basin Reserve, Pukeahu Memorial Park, and Government House. Ideally, the New World supermarket could be relocated so the route looks down from the Basin Reserve across Chaffers/Waitangi Park to the sea. The MVRA also opposes spending at least \$65 million of ratepayers' money on a single-purpose concert arena for occasional large music events with little public benefit. The arena proposal should be scrapped. We prefer instead to see funding allocated to maintain Wellington's reputation as a capital of culture. This requires supporting existing events such as CubaDupa and fireworks over the harbour, and ongoing development of new public events and will benefit the general public.

Arts and culture summary

Strengthening cultural facilities

Support

Additional support for the arts

Investment in the arts

Do you have any other comments?

We are pleased to see the Plan includes investing in earthquake strengthening cultural facilities such as the Town Hall, St James Theatre, Wellington Museum, and other venues. We also support redirecting existing economic grant funding towards cultural events and festivals. The civic precinct has been a strong anchor for civic affairs and multi-cultural enjoyment through the co-location of council offices, the central library, city gallery, Town Hall and Michael Fowler Centre. The buildings in this precinct should be kept in public ownership and use, and not be leased off in perpetuity to private interests. Earthquake-strengthening the Town Hall should be a top priority. We are pleased to see work appears to have started on the strengthening. The Town Hall has served Wellington's capital culture reputation very well over long years as a multi-purpose venue with wonderful acoustics for music, and this should continue as soon as possible. Operating as a music hub seems to be a good idea, and we would like its multi-purpose role to continue (for example it has been a venue for the Diwali festival, large public meetings and mid-winter celebrations). The Municipal Office Building, along with the Civic Building, should continue to house the Mayor, Councillors and council staff and this would also contribute to an objective of using existing assets. Jack Illott Green and the small lawn above Capital E should be retained as important open green spaces for the increasing city population, and not be built on - that would wall off the civic square from the harbour.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Waterfront developmentsAs an overall principle, our waterfront should be protected as public open space for the enjoyment of Wellingtonians, visitors, and future generations. Any development should be sympathetic to and enhance the city's maritime heritage. We are saddened to see how often commercial ventures make large parts of the waterfront unavailable for the public to access. We urge that Frank Kitts Park be retained in its present form, with some expansion and safety enhancement of the very popular children's playground. We disagree to adding a Chinese garden here as it does not need to be on the waterfront and does not add to waterfront heritage. It should be located elsewhere such as at the new Chinese Embassy, or in the Botanic Gardens where it would greatly enhance visitors' experience of the Gardens (as does the Japanese Garden in the Brooklyn, New York, Botanic Gardens). A Wellington garden featuring local plants would be more appropriate. We also urge the Council not to proceed with proposals to put more structures in the space next to the Meridian building, and along Waterloo Quay as this is a waste of money and ruins the open space feeling of this waterfront area. We oppose any further development of buildings on Chaffers/Waitangi Park, including the proposed transition building adjacent to Te Papa. Wellingtonians have clearly stated for many years their desire to see the Park kept as public open space. We support well-planned developments at the Clyde Quay Boat Harbour to improve public access around it, and preserve it largely as is. As an important publicly-owned historical feature, this marina deserves careful and widespread consultation if any changes are to be made. The Basin Reserve Historic Area was registered by the NZ Historic Places Trust in 1998. The MVRA continues to urge the Council to develop a reserve management plan for the Reserve. Without a plan, it is not clear to the public what will happen here. We are concerned about the surrounding fence, the Museum grandstand, and the gates, all of which are covered by the historic area designation and are reminders of Wellington's colourful social history. The fence has remained largely intact since it was built in 1917 and is an attractive feature of the ground. We are dismayed to see it removed from around the carpark and to round past the CS Dempster gate, and urge it be restored immediately. We are very pleased to read in the press that the grandstand will be strengthened and restored, and fully support funding in the Plan for this. The two gates have recently had their interiors removed, and we seek assurance that the gates themselves will remain as they have been there for about 100 years. Mount Victoria is the most visible of Wellington's older inner-city residential neighbourhoods as seen from the central city. Its many nineteenth-century villas and cottages are a unique and defining feature in the international context. Currently there is a risk that incremental individual changes will result in the city unwittingly and irreversibly losing one of its most appealing and distinctive features. Internationally, heritage or character neighbourhoods near city centres are increasingly being valued as economic and social assets. They attract young entrepreneurs, new skills and people who seek walkability, compactness and safety. The MVRA supports the Civic Trust's proposal to establish within the heritage section of Wellington City's District Plan two Heritage Precincts, both emphasising the city's role as the capital: the A Pukeahu Precinct would be the first area to be designated, to be followed by incremental expansion to include the Basin Reserve and the Governor-General's residence and grounds. This would constitute the nationally and internationally important Heritage Precinct on the southern boundary of the CBD. A Parliamentary Justice University Heritage Precinct. This would raise the capital city status of the area on the northern boundary of the CBD. The MVRA notes the BERL forecast average change in the Local Government Cost Index of 2.5% for the year to June 2019 (and which is not forecast to be higher than 2.6% in any year to 2027). We expect rates over the next 10 years will not increase by more than this. It would be unreasonable for the Council to continue to expect ratepayers to tolerate continuing large increases when ratepayers themselves must continue to live within tight financial constraints. Staff remuneration increases are a major contributor to large rate increases. The Council's 2017 Annual Report shows no attempt to achieve ongoing efficiencies from staff remuneration. The number of employees paid more than \$100,000 per annum was 203, 11 more than in 2016, and 11 earned more than \$240,000 - almost as much as the basic salary of a Minister of the Crown outside Cabinet. In contrast, 1,115 employees earned less than \$60,000. We applaud the Council's Living Wage policy, and urge that it is extended to contract workers as soon as possible. This must be a high priority as tangible recognition of the value and importance of the work done by our city's lowest paid employees and people contracted for core services. The money

required is minimal in comparison with what is paid to over 200 council staff. In the interests of fiscal responsibility, we urge Councillors to review staffing and pay rates, particularly the CEO's and managerial salaries, to reflect the responsibility levels of employees of a city with fewer than 200,000 residents.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Planning can build on Wellington's strengths – its highly skilled and talented people, its compact and outstandingly attractive physical environment, its reputation for quality events and creativity, its overall high quality of life, and its position as New Zealand's capital. Wellington was ranked sixth greenest city out of 100 cities worldwide as part of Arcadis's Sustainable Cities Index 2016, and ranked 27th overall. The Australia and New Zealand Green City index by the Economist Intelligence Unit in 2013 found Wellington performed well on CO2 emissions, energy consumption, waste generation and recycling, and air quality. But, it has high water consumption and leakage rates, ranks middling on environmental governance, and below average in transport and land use.² To maintain its advantages, Wellington city must first ensure it does the basics well, i.e. all citizens have shelter, clean water, clean air and waste removal. We should be planning for continuous and sustainable improvements using existing assets, innovative approaches and new technologies, rather than an array of shiny new toys. Key areas of focus

We note and agree with the five key areas of focus for the 10-year plan – transport, resilience, arts and culture, sustainable growth, and housing. However, we urge that the resilience area is expanded to cover – climate change and resilience, and that a sixth area of – water is added. We do not agree that water should be a primary focus for the – resilience and environment priority, as this priority spans the entire Plan, not just water, and relates primarily to climate change and the environment more generally. While developing resilience to the adverse effects of climate change is important, it must be accompanied by urgent actions to reduce the causes of climate change, otherwise, it is likely the adverse effects will only worsen. Reducing the causes is essential if New Zealand is to meet its commitments under the Paris agreement, and is also a key component of achieving the long-term community outcomes of Wellington city. Issues regarding the three waters and their infrastructure – potable, waste, and storm – is not something people get excited about until something goes wrong. However, the MVRA is concerned that insufficient investment is being made in these basic services, for example, to address Wellington's high water consumption and leakage rates, occasional wastewater in stormwater, and flooding. The MVRA agrees Wellington city should continue to participate in the joint Wellington Water project as this enables cohesive management and expertise in water supply, stormwater and wastewater across four local councils. Despite the severity of the 2016 Kaikoura earthquake, the 2017 Wellington City Council Annual Report advises damage to our underground infrastructure network for water, waste water and stormwater was repaired relatively quickly. However, the city's water supply network is susceptible to large scale failures should significant seismic events and other natural hazards occur, causing long-term outages. In addition, very little of the city's water demand is met from water stored in bulk supply making the network vulnerable to peak demand spikes and climate conditions. We are also concerned to note in the 2011 Water Conservation and Efficiency Plan that 16% of consumption is unaccounted for. The MVRA has been participating in the hearings on the Regional Council's development of its Proposed Natural Resources Plan, most recently on water and stormwater provisions. We are concerned at wastewater contamination of stormwater, and note an officer's report stated around 80% of the network is between 40 and 60 years old, and only 10% of the network meets Wellington City Council's standards for flow capacity. We are pleased that some Mt Victoria waste water pipes are being replaced, and urge this project is extended to other neighbourhoods. We are also concerned about increases in the quantity of stormwater from non-porous surfaces related to redevelopment of public spaces, such as council parks, and private properties. From this brief overview, it is clear the Plan should be investing in a range of activities including the following:

- a public education programme on the merits of water conservation and actions to achieve it
- a public education programme on preparedness for the effects of an adverse event
- a programme to raise awareness about ways of reducing stormwater runoff through such measures as porous surfaces, tree-planting, and capture and storage of roofwater
- major investigations to identify where water leaks are occurring in the water supply, wastewater and

stormwater networks%Œ a significant increase in investment on upgrading or replacing poorly functioning infrastructure for all three waters%Œ increased funding to maintain the network in good condition and to function well%Œ investigation of the feasibility of introducing grey-water recycling%Œ development of good coordination with other stakeholders, such as WREMO, on water supply resilience.



Mt Victoria Residents Association

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15 May 2018

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Draft Long-term Plan 2018-28
Wellington City Council
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Email: longtermplan@wcc.govt.nz

Submission on draft Long-term Plan 2018-28

The Mount Victoria Residents' Association Inc (MVRA) appreciates the opportunity to comment on the Wellington City Council's (WCC) draft Long-term Plan 2018-28. We have previously provided comments on *Our City Tomorrow*, and this submission incorporates and updates those. Our comments are made in the context of the long-term community outcomes in *Wellington Towards 2040* which we consider are still relevant to our city's long-term direction:

- a people-centred city
- an eco-city
- a connected city, and
- a dynamic central city.

General comments

1. Planning can build on Wellington's strengths – its highly skilled and talented people, its compact and outstandingly attractive physical environment, its reputation for quality events and creativity, its overall high quality of life, and its position as New Zealand's capital. Wellington was ranked sixth greenest city out of 100 cities worldwide as part of Arcadis' Sustainable Cities Index 2016, and ranked 27th overall. The Australia and New Zealand Green City index by the Economist Intelligence Unit in 2013 found Wellington performed well on CO2 emissions, energy consumption, waste generation and recycling, and air quality. But, it has high water consumption and leakage rates, ranks middling on environmental governance, and below average in transport and land use.
2. To maintain its advantages, Wellington city must first ensure it does the basics well, ie. all citizens have shelter, clean water, clean air and waste removal. We should be planning for continuous and sustainable improvements using existing assets, innovative approaches and new technologies, rather than an array of shiny new toys.

Key areas of focus

3. We note and agree with the five key areas of focus for the 10-year plan – transport, resilience, arts and culture, sustainable growth, and housing. However, we urge that the resilience area is expanded to cover 'climate change and resilience', and that a sixth area of 'water' is added. We do not agree that water should be a primary focus for the 'resilience and environment' priority, as this

priority spans the entire Plan, not just water, and relates primarily to climate change and the environment more generally..

4. While developing resilience to the adverse effects of climate change is important, it must be accompanied by urgent actions to reduce the causes of climate change, otherwise, it is likely the adverse effects will only worsen. Reducing the causes is essential if New Zealand is to meet its commitments under the Paris agreement, and is also a key component of achieving the long-term community outcomes of Wellington city. Issues regarding the three waters and their infrastructure – potable, waste, and storm – is not something people get excited about until something goes wrong. However, the MVRA is concerned that insufficient investment is being made in these basic services, for example, to address Wellington’s high water consumption and leakage rates, occasional wastewater in stormwater, and flooding.
5. The following discusses each key focus area as we have defined it.

Climate change and resilience

In the draft Plan, the key priority ‘resilience and environment’ is not well-focussed but appears to be a category to tidy up everything from heritage, waste management the Town Belt to property development, quite apart from water. We do not agree to this, and set out below a more focussed approach. The bits and pieces are discussed elsewhere under more appropriate priorities for them.

Reducing the causes of climate change

6. We are pleased the Council has a Low Carbon Capital Plan and has set targets for the reduction of GHG emissions including a 40% reduction on 2001 levels by 2030. As the AECOM New Zealand Ltd report shows a reduction of only about 2% over the 15 years from 2001 to 2015, the Council must give GHG reductions a very high priority in its plan for the next 10 years if it is to achieve the 2030 and other targets. The AECOM report shows there has been good progress in reducing emissions from electricity consumption (-29%), solid waste disposal (-24%) and agriculture (-14%), but progress has been largely offset by large increases from industrial product use (+445%), aviation fuel (+11%) and diesel (+23%), and a decrease in net carbon stored in forests (-7%).
7. The MVRA urges that the Plan invest in continuing the good work on electricity consumption, solid waste disposal and agriculture, and put more effort into reducing the sources of large emissions increases, and into forestry and tree-planting. This will mean continuing to implement the city’s Low Carbon Capital Plan to:
 - maintain the compactness of our city as our population grows
 - encourage low-emissions economic development, building efficiency, water conservation and waste reduction
 - invest in our public transport network, footpaths and cycleways to reduce the need for car use and car ownership and improve travel efficiency.

Resilience

8. We are pleased that the Council participates in a number of international initiatives such as 100 Resilient Cities, and that it has a Wellington Resilience Strategy.
9. Over the last two years, the MVRA and other people in our community and in Oriental Bay participated in WREMO-led workshops to develop a community emergency hub plan. We have received the elements of a good plan from WREMO, and continue to work with it to improve and complete this preparation. Community resilience-building takes time and resource, it cannot be done in 'one hit' and needs to move at the pace of all its participants. It is particularly important that the Council retains staff over time to enable relationships to form with communities and response agencies. This needs to be done in close liaison with WREMO so community efforts are not

duplicated.

10. We strongly urge that work to support these efforts is properly resourced so our neighbourhood networks remain sustainable. More specifically, we request the Council to work with WREMO to fund tsunami blue lines and signage in Mt Victoria and other communities who still do not have them.
11. Given the urgent need to address the consequences of a major earthquake in Wellington, we recommend that the Plan include investment in a seismic building intelligence system, and funding to carrying out resilience assessments of Wellington homes. We also support the proposals in the draft Plan for installing building accelerometers, for improvements to waste management and minimisation (including the target of reducing the region's waste to landfill by one-third over the next nine years), and for predator controls.

Transport

12. Transport should be a key focus area because it has the potential to contribute to all four of our city's long-term community outcomes. The MVRA is pleased the Council has a Wellington City Urban Development and Transport Strategy 2014-2043 and a Low Carbon Capital Plan which include a commitment to maintaining the compactness of our city, investing in public transport, footpaths and cycleways, and directing investments based on the sustainable transport hierarchy.
13. We note the draft Government Policy Statement on land transport (GPS) with investment priorities towards safety, walking, cycling and public transport, reducing carbon emissions, and supporting rail and sea freight, and lower emission transport options such as electric vehicles, bio-fuels, and efficient network and speed management. We urge that the Council's Long-term Plan also focus on investment in these priorities.

Let's Get Wellington Moving project

14. The MVRA has been participating in the development of transport improvements for Wellington for a long time, and more recently through the Ngauranga to Airport Let's Get Wellington Moving (LGWM) project. We fully endorse the 12 principles of this project, but unfortunately a short-sighted problem definition has led to narrowly-defined project objectives which do not span all the principles. Congestion needs an objective measure if it is to be used as a reason to do transport (the Basin Reserve Board of Inquiry could not identify what it was). Conspicuously missing are climate change and health, both of which are now strategic priorities in the GPS.
15. LGWM's narrow focus means the scenario proposals direct the largest proportion of the money towards roads, tunnels and bridges mainly for private cars and trucks, a direction the MVRA opposes. We urge the LGWM project to completely revise its proposals in light of the draft GPS.
16. We strongly support priority being given to walking, cycling and public transport, and support initiatives which meet most of the city's outcomes and the transport principles:
 - improvements for people walking, cycling, and using public transport
 - improvements at the Basin Reserve
 - better connections between the CBD and the waterfront
 - improved standards and information-gathering, and
 - initiatives to change people's transport behaviours.
17. We advocate an incremental approach to changes so unforeseen matters can be later considered. We would like these initiatives to be included in the WCC Long-term Plan, even where they are part

of the LGWM project. We have already provided details in our submission on 7 May 2018 on *Our City Tomorrow*, and some specific projects are proposed below:

18. The MVRA strongly opposes including in the Long-term Plan any provisions to support the LGWM proposals that will contribute little or nothing towards the city's long-term community outcomes and the project principles
- a second Mt Victoria vehicle tunnel
 - the widening of Ruahine Street and Wellington Road
 - the seizing of Town Belt land
 - any bridges, tunnels or large buildings at the Basin Reserve
 - any changes along Arthur Street and Karo Drive which underground or bridge them
 - shifting Vivian Street eastbound traffic to Arthur Street and Karo Drive, and
 - a second Terrace tunnel.

Improvements for people walking

19. Specific projects should include:
- a walking plan for the city that includes funding – the GPS could be one funding source
 - a target of 25% people walking to work by 2028, and a similar target for children walking to school
 - traffic speeds reduced to 30kph throughout the CBD, Te Aro and Mt Victoria (and strongly enforced)
 - dedicated footpaths for pedestrians only throughout the city (shared walking and cycling footpaths are dangerous)
 - improved footpaths throughout the city which comply with the New Zealand Pedestrian Planning and Design Guide guidelines
 - upgraded road-crossing facilities, shorter waiting times for pedestrians, and longer crossing times at some crossings
 - more and improved walking connections between the CBD and the waterfront
 - improved paths along the Canal Reserve so you can walk along it
 - completed pedestrian crossings on Kent/Cambridge Terraces at the Vivian and Elizabeth Street intersections (with shelters)
 - removal of the free turn for vehicles other than buses from Cambridge Terrace into Courtenay Place
 - development of the old exploratory tunnel to the north of the existing Mt Victoria vehicle tunnel for separated walking and cycling only, instead of a second vehicle tunnel. This would remove walkers and cyclists from the health and noise hazards experienced in the vehicle tunnel, and minimise the impact on built and natural heritage in the area
 - in the Mt Victoria vicinity, a safer crossing point on Majoribanks St, six metre yellow dotted lines at all intersections to improve visibility, seating – we appreciate the seat already installed outside St Gerard's Monastery.

Improvements for people cycling

20. Specific projects should include:
- a coherent cycling plan for Wellington, rather than the current piecemeal approach – the Wellington Cycleways Master Plan and Framework lack an overall detailed picture of how it all works together
 - dedicated cycle lanes throughout the city, including round the Basin Reserve
 - in Mt Victoria, painting a cycle box at the intersections of Majoribanks Street with Kent Terrace.

Improvements for people using public transport

21. Specific projects should include:

- a. a fully-electrified bus fleet as soon as possible The scrapping of the trolley-buses was a foolhardy decision, and we are dismayed to note only 30 of the new fleet of 400 buses will be fully electric
- b. bus priority lanes from the railway station to the eastern and southern suburbs, including at the Basin Reserve, and along Thorndon Quay
- c. increased subsidies of public transport fares to encourage more people to use public transport. The imbalance between the \$0.10-0.40 per km residents of other territorial authorities are paying and the \$0.60-1.80 per km residents of Wellington City are paying needs to be addressed
- d. integrated ticketing across the Wellington transport network with free transfers
- e. better coordination of timetables so wait times between transport modes are minimal
- f. an upgrade and improved use of the bus tunnel at Pirie Street. Mt Victoria residents' key issues are dirty diesels and speed which could be remedied with electric buses, light rail and a 30kph speed limit
- g. a light rail system from the railway station to the hospital and airport, developed in stages if necessary
- h. in Mt Victoria in particular, we suggest the airport flyer bus should have stops on Pirie Street, and the bus service to the Mt Victoria summit operate in the weekends.

Improvements for people using public transport

22. The MVRA continues to advocate for at-grade improvements at the Basin Reserve, as we did at the Basin Reserve Board of Inquiry hearings, and in the High Court. Plenty of evidence was presented at the Board of Inquiry on how the roundabout could function efficiently at grade, and how approaches to it could be improved. Basin Reserve improvements should include:

- a. a fully-functioning roundabout at the Basin Reserve. Where else in the world is there a roundabout with parking on it?
- b. major improvements for people walking and cycling in the approach to and around the Basin Reserve. With three schools located at or nearby it, the roundabout must be made child-friendly.
- c. dedicated bus lanes with traffic signals enabling buses to move straight through from north to south
- d. improved vehicle sorting before vehicles enter the roundabout area from Kent Terrace, Paterson Street the Mt Victoria tunnel, and Adelaide Road
- e. public transport for the eastern suburbs should be directed as much as possible through the Pirie Street bus tunnel, not the Mt Victoria tunnel, or along Taranaki and Constable Streets
- f. treating the exhaust from the Mt Victoria tunnel' ventilation system.

Change people's transport behaviours

23. Specific projects should include:

- a. strong advocacy for increased use of active transport modes and public transport
- b. using travel demand tools to encourage and incentivise reduced car movements in the CBD
- c. encourage truck drivers and private car users to travel in off-peak times
- d. actively discouraging private car use into and around the CBD, for example by introducing road-use pricing, reducing parking facilities and charging more for them
- e. increased park and ride facilities for bicycles and cars
- f. not proceeding with so-called roading improvements outside the city

Wellington airport runway extension

24. We recommend that the Plan should not include funding for the proposed Wellington airport runway extension. The negative impact on climate change from increased aviation fuel usage (already a problem), and irreparable damage to the coastal marine environment outweigh any potential economic gains. Stated gains are mostly to private interests, including Infratil, it is very expensive, it is not supported by the airline industry itself (BARNZ), and financial support from central and surrounding local government is dubious.
25. MVRA has major concerns about the four-year adverse construction impacts of this proposal on our neighbourhood and the wider city. If land-based transport of construction fill is adopted, there could be 620 daily truck movements, 60 an hour, using the Mt Victoria tunnel, Paterson St, and round the Basin Reserve. This volume of trucks will impact negatively on our air quality and create noise, vibration and dust. The trucks could be HPMVs (high productivity motor vehicles) licensed to exceed 44 tonnes and/or maximum length, putting the safety of other vehicle drivers on our city's streets at higher risk.

Arts, culture and heritage

26. We are pleased to see the Plan includes investing in earthquake strengthening cultural facilities such as the Town Hall, St James Theatre, Wellington Museum, and other venues. We also support redirecting existing economic grant funding towards cultural events and festivals.
27. The civic precinct has been a strong anchor for civic affairs and multi-cultural enjoyment through the co-location of council offices, the central library, city gallery, Town Hall and Michael Fowler Centre. The buildings in this precinct should be kept in public ownership and use, and not be leased off in perpetuity to private interests.
28. Earthquake-strengthening the Town Hall should be a top priority. We are pleased to see work appears to have started on the strengthening. The Town Hall has served Wellington's capital culture reputation very well over long years as a multi-purpose venue with wonderful acoustics for music, and this should continue as soon as possible. Operating as a music hub seems to be a good idea, and we would like its multi-purpose role to continue (for example it has been a venue for the Diwali festival, large public meetings and mid-winter celebrations).
29. The Municipal Office Building, along with the Civic Building, should continue to house the Mayor, Councillors and council staff and this would also contribute to an objective of using existing assets. Jack Illott Green and the small lawn above Capital E should be retained as important open green spaces for the increasing city population, and not be built on - that would wall off the civic square from the harbour.
30. We would welcome a movie museum, but from its inception we have opposed Council funding for a single-purpose convention centre, and to Council's agreement not to compete with it through Council-owned venues. Ratepayers are expected to pay at least \$150 million for it, but the benefits are mainly to private interests, the growth in large conferences in Wellington may not materialise, and any new jobs will be mostly casual, low-paid hospitality jobs. The delay provides the Council with an opportunity to re-think this project.
31. The MVRA also opposes spending at least \$65 million of ratepayers' money on a single-purpose concert arena for occasional large music events with little public benefit. The arena proposal should be scrapped. We prefer instead to see funding allocated to maintain Wellington's reputation as a capital of culture. This requires supporting existing events such as CubaDupa and fireworks over the harbour, and ongoing development of new public events and will benefit the general

public.

Waterfront developments

32. As an overall principle, our waterfront should be protected as public open space for the enjoyment of Wellingtonians, visitors, and future generations. Any development should be sympathetic to and enhance the city's maritime heritage. We're saddened to see how often commercial ventures make large parts of the waterfront unavailable for the public to access.
33. We urge that Frank Kitts Park be retained in its present form, with some expansion and safety enhancement of the very popular children's playground. We disagree to adding a Chinese garden here as it does not need to be on the waterfront and does not add to waterfront heritage. It should be located elsewhere such as at the new Chinese Embassy, or in the Botanic Gardens where it would greatly enhance visitors' experience of the Gardens (as does the Japanese Garden in the Brooklyn, New York, Botanic Gardens). A Wellington garden featuring local plants would be more appropriate.
34. We also urge the Council not to proceed with proposals to put more structures in the space next to the Meridian building, and along Waterloo Quay as this is a waste of money and ruins the open space feeling of this waterfront area. We oppose any further development of buildings on Chaffers/Waitangi Park, including the proposed transition building adjacent to Te Papa. Wellingtonians have clearly stated for many years their desire to see the Park kept as public open space. We support well-planned developments at the Clyde Quay Boat Harbour to improve public access around it, and preserve it largely as is. As an important publicly-owned historical feature, this marina deserves careful and widespread consultation if any changes are to be made.

Preserving the city's heritage

35. The MVRA is very concerned that the funding for the Built Heritage Incentive Fund will reduce in the Plan from \$1m per year in 2015-18 to only \$450,000 a year. This is a very paltry sum in light of the importance of its purpose. We strongly advocate that the Fund should be maintained initially at \$1m per year, and this level reconsidered in future plans. We also support adding the land acquired between Aro and Devon Streets to the Town Belt.
36. The Basin Reserve Historic Area was registered by the NZ Historic Places Trust in 1998. The MVRA continues to urge the Council to develop a reserve management plan for the Reserve. Without a plan, it is not clear to the public what will happen here. We are concerned about the surrounding fence, the Museum grandstand, and the gates, all of which are covered by the historic area designation and are reminders of Wellington's colourful social history. The fence has remained largely intact since it was built in 1917 and is an attractive feature of the ground. We are dismayed to see it removed from around the carpark and to round past the CS Dempster gate, and urge it be restored immediately.
37. We are very pleased to read in the press that the grandstand will be strengthened and restored, and fully support funding in the Plan for this. The two gates have recently had their interiors removed, and we seek assurance that the gates themselves will remain as they have been there for about 100 years.
38. Mount Victoria is the most visible of Wellington's older inner-city residential neighbourhoods as seen from the central city. Its many nineteenth-century villas and cottages are a unique and defining feature in the international context. Currently there is a risk that incremental individual

changes will result in the city unwittingly and irreversibly losing one of its most appealing and distinctive features. Internationally, heritage or character neighbourhoods near city centres are increasingly being valued as economic and social assets. They attract young entrepreneurs, new skills and people who seek walkability, compactness and safety

39. The MVRA supports the Civic Trust's proposal to establish within the heritage section of Wellington City's District Plan two Heritage Precincts, both emphasising the city's role as the capital:
- A Pukeahu Precinct would be the first area to be designated, to be followed by incremental expansion to include the Basin Reserve and the Governor-General's residence and grounds. This would constitute the nationally and internationally important Heritage Precinct on the southern boundary of the CBD.
 - A Parliamentary–Justice–University Heritage Precinct. This would raise the capital city status of the area on the northern boundary of the CBD.

Sustainable growth

40. The MVRA notes the BERL forecast average change in the Local Government Cost Index of 2.5% for the year to June 2019 (and which is not forecast to be higher than 2.6% in any year to 2027). We expect rates over the next 10 years will not increase by more than this. It would be unreasonable for the Council to continue to expect ratepayers to tolerate continuing large increases when ratepayers themselves must continue to live within tight financial constraints.
41. Staff remuneration increases are a major contributor to large rate increases. The Council's 2017 Annual Report shows no attempt to 'achieve ongoing efficiencies' from staff remuneration. The number of employees paid more than \$100,000 per annum was 203, 11 more than in 2016, and 11 earned more than \$240,000 - almost as much as the basic salary of a Minister of the Crown outside Cabinet.
42. In contrast, 1,115 employees earned less than \$60,000. We applaud the Council's Living Wage policy, and urge that it is extended to contract workers as soon as possible. This must be a high priority as tangible recognition of the value and importance of the work done by our city's lowest paid employees and people contracted for core services. The money required is minimal in comparison with what is paid to over 200 council staff.
43. In the interests of fiscal responsibility, we urge Councillors to review staffing and pay rates, particularly the CEO's and managerial salaries, to reflect the responsibility levels of employees of a city with fewer than 200,000 residents.

Redevelopment of Adelaide Road and Kent & Cambridge Terraces

44. We urge that the Long-term Plan earmark funds for a formal review of District Plan provisions for Kent and Cambridge Terraces and Adelaide Road. It is important that planning rules governing height limits, sunlight planes, shading effects, view shafts etc. are thoroughly reviewed and consulted upon before concept plans and designs are finalised. and are consistent with Mt Victoria heritage values.
45. We recommend that the median area of Kent and Cambridge Terraces is retained as a tree-lined, grass and gardens area. As it is Canal Reserve land governed by a Trust Deed, a reserve management plan, as required by legislation, should be prepared prior to any development. We do not want to see a repeat of the development of Victoria Street, basically a car corridor to elsewhere, with five lanes of traffic that are alienating and dangerous for pedestrians. It is important that Kent

and Cambridge Terraces are developed not just for transport, but as a destination and recreation space. If the road area is developed partly as a recreation area, the MVRA recommends lower height limits along Cambridge and Kent Terraces as sunlight and a sense of open space will become more important. Transport access should be multi-modal, with plenty of space for pedestrians, cyclists and public transport. This will enable easy access to the residences and restaurant and retail/commercial businesses which line both sides.

46. Kent and Cambridge Terraces also have the potential to be a proper ceremonial route from the sea to the historic precinct which includes the Basin Reserve, Pukeahu Memorial Park, and Government House. Ideally, the New World supermarket could be relocated so the route looks down from the Basin Reserve across Chaffers/Waitangi Park to the sea.

Housing

47. One challenge with developing more housing in Wellington is how to do it while maintaining the compactness of our city. We agree with those people at one of the planning workshops who formed the view that spatial planning needs to be in a city-wide context, and that the extra 30,000 to 50,000 people should be dispersed over a wide area of the city. Developments should not be 'greenfield', but rather in existing areas where there is already good public transport and other infrastructure, along with shops and open spaces to support amenity values.
48. We have doubts the inner city can expand much more and meet safety and amenity values. Much of the inner city is vulnerable to seismic and flooding risk, and there is a lack of open green space. Mt Cook and Mt Victoria were already in the top five most densely populated in Wellington in 2013. Mt Victoria still has potential for some housing expansion, but the MVRA is emphatic any developments are within the District Plan and guidelines for Mt Victoria, and sympathetic to the design form of the neighbourhood's mostly Victorian and Edwardian houses.
49. We strongly oppose the Shelly Bay development as its scale is too huge, it does not comply with District Plan rules, and will place undue strain on existing infrastructure, problems ratepayers will end up paying for, although the development primarily benefits private interests. We oppose including \$10m in the draft Plan for infrastructure for these reasons.

Water

50. The MVRA agrees Wellington city should continue to participate in the joint Wellington Water project as this enables cohesive management and expertise in water supply, stormwater and wastewater across four local councils.
51. Despite the severity of the 2016 Kaikoura earthquake, the 2017 Wellington City Council Annual Report advises damage to our underground infrastructure network for water, waste water and stormwater was repaired relatively quickly. However, the city's water supply network is susceptible to large scale failures should significant seismic events and other natural hazards occur, causing long-term outages. In addition, very little of the city's water demand is met from water stored in bulk supply making the network vulnerable to peak demand spikes and climate conditions. We are also concerned to note in the 2011 Water Conservation and Efficiency Plan that 16% of consumption is unaccounted for.
52. The MVRA has been participating in the hearings on the Regional Council's development of its Proposed Natural Resources Plan, most recently on water and stormwater provisions. We are concerned at wastewater contamination of stormwater, and note an officer's report stated around

80% of the network is between 40 and 60 years old, and only 10% of the network meets Wellington City Council's standards for flow capacity. We are pleased that some Mt Victoria waste water pipes are being replaced, and urge this project is extended to other neighbourhoods.

53. We are also concerned about increases in the quantity of stormwater from non-porous surfaces related to redevelopment of public spaces, such as council parks, and private properties.

54. From this brief overview, it is clear the Plan should be investing in a range of activities including the following:

- a public education programme on the merits of water conservation and actions to achieve it
- a public education programme on preparedness for the effects of an adverse event
- a programme to raise awareness about ways of reducing stormwater runoff through such measures as porous surfaces, tree-planting, and capture and storage of roofwater
- major investigations to identify where water leaks are occurring in the water supply, wastewater and stormwater networks
- a significant increase in investment on upgrading or replacing poorly functioning infrastructure for all three waters
- increased funding to maintain the network in good condition and to function well
- investigation of the feasibility of introducing grey-water recycling
- development of good coordination with other stakeholders, such as WREMO, on water supply resilience.

NAME: Steph Knight	SUBURB: Tawa	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Tawa Residents' Association
Submission to Wellington City Council
Long Term Plan 2018 - 2028
May 2018

Introduction

The Tawa Residents' Association (TRA; formerly the Tawa Ratepayers and Progressive Association) is an incorporated society that has been active in Tawa since 1960s.

We represent the interests of the residents of Tawa and surrounding areas, including Grenada North. We work in partnership with the Tawa Community Board and the Tawa Business Group to promote Tawa as a vibrant place to live, work, shop and play.

The TRA run a range of community events, building connections and resilience in the community, work with the Council on key initiatives in the area and act as a connector for the vast array of community groups and organisations in the Tawa area.

The TRA has close relationships with Tawa Community Board (TCB) and the Tawa Business Group (TBG) and works closely with Wellington City Council on matters that affect Tawa. A recent highlight of this collaboration was the establishment of a new brand for Tawa, which we look forward to showcasing more of in future initiatives.

Submission

This submission has been prepared in support of the TCB and TBG submissions, with a focus on initiatives that help to strengthen Tawa as a vibrant place to live, work, shop and play. It provides an outline of the opportunities for Council to advance in the period ahead. We request that these opportunities be incorporated into the Long-term Plan.

Our submission supports those made by the Tawa Community Board and the Tawa Business Group. In particular, we support their ideas and proposals around:

- Car parking in the main town centre of Tawa
 - Widening the angle parking on the Main Road within the Town Centre.

- Developing and implementing a parking management plan around various areas of Tawa that have parking issues
- Expanding 'park n ride' facilities
- Housing / zoning
 - Adapting to cater for those keen on apartment/townhouse living
- Better linked commercial centres
 - links from train stations and car parks to the Main Road and plaza, including improved security and safety options
- More public art and murals around Tawa
 - There are various locations that have been as identified as potential places for more art, following the success of the (New World wall) Mural
- Better and more modern signage throughout the Tawa area
 - Including wayfinding, directional and parking
 - Street flags and 'Welcome to Tawa' signs
- Implementation of measures to address flooding risks in the Tawa area
- Grenada North Sports Ground upgrade
- Shuttle service around the hills to the main shopping area
- Extending the hours of the Tawa Community Centre and opening the Linden Social Centre for regular hours to support social engagement

The Tawa Residents Association are particularly interested in advocating for:

- More use of the Linden Social Centre as a hub for services and the community
- Increased frequency of playground renewals
- Supporting the social and cultural needs, events and connections in Tawa
- Community art and murals
- EV Charging Station
- Tawa Community Centre Opening Hours
- Community facilities in Tawa that support and engage the increasingly diverse and younger population – including the Bike Pump Track, a revamped Skate Park, and a revitalised community centre and library

Linden Social Centre

The Linden Social Centre is currently an under-utilised community asset. Located in the heart of Linden, a vibrant, diverse and dynamic area, it is uniquely positioned to be a hub for that community. There is need in the Linden community for a safe and welcoming place to connect, to get information on services available – and to if possible be able to access those services locally, and to have a place to connect.

Currently the Linden Social Centre is not open regular hours – this is a missed opportunity to provide a vital community service in the heart of this area – and to provide a place for local government and central government services to reach people who need them. As well as this, local community groups, organisations and businesses could use the space to provide services and activities and to connect with local residents.

This is a valuable hub that could be utilised to better engage with Linden to support social engagement in the area.

Playground Renewals

The child and youth population of Tawa is growing – and with that comes higher demand for modern, accessible and interesting playgrounds. The Tawa Residents' Association would like to advocate strongly for frequent renewal of the play spaces in Tawa. These playgrounds are vital community spaces, providing a space for children and their families to connect. These types of facilities are attractions that also draw people into the area, which is a win for the area and local businesses.

To ensure these spaces remain vital and relevant, they need regular renewal and refreshing – to ensure they continue to excite and extend children, meet changing health and safety requirements and are something Tawa residents can be proud of.

Community Facilities in Tawa

Alongside modern and vibrant playgrounds in Tawa, a range of community facilities that support and engage the needs to the diverse population, including a range of ages and cultures, are vital. Tawa has had investment recently to rejuvenate the Bike Pump Track – and this has been welcomed and enjoyed by the community.

The Tawa Residents' Association would advocate strongly for investment that maintains and further enhances these facilities and other modern facilities in Tawa, so that locals don't need to travel to find these things in other areas. Examples include an upgraded Skate Park and a revitalised community centre/library in the town centre. Ideally, a facility that is co-located in one building that is more modern, inviting and fit for purpose.

Community Art & Culture

The Tawa mural has been a successful addition to the Plaza area of Tawa, and proudly holds its place while the Plaza upgrade takes shape. The Tawa community has expressed interest in more community art around the suburb, and various locations have been highlighted as potential locations for more art.

We are keen to work with the Council as well as with community groups, cultural groups, schools and local artists to provide more art installations that showcase the diverse range of people, experiences and creativity in Tawa.

Tawa Community Centre

The Tawa Community Centre is a gem in Tawa. It's a hub for activity with a large variety of local groups and organisations using the space to teach, learn, connect and engage. In addition, the current advocate provides a great service to the community, connecting people and groups and providing a place for people to come during the mornings to meet.

The opening hours of the Community Centre (currently 9am – 1pm) limit the centre being used to its full potential as a community hub. We strongly advocate for increased opening hours to enable the centre to fulfil its potential as the key connection point in the community.

Supporting the social and cultural needs and events of the Tawa Community

Tawa is a unique community – a diverse melting pot of cultures, demographics and population groups. To ensure a connected, resilient and safe community, events and

initiatives that support the social and cultural needs of Tawa are critical. The Tawa Residents' Association promotes and runs a wide range of events and initiatives that support these needs. We consider there is a strong role for the Council to support these initiatives given the strong link to social outcomes including resilience, connections and public safety.

EV Charging Station

When Transmission Gully is completed, Tawa will be uniquely placed as the gateway to Wellington City and as such we want to ensure that the suburb is equipped to cater for the range of motorists we will attract. The Tawa Residents' Association considers that an electric vehicle charging station will be vital to support this role. EVs are increasingly popular in Tawa and this will be an attraction for motorists to come into Tawa.

There is already an active EV owners group in Tawa, and this will only increase as EVs become more popular. This is a great opportunity to get Tawa on the map as an EV charging location.

Summary

In summary, the Tawa Residents' Association's aim is to:

- create a vibrant, engaged, resilient and connected community – a strong sense of identity and connection in Tawa
- promote 'brand Tawa' – showcase what's on offer and encourage people to come work, live, shop and play in Tawa
- have an ongoing relationship with the Council – development and enhancement of Tawa and surrounding area
- be included in key council processes – including long term and strategic plans
- be a strong, central point – the gateway to Wellington with linkages to and from the Capital.

The relationships and initiatives outlined above will ensure Tawa continues to be a connected, forward thinking, vibrant suburb, with a supportive community and thriving businesses.

NAME: Andrew Smith	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5:
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Resilience and environment summary

Water storage capacity and network improvements	
Wastewater network improvements	
Tawa and Miramar Peninsula stormwater network improvements	
Built Heritage Incentive Fund (BHIF)	
Building accelerometers	Support
Predator Free Wellington	Support
Community-led trapping	Support
Resilience of the transport corridor	Support
Security of water supply	
Waste management and minimisation	Support
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	
<p>We have long been strong supporters of the WCC's work to improve the sustainability of our city and its overall resilience, and have worked productively with the Council on various initiatives in both areas. Once again, we express our support for the initiatives set out in the Draft Plan, including a widespread roll-out of building accelerometers, work to improve the resilience of the transport corridor, and waste management and minimisation. The focus on community-led trapping and Predator Free Wellington is closely aligned with research undertaken by the School of Biological Sciences, and we would welcome ongoing collaboration in order to achieve the Council's aims in these respects. We are generally supportive of the proposed increased level of service for water management. We are also supportive of the \$2m set aside for storm clean-up after severe weather. However, we do not see investment set aside for climate change mitigation planning, which we believe needs clear budget provision. In addition, we encourage consideration of the framework of the United Nations Sustainable Development Goals (SDGs) as a unique opportunity to bring together multiple, interconnected domains of interest, required for a sustainable future.</p>	

Housing summary

The Strategic Housing Investment Plan (SHIP)	
Wellington Housing Strategy	

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Support

Do you have any other comments?

Affordable HousingWe strongly agree with the Mayor's statement in the introduction that safe and affordable housing should be available to everyone in Wellington. This is particularly important for Victoria, given our aim to double the student population over the next 20 - 30 years. Finding suitable and affordable accommodation is already a concern for our students and these pressures will only increase. In order to maintain housing affordability, attention needs to be given to the process by which housing is approved. Presently, the cost of seeking consents for new developments is too high, which places Wellington at a disadvantage to other cities and regions. The proposal to introduce Special Housing Areas in Wellington will help, bearing in mind the need to ensure that appropriate consideration is still given to environmental considerations. However, every stage of the consenting process needs to be made affordable, and further thought should be given to the various markets the housing stock is designed to supply. In short, what is affordable for first home buyers, will be different to what is affordable for students in the rental market.

Sustainable CommunitiesIn addition to the measures proposed by the Council, we recommend that consideration also be given to how new housing areas will be supported by infrastructure like public transport routes, retail areas, and community services like libraries and sporting facilities, to ensure that special housing areas become sustainable communities over the medium and long term. We understand that the provision of public transport is an issue for the Greater Wellington Regional Council, but we urge the WCC and GWRC to work together closely to ensure that additional housing stock is serviced in such a way that residents are still able to conveniently access the CBD. We make further submissions on transport strategy below.

Rental Warrants of FitnessWe support the idea of rental warrants of fitness in principle, as we are concerned by anecdotal evidence of substandard accommodation for our students. To that end, we would appreciate the opportunity to review the results of the trial conducted last year. While we support the idea, we also caution that support needs to be provided to landlords to help bring their properties up to the required standard, and that the standards set are achievable to enable landlords to comply. These considerations are essential to avoid landlords passing on these costs to their tenants.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Support

Do you have any other comments?

We strongly agree with the broad objectives of the plan as it relates to transport - to improve access around our city, to promote alternatives to private car usage and to reduce congestion. As well as additional bus routes, additional transport options could include light rail. However, the objective in all discussions about the mix of public transport should be to provide fast, cheap transport in and around the city and to major hubs in surrounding suburbs. The Long Term Plan refers to the Let's Get Wellington Moving programme (LGWM). We support the provision of funding for LGWM and are pleased to see collaboration between the WCC, Greater Wellington Regional Council and NZTA, but we note that the focus of LGWM is on the Ngauranga to Airport corridor. Clearly, this is a priority for the city as a whole, but we would also like to see consideration given to improving the connections between our campuses, which would also benefit the broader community. We support increased investment in cycling but connecting the western suburbs (including Kelburn) to the city do not appear to be a priority for the next 10 years. We encourage the WCC to give greater attention to these connections, as the greatest benefits from cycle-ways

result from them being free from breaks in the infrastructure.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Creativity is one of the traditional strengths of Victoria University and we are working to foster even greater cross-disciplinary collaboration across the University under the academic theme of Cultivating Creative Capital. We are fully supportive of the general aim to consolidate Wellington and New Zealand's centre for arts and culture. To this end, we continue to support the Council's plans to earthquake strengthen the Wellington Town Hall and to invest in Wellington's reputation as a centre of creative and cultural excellence. Work to develop a national music centre in the heart of Wellington is progressing well, as is the joint fundraising campaign.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

15 May 2018

Wellington City Council
PO Box 2199
WELLINGTON 6140

Wellington City Council Long Term Plan 2018-2028

Victoria University of Wellington is pleased to have the opportunity to comment on Wellington City Council's Draft Long Term Plan 2018-2028. The University has supported the content and direction of the Council's previous annual plans and, once again, supports the broad direction for the current draft.

As the largest and oldest tertiary education provider in Wellington, and one of the region's biggest employers, Victoria University plays a vital role in the city. We contribute around \$1 billion to the regional economy every year, employ more than 2,500 staff, and educate more than 20,000 students.

In addition to providing access to tertiary education, continuing education and professional and executive development programmes, Victoria University's academic staff conduct research of the highest quality. We offer a full calendar of public events and have extensive local, national, and international connections. As New Zealand's capital city university, Victoria plays a major role as a critic and conscience of society.

Victoria works closely with the Council on a broad range of initiatives that contribute to the city and the wellbeing of its people. It is, therefore, with great interest that we read the Council's draft plan, and we have a number of comments set out below.

Housing

Affordable Housing

We strongly agree with the Mayor's statement in the introduction that safe and affordable housing should be available to everyone in Wellington. This is particularly important for Victoria, given our aim to double the student population over the next 20 – 30 years. Finding suitable and affordable accommodation is already a concern for our students and these pressures will only increase.

In order to maintain housing affordability, attention needs to be given to the process by which housing is approved. Presently, the cost of seeking consents for new developments is too high, which places Wellington at a disadvantage to other cities and regions. The proposal to introduce Special Housing Areas in Wellington will help, bearing in mind the need to ensure that appropriate consideration is still given to environmental considerations. However, every stage of the consenting process needs to be made affordable, and further thought should be given to the various markets the housing stock is designed to supply. In short, what is affordable for first home buyers, will be different to what is affordable for students in the rental market.

Sustainable Communities

In addition to the measures proposed by the Council, we recommend that consideration also be given to how new housing areas will be supported by infrastructure like public transport routes, retail areas, and community services like libraries and sporting facilities, to ensure that special housing areas become sustainable communities over the medium and long term. We understand that the provision of public transport is an issue for the Greater Wellington Regional Council, but we urge the WCC and GWRC to work together closely to ensure that additional housing stock is serviced in such a way that residents are still able to conveniently access the CBD.

We make further submissions on transport strategy below.

Rental Warrants of Fitness

We support the idea of rental warrants of fitness in principle, as we are concerned by anecdotal evidence of substandard accommodation for our students. To that end, we would appreciate the opportunity to review the results of the trial conducted last year.

While we support the idea, we also caution that support needs to be provided to landlords to help bring their properties up to the required standard, and that the standards set are achievable to enable landlords to comply. These considerations are essential to avoid landlords passing on these costs to their tenants.

Transport

We strongly agree with the broad objectives of the plan as it relates to transport – to improve access around our city, to promote alternatives to private car usage and to reduce congestion.

As well as additional bus routes, additional transport options could include light rail. However, the objective in all discussions about the mix of public transport should be to provide fast, cheap transport in and around the city and to major hubs in surrounding suburbs.

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We support increased investment in cycling but connecting the western suburbs (including Kelburn) to the city do not appear to be a priority for the next 10 years. We encourage the WCC to give greater attention to these connections, as the greatest benefits from cycle-ways result from them being free from breaks in the infrastructure.

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Creativity is one of the traditional strengths of Victoria University and we are working to foster even greater cross-disciplinary collaboration across the University under the academic theme of **Cultivating Creative Capital**. We are fully supportive of the general aim to consolidate Wellington and New Zealand's centre for arts and culture.

To this end, we continue to support the Council's plans to earthquake strengthen the Wellington Town Hall and to invest in Wellington's reputation as a centre of creative and cultural excellence. Work to develop a national music centre in the heart of Wellington is progressing well, as is the joint fundraising campaign.

Resilience and Environment

We have long been strong supporters of the WCC's work to improve the sustainability of our city and its overall resilience, and have worked productively with the Council on various initiatives in both areas.

Once again, we express our support for the initiatives set out in the Draft Plan, including a widespread roll-out of building accelerometers, work to improve the resilience of the transport corridor, and waste management and minimisation. The focus on community-led trapping and Predator Free Wellington is closely aligned with research undertaken by the School of Biological Sciences, and we would welcome ongoing collaboration in order to achieve the Council's aims in these respects.

We are generally supportive of the proposed increased level of service for water management. We are also supportive of the \$2m set aside for storm clean-up after severe weather. However, we do not see investment set aside for climate change mitigation planning, which we believe needs clear budget provision.

In addition, we encourage consideration of the framework of the United Nations Sustainable Development Goals (SDGs) as a unique opportunity to bring together multiple, interconnected domains of interest, required for a sustainable future.

On behalf of the University, I would like to thank you for this opportunity to comment on the Draft Long Term Plan 2018-2028.

Yours sincerely



Grant Guilford
Vice-Chancellor and Chief Executive

NAME: Colin Stone	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: presentation
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Support

Do you have any other comments?

Sport NZ support the Cycling Master Plan and the ongoing development of a safe cycleway network as a contribution towards "Getting Wellington Moving". According to Active NZ 2013-14 national (adult) data, cycling and biking are in the top ten activities, with 53% of adults cycling to improve their physical wellbeing and 40% purely for active transport. Adult Road Cycling in Wellington sits close to the national average at 7.7% (national average 7.5%) but is lower for young people at 23.8% (national average 28.6%). Outside of the specifics relating to the Cycling Master Plan the Wellington City Council Long-Term Plan (2018-28) makes very little reference to sport and active recreation. Yet sport and active recreation is and can be a significant contributor to community resilience and active transport. As the Value of Sport Report identifies the sports sector contributes significantly to Happier, Healthy People; Better Connected Communities and A Stronger New Zealand. The learnings from both the Christchurch and Kaikoura earthquakes for example have demonstrated that sport and active recreation can contribute to revitalising communities and building social cohesion.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

**SUBMISSION IN RESPONSE TO
WELLINGTON CITY COUNCIL'S**

Long-Term Plan (2018-28)

15 MAY 2018



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1. INTRODUCTION

Sport New Zealand (Sport NZ) is the crown entity responsible for getting more New Zealanders physically active, keeping competitive sport strong, clean and fair, and ensuring there are pathways for our most talented sportspeople to realise their potential.

Our research shows that participation in sport and recreation is declining (down 7.7% among all New Zealand adults between 1998 and 2014). This trend is particularly profound among:

- Young adults (18-24) – down 13.9%
- Pacific (11.4%) and Māori (8.4%) communities
- Households with combined incomes under \$40,000 pa
- Men (down 9.2% v a drop of 6.4% for women)

Wellington City Council, like many councils in New Zealand, faces several challenges in relation to the provision of sporting and recreation opportunities. The current development of a Regional Sports Facilities Strategy will provide Council with a higher level strategic view of priorities for the city and surrounding region.

This will then support better investment decisions and ensure facilities are modern, safe and well used, and that importantly, that they meet the needs and lifestyles desired by your citizens. Investment in the renewal, upgrade or refurbishment of existing assets, ahead of building new, is a pragmatic and cost-effective approach.

Demands on capital funding budgets are likely to increase as assets age and it will therefore become increasingly important for all stakeholders to work collaboratively to improve the delivery of sport and recreational opportunities.

Community sport and recreational opportunities need to be sustained in partnership with others, such as charitable trusts, the Ministry of Education (via schools), community groups and clubs. Maintaining ageing assets, current service levels and facility sustainability is likely to become increasingly difficult, especially for areas with minimal growth and/or ageing populations. Partnering, co-location and shared services that avoid unnecessary duplication and underutilisation of sports and recreational facilities needs to continue, and rationalisation of poor performing facilities should be considered.

Sport NZ acknowledges the involvement and contribution of the Council towards the development of the Regional Facilities Strategy for the Greater Wellington Region in 2017/2018. The plan will set out at a high level, identified priority projects for the region in the short, medium and long term. Sport NZ looks forward to continuing its support in the region through its partner Sport Wellington and encourages Council to maintain its involvement and investment in its implementation.

In addition, Sport NZ also congratulates the Council on the work that is being undertaken in planning, promoting, facilitating and delivering community sports hubs, such as Toitu Poneke Community Sport Hub.

2. ABOUT SPORT NZ

Sport NZ is the crown entity responsible for getting more New Zealanders physically active. There is global evidence that this enhances their physical and mental health, education outcomes and general wellbeing - and makes for a more cohesive society.

Our other key roles include keeping competitive sport strong, clean and fair, and ensuring there are pathways for our most talented sportspeople to realise their full potential.

OUR APPROACH

We are now into the third year of our Community Sport Strategy, which has put a strong emphasis on using research to better understand how societal changes and the changing make-up of New Zealand's population impact the level and nature of participation in sport and recreation. We are working with regional sports trusts, such as Sport Wellington, councils and other local stakeholders to find local solutions to turn the declining participation numbers around.

Our primary focus is on young people (5 to 18 years), particularly teenage girls and three ethnic communities where the barriers to participation for young people are most profound: Māori, Samoan and Indian. It is our belief that providing quality experiences in sport in recreation for our young people is the secret to ensuring New Zealanders remain physically active as they age and grow.

THE IMPORTANCE OF COUNCILS TO OUR APPROACH

Councils play a key role in our focus on young people. They are an important partner for regional sports trusts such as Sport Wellington, in whom we are a significant investor and partner – and who are the regional champions of our strategy to grow participation. They are also the champions for Living Well, the Wellington Region Sport and Active Recreation strategy, which aligns to our national strategy

Sport NZ also supports councils in the facilitation and delivery of major events, and councils, generally appreciate how events can add value to the social and economic growth of the region. Councils are also increasingly involved in running or supporting local programmes drive to local physical activity and wellbeing outcomes.

However, our key areas of work with councils – and how your Long-Term Plan 2018-28 can help grow participation in sport and recreation – remains the planning, investment and operation of the facilities and open spaces which enable sport and recreation.

That's why Sport NZ has worked with a number of councils across New Zealand to develop Regional Facility Plans to ensure their prioritisation of sport and recreation facilities aligns with both current and future needs, and that they are run in a way which maximises community benefit. Wellington City Council are to be congratulated for their proactive contribution towards the provision and support of sport and active recreation facilities across the greater Wellington Region.

3. THE VALUE OF SPORT AND RECREATION

On 17 March, Sport NZ launched a new study that explores the value of sport and recreation to New Zealanders, their communities and our country. *The Value of Sport* is based on extensive research, including a survey of around 2,000 New Zealanders and a review of previous studies from here and around the world.

People we spoke to see real value in participating in sport and recreation:

- 92% believe being active keeps them physically fit and healthy, and helps relieve stress
- 88% believe that sport and other physical activities provide them with opportunities to achieve and help build confidence
- 84% believe sport brings people together and create a sense of belonging
- 74% say sport help builds vibrant and stimulating communities.

Our research also showed the ability of sport and recreation to create good young adults and improve the health and wellbeing of New Zealanders. Key findings include:

Sport and physical activity can reduce rates of many physical health related disorders and improve health outcomes as a result

Significant studies have identified relationships between physical activity and reducing type 2 diabetes, high blood pressure, cardiovascular disease and obesity related disorders. Regular physical activity results in similar outcomes for children, including improved cardiovascular fitness, decreased risk of type 2 diabetes, improved bone health, and maintaining a healthy weight. There is at least moderate evidence of physical activity having beneficial impacts on rates of breast cancer, colon cancer, osteoporosis and stroke.

Evidence indicates a positive association between children's physical activity participation and academic achievement

There is a positive association between physical activity and higher test scores, improved reading comprehension and a positive orientation towards achievement. There is also evidence that children can spend more time being physically active and less time in the classroom without having an impact on academic achievement. There is a positive association between sport participation and higher academic performance, attendance rates and less lateness and stand downs.

Participation in sport has been linked with greater employability in graduates.

Sport at university was associated with greater employability compared with attending the gym, or not engaging in sport – and this effect was greater for graduates who take part in sport and volunteering. Employers listed a wide range of attributes developed through sport, including teamwork, communication skills, motivation, competitiveness and resilience.

There is a link between sport participation, improved social capital, feelings of social cohesion and community identity

Because sport acts as a conduit to bring individuals within communities together, to make friends and to develop networks, it also presents an opportunity to develop social capital. There are strong associations between national levels of sport club memberships and levels of social trust and wellbeing. Some evidence also suggests that sport and recreation in youth may also result in increased levels of community involvement as an adult.

FIND OUT MORE AT SPORTNZ.ORG.NZ/VALUEOFSPORT.

4. THE CHANGING NATURE OF PARTICIPATION IN SPORT AND RECREATION

A research study released by Sport NZ in October 2016 found that national adult participation in sport and recreation had decreased by 7.7% between 1998 and 2014. This trend was particularly profound among:

- Young adults (18-24) – down 13.9%
- Pacific and Maori communities – down 11.4% 8.4% respectively
- Households with combined incomes under \$40,000 pa

According to our most recent Active NZ Survey (2013-14), 78% of adults in greater Wellington took part in sport and active recreation in any given week. The most popular active recreation activities were walking, swimming, running and equipment-based exercise, while the most popular sports were cricket, golf, football and netball.

62% of adults indicated that they were keen to try a new activity or do more of an existing activity. In addition, the Active NZ Survey (2013-14) also identified different participation rates for different ethnicities, where adults from Asian ethnicities participated at a lower rate than all other ethnicities. As this population expands in Wellington, the region will be further challenged in delivering inclusive opportunities that meet the needs of all Asian peoples.

That challenge is expected to grow. Population projections from Statistics NZ show that between 2013 and 2038 Wellington is forecast to add approximately 50,000 more people to its population. Of that 50,000 people 72% (approximately 36,000) will identify as being from an Asian ethnicity.

5. OUR FEEDBACK ON YOUR LONG-TERM PLAN

The following responds directly to some of the specific areas outlined in the Wellington City Council Long-Term Plan (2018-28):

Cycling Master Plan

Sport NZ support the Cycling Master Plan and the ongoing development of a safe cycleway network as a contribution towards 'Getting Wellington Moving'. According to Active NZ 2013-14 national (adult) data, cycling and biking are in the top ten activities, with 53% of adults cycling to improve their physical wellbeing and 40% purely for active transport. Adult Road Cycling in Wellington sits close to the national average at 7.7% (national average 7.5%) but is lower for young people at 23.8% (national average 28.6%).

Outside of the specifics relating to the Cycling Master Plan the Wellington City Council Long-Term Plan (2018-28) makes very little reference to sport and active recreation. Yet sport and active recreation is and can be a significant contributor to community resilience and active transport. As the *Value of Sport* Report identifies the sports sector contributes significantly to Happier, Healthy People; Better Connected Communities and A Stronger New Zealand. The learnings from both the Christchurch and Kaikoura earthquakes for example have demonstrated that sport and active recreation can contribute to revitalising communities and building social cohesion. So while not referenced in council's Long-Term Plan there are a number of projects in the pipeline that we wish to comment on

Tracks and Trails

Sport NZ congratulates Wellington City Council on its leadership of and commitment towards the Wellington regional trails framework, *Trails for the Future* and the Regional Mountain Bike Park at Makara Peak. The Wellington region enjoys unique conditions as a mountain bike destination and the coordination and development of further opportunities, developed in a collaborative way, across the greater Wellington region is a logical step in the right direction. According to Active NZ 2013-14 Wellington enjoys above average participation in mountain biking at 6.3% for adults (national average 5%) 39% of adult mountain bike users participate for physical wellbeing with 23% participating for fun. For young people (5-18), 43% are participating for fun. (Sport NZ Young People Survey, 2011). A coordinated approach and an ongoing commitment to the provision of trails and mountain bike specific tracks can only enhance these statistics.

Sports Hub Developments.

Sport NZ congratulates the Council on the work that is being undertaken in planning, promoting, facilitating and delivering community sports hubs, such as Toitu Poneke Community Sport Hub. These projects can be challenging and council's tenacity and leadership in these projects are acknowledged. Projects such as Toitu Poneke create a focal point for sports participation and collaboration and will contribute to the social and physical wellbeing of their respective communities. In particular, the development of fit for purpose and sustainable facilities in lower socio-economic communities will enable sports clubs to focus on sports provision and the quality of their services, rather than maintaining ageing facilities that are no longer fit for purpose. We are aware of council's focus on the development of a sports hub in Grenada North and encourage council to continue its leadership role in facilitating these projects alongside its partners such as Sport Wellington.

Newlands Park upgrade

As council will be aware the growing northern suburbs of Baylands, Woodridge and Grenada Village will continue to add pressure to sports ground facilities on the North Eastern side of State Highway 1. While small, Newlands Park provides an important sports participation hub particularly for young people in local community and school football and rugby competitions. Yet the quality of the surface and drainage for this ground is of a poor standard. We understand that council is considering significant improvement to this park and we encourage council to give this urgent consideration, given the current condition of the playing surface.

Renouf Tennis Centre

We understand that there is considerable work required to renew and upgrade the Renouf Tennis Centre. This is a significant and important regional facility that serves the needs of both the local community and that of the lower North Island. It is vital that it retains its relevance as a fit-for-purpose tennis facility that can host regional, and national tennis events and be a catalyst for community sport participation not only for tennis but for a range of other activities. Sport NZ offers to work alongside council in order to protect and re-generate this important sports facility.

6. SPORT NZ CONTACTS

Should the Council seek information or clarification further to this submission, please contact:

COLIN STONE
Regional Partnership Manager - Central
M: 0274 451 339
E: colin.stone@sportnz.org.nz

JULIAN TODD
Spaces and Places Consultant
M: 021 021 99149
E: julian.todd@sportnz.org.nz

NAME: Ellen Blake	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: forum
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

New housing and subdivisions Good provision of affordable social housing means that it must also be walkable with good public transport connections. Housing that requires high use of private vehicles is not affordable and would not be consistent with the Urban Growth Plan principles of the sustainable transport hierarchy. Accessibility is compromised in many places around Wellington because a consistent good footpath standard is not met. Living Streets supports development of appropriate guidelines to direct affordable housing with walkable design.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Safer speeds Living Streets support a review of speeds in Wellington to reduce speeds on all roads to an appropriate safe design speed. Speed is a key factor in reducing road crashes, and the impact of those crashes reduces with lower speeds. Initiatives will include a reduction in speeds outside all schools to 30 km/hr. o reduced speed in the central area to 30 km/hro reduce speed in all suburban centre shopping areas and pedestrian high-use areas o reduce speed to 30km hour in select compact suburbs (e.g. Mt Victoria) o reduce all 70 km/hour roads to 50 km/hour, e.g. Ohiro Road, Cobham Drive, Wellington Road, Ruahine Sto reduce speed to 30 km hour on roads through parks to enhance the natural outdoor experience and connection across parks, eg Alexandra Road through the Town Belt%ŪÇ Review and make appropriate speeds More accessible streets Living Streets sees the new GPS on Transport funding as an opportunity for Wellington to improve accessibility on all footpaths. Accelerating footpath maintenance work should be considered with the footpath maintenance FAR as part of the local road maintenance class. Any improvements will particularly benefit the health and safety of our ageing and growing population. Use of appropriate standards and design guides as a minimum to improve accessibility is required. These guides are available with the NZ Pedestrian Planning and Design Guide, RTS 14 for vision-impaired pedestrians, and NZS 4212:2001 for accessible buildings. Projects include: o Featherston Street footpaths need improvement, a main route from the Railway Station, was identified in a Community Street Review as an example of a narrow, cluttered, and substandard footpath that lacked good kerb dropdowns. o The Terrace busy footpaths require upgrading both in terms of surface and width. This area should prioritise pedestrian movement. 1. An uphill cycleway is needed. o Remove slip lanes from Courtenay Place, Aitken/Hill and Molesworth St, Mulgrave and Thorndon Quay, Bowen St/the Terrace, and Lambton Quay, to improve safety and connection for pedestrians o Trialling of temporary street improvements, using street furniture such as bollards, planters and seats to create space for people. At places such as side streets connecting with the Golden Mile; reducing the road width at the corner of Aurora Tce and Clifton Tce to make crossing the street easier; reducing the width of Maginnity St; enhancing the area under the motorway bridge over Thorndon Quay, including the (unsigned) walkway to Hobson St. o Review of and better control and management of facilities occupying pedestrian space, such as restaurants/cafes (all of which should be required to be non-smoking) and advertising signs, chairs and tables o Improvement of pedestrian crossing timings, with a standard minimum level of service for pedestrians; Improvement in pedestrian crossings, complete the missing sections of uncontrolled crossings e.g. at Oriental Parade/Cable St, and at the Abel Smith St/Cuba St intersection o Review all signalised intersections to remove vehicles turning through crossing pedestrians, e.g Lambton Quay %ŪŪ Bowen Sto Develop more smart crossings with to allow longer green 'man' time and longer cross times for those that need it (Puffin crossings) o Increase use of countdown clockso Review suburban and side street crossings to use more raised pedestrian crossings, such as those on Main Road, Tawa. o Review all intersections to ensure they all have drop-down kerbs from the footpath to allow easy access for buggies and wheelchair users, and all drop-down kerbs have tactile markings for vision-impaired people to meet minimum standard requirements. Connections Improve suburban walking opportunities by improving connections to suburban centres and schools, including: o Kilbirnie requires several safe pedestrian-crossing opportunities on Cobham Drive to the shore, combined with lower speeds on this road o improve walking routes to Johnsonville, Porirua, and the Hutt.

Improvements are required to address disconnect across wide busy roads, eg Ngauranga Gorge Road, last 800 metres to Petone. Noise and pollution from busy roads need amelioration with shade and noise reduction plantings with ample good crossing points and seating. The new footpaths around the access to Porirua across the Transmission Gully road need to be well designed and implemented. Mt Victoria tunnel footpath needs to be improved. Narrowing roads and other safety improvements at intersections and crossing points, eg like Tawa raised pedestrian crossings. Pedestrian steps, zig zags and shortcuts maintenance and improvements can be increased and include seats and better lighting. Supporting public transport use and the walk to work. Wellington has great train, bus, Cable Car and cross-harbour ferry services. Promoting use of public transport services is the safest way to travel and reduces congestion on roads. Public transport is important for and extends walking trips. A target rate for public transport use (target 18%) and to increase the number who walk to work (target 25%) would be useful. Living Streets would like to see WCC do audits around train stations and main bus stops to see what improvements can be made e.g. more shelters, seating, wayfinding signs and maps for visitors, timetable information, and minimum footpath standards to access the stops. (NB Adshel structures do not provide adequate shelter in windy, wet weather, and the advertising hoardings block views and detract from our city-scape). Provision and improvement of wheelchair access to public transport stops, such as was done with the northbound platform at Takapu Rd Station. Community street reviews are a useful cost-effective tool to identify pedestrian improvements (such as those mentioned above) undertaken by users. Living Streets supports more spending on bus lanes. Other improvement for public transport, include such things as traffic light pre-emption for buses, offsetting the use of diesel buses, including mitigating the increased emissions and noise, particularly along the Golden Mile. The Golden Mile is a well understood constraint on the whole bus network. Improvements can be made without major works. Our suggestions include:

- Close off more Lambton Quay side roads to improve bus flow and pedestrian amenity,
- remove car and taxi parking to side roads, and ensure accessibility parking is closest to Lambton Quay
- remove bike parking from the footpath and reduce other clutter
- Implement more Jan Gehl ideas (2004) to make better connections with the waterfront
- Implement improvements from the recent Golden Mile Safety Review study (Bullen Consultancy, January 2016)
- During the morning and evening peaks, ban all vehicles along The entire Golden Mile, moving and parked, except buses

Promoting walking. An area with high potential for development is to encourage more walking and help to increase walk mode share. Initiatives include:

- Workplace travel plans starting with the Council-
- More school travel planning-
- More walk events in parks and public spaces, and-
- Challenges that appeal to younger people.

Parking review. Living Streets support the work to review and improve vehicle-parking policy. This has potential to significantly improve footpath space and make public space allocation on roads more fair. Bicycle parking should be provided on-road (and off footpaths), and in more places. While EVs are welcome they should not impinge on footpath infrastructure and a careful design for EV charging should be developed on-road. There is no need for further footpath clutter. Recreational walking provision. Walking is the most significant recreational activity of all New Zealanders and a particular favourite for women. Wellington is well-placed to build on this strength but needs to show more leadership in this area. Recreation walking routes need to focus on improving the walking experience and provide an opportunity for residents and tourists alike. Two significant developments would be to better support and progress Te Araroa and the Great Harbourway. Living Streets supports separated walk and cycle paths. Living Streets does not support the shared path approach as these provide a poor level of service for pedestrians and can be a barrier to many, particularly older people. Dedicated pedestrian-only footpaths and cycle lanes should be the norm as this is best practise design. Crashes with serious injuries do occur on shared paths. The incidence of pedestrian-cyclist crashes will increase with this approach. Wellington needs to ensure that its transport assets support carbon efficiency, for instance

- by promoting walking
- by optimising bus stops to ensure operational efficiency and increased patronage
- by better use of roadspace through footpath widening, bus lanes, and separate cycleways
- by integrating the cable car with the Metlink public transport network
- reviewing intersections so pedestrians crossing have a good level of service

include emissions from the airport and its operations (including the effects of any runway extension) in the picture.

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Age friendly city for both young and old require:

- o More public seating in all areas to enable those with mobility problems to walk around, thus remaining active and being part of the community with appropriate rest stops
- o More drinking fountains
- o Shade trees and well designed shelters
- o Greenway development to provide alternative pleasant walking routes away from vehicle traffic
- o Pedestrianise Cuba Street along its entire length with removal of all vehicles. This would declutter the tiny footpath and allow a better, more accessible through-route under the verandahs, with other activities taking over the road space. This is an approach very successfully used in many other cities.
- o Tory St has become a major residential and popular retail area, and more improvements in the street environment are required with better crossing points. An uphill bike lane is needed. The link to Tasman St across Pukeahu should be improved or closed.
- o We support the trial in lower Tory Street and look forward to its final improved design. It has been a great success and got a lot of discussion going.
- o Close one lane on each side of Aotea/Waterloo/Customhouse Quays to make a dedicated cycle lane try this as a trial if necessary. Creating a cycle lane on the quays, so that most cyclists are off the waterfront will significantly improve the waterfront experience. Commuting cyclists moving at speed prefer not to be sharing space with pedestrians on the waterfront. Pedestrians certainly prefer safe vehicle-free environments.

Wayfinding

essential for accessibility

Good wayfinding through innovative design, signposting and provision of maps at appropriate high-use areas and for recreational walking includes:

- o Wellington Railway Station street maps and signposting with walking times included
- o Crofton Downs Station indicating the route to Huntleigh Park and the Outer Green Belto
- o Pedestrian exit roads require proper signposting. These roads are often incorrectly labelled
- o Ngaio Station indicating the way to Heke St Reserve
- o Awarua Street Railway Station indicating the way to the Outer Green Belto
- o Khandallah Station indicating the way to Khandallah Parko
- o Raroa Station indicating the way to Johnsonville Parko
- o Redwood Station indicating the way to the Forest of Tene, Larsen Crescent Reserve and Redwood Busho
- o Warwick Street bus stop indicating the way to Otari-Wiltons Busho
- o Norway Street bus terminus indicating the way to Otari-Wiltons Busho

Use of a wider range of wayfinding methods. For example we have suggested using stencils as a cheap way to indicate that a route is a shortcut, not a private property entrance

Put maps of the surrounding area at major bus stops and stations throughout the public transport network, and include a map of the bus network

Create branded walking routes with simple signage to show people that they are still on the route, e.g. the Great Harbour Way, the Commonwealth walkway could be further enhanced

Improve wayfinding at Wellington Railway Station so that routes to Lambton Quay/ Parliament, Featherston Street and the waterfront are clearly indicated including the accessible paths.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Living Streets Aotearoa



www.livingstreets.org.nz

Submission from Living Streets Aotearoa to Wellington City Council on the Wellington City Council Long-term Plan 2018-2028

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **15 May 2018**

Submission

Living Streets Aotearoa thanks the Council for this opportunity to submit on the long-term plan. We would like to make these proposals additional to the letter sent from Living Streets on 25 March 2018.

Good pedestrian infrastructure, slower speeds, encouraged by good urban design, make towns and cities safer and more attractive and encourage visitors and residents alike to linger, enjoy and spend. Walking is people's favourite active leisure activity, so better connected suburbs and parks, footpaths and reserves will be popular with residents.

Living Streets have successfully lobbied Government for a Funding Assistance Rate for footpath maintenance. This will be included in the local roads maintenance class in the new GPS on Transport. This should relieve pressure on Council budgets and allow increased spending on pedestrian infrastructure with a matched contribution. There is also available an increase in funding for the Walk and Cycle Activity Class for new initiatives to support more walkable places.

As this is newly announced GPS funding we have provided a list of suitable projects to be included in the long term plan that can make use of this increased funding. These projects will be a step in the right direction to make the sustainable transport hierarchy adopted in both Our City Tomorrow and the Urban Growth Plan a reality. Living Streets encourages the rapid uptake of this funding with bold projects to make pedestrian infrastructure and support for walking better.

Living Streets supports setting some bold targets to help focus effort on desired outcomes. Good data is the basis for good decisions. There is now an international standard for measuring walking that can assist in identifying and monitoring progress on walking initiatives <http://www.measuring-walking.org/>.

We support the proposals in the Long-Term Plan to the extent that they will make Wellington a more liveable city. Particularly those measures addressed at improving the natural and street environment, being the City of Culture (including strengthening the Town Hall), becoming more resilient, and becoming the low-carbon capital. We support the improvement of existing infrastructure and the use of trials to test out ideas and make best use of the assets we have.

Living Streets embrace the vision expressed by Wellington people who want a compact walkable city as demonstrated in every consultation over at least the last 20 years.

Walk-to-school

Living Streets is concerned by the nationwide drop in the numbers of children walking to school. From 1989/90 to 2010-14 the numbers of 5 to 12 year-olds walking to school plummeted from 42% to 29% (MoT data). This is something we can take action on and a target in the long-term plan to improve the walk-to-school mode-share is important.

A school travel programme for every school in Wellington would be a step in the right direction to get students more active. We would like to see an ambitious target for children walking to school in Wellington. Improvements in physical and mental health and alertness of students and congestion would all improve with more walking to school.

Living Streets expects LGWM to deliver a child-friendly Basin Reserve with pedestrian priority to cater to the large schools in the area. Bus priority through the Basin roundabout with no shared paths will all assist improve the environment for walk to school in this area.

Living Streets offers our experience and enthusiasm to work more closely on this initiative with WCC.

- Target to improve walk to school

Safer speeds

Living Streets support a review of speeds in Wellington to reduce speeds on all roads to an appropriate safe design speed. Speed is a key factor in reducing road crashes, and the impact of those crashes reduces with lower speeds. Initiatives will include

- a reduction in speeds outside all schools to 30 km/hr.
- reduced speed in the central area to 30 km/hr
- reduce speed in all suburban centre shopping areas and pedestrian high-use areas

- reduce speed to 30km hour in select compact suburbs (e.g. Mt Victoria)
 - reduce all 70 km/hour roads to 50 km/hour, e.g. Ohiro Road, Cobham Drive, Wellington Road, Ruahine St
 - reduce speed to 30 km hour on roads through parks to enhance the natural outdoor experience and connection across parks, eg Alexandra Road through the Town Belt
- Review and make appropriate speeds

More accessible streets

Living Streets sees the new GPS on Transport funding as an opportunity for Wellington to improve accessibility on all footpaths. Accelerating footpath maintenance work should be considered with the footpath maintenance FAR as part of the local road maintenance class. Any improvements will particularly benefit the health and safety of our ageing and growing population.

Use of appropriate standards and design guides as a minimum to improve accessibility is required. These guides are available with the NZ Pedestrian Planning and Design Guide, RTS 14 for vision-impaired pedestrians, and NZS 4212:2001 for accessible buildings.

Projects include:

- Featherston Street footpaths need improvement, a main route from the Railway Station, was identified in a Community Street Review as an example of a narrow, cluttered, and substandard footpath that lacked good kerb dropdowns.
- The Terrace busy footpaths require upgrading both in terms of surface and width. This area should prioritise pedestrian movement¹. An uphill cycleway is needed.
- Remove slip lanes from Courtenay Place, Aitken/Hill and Molesworth St, Mulgrave and Thorndon Quay, Bowen St/the Terrace, and Lambton Quay, to improve safety and connection for pedestrians
- Trialling of **temporary street improvements**, using street furniture such as bollards, planters and seats to create space for people. At places such as side streets connecting with the Golden Mile; reducing the road width at the corner of Aurora Tce and Clifton Tce to make crossing the street easier; reducing the width of Maginnity St; enhancing the area under the motorway bridge over Thorndon Quay, including the (unsigned) walkway to Hobson St.
- Review of and better control and management of facilities **occupying pedestrian space**, such as restaurants/cafes (all of which should be required to be non-smoking) and advertising signs, chairs and tables
- Improvement of **pedestrian crossing timings**, with a standard minimum level of service for pedestrians;

¹ There is good economic evidence to show that improved pedestrian connectivity in areas with high job numbers pays dividends <http://knowledgeauckland.org.nz/assets/publications/Measuring-pedestrian-delay-Auckland-MRCagney-2017.pdf>

- Improvement in pedestrian crossings, complete the missing sections of uncontrolled crossings e.g. at Oriental Parade/Cable St, and at the Abel Smith St/Cuba St intersection
- Review all signalised intersections to remove vehicles turning through crossing pedestrians, e.g Lambton Quay – Bowen St
- Develop more smart crossings with to allow longer green 'man' time and longer cross times for those that need it (Puffin crossings)
- Increase use of countdown clocks
- Review suburban and side street crossings to use more raised pedestrian crossings, such as those on Main Road, Tawa.
- Review all intersections to ensure they all have drop-down kerbs from the footpath to allow easy access for buggies and wheelchair users, and all drop-down kerbs have tactile markings for vision-impaired people to meet minimum standard requirements.

- **Age friendly city – for both young and old require:**

- More public seating in all areas to enable those with mobility problems to walk around, thus remaining active and being part of the community with appropriate rest stops
- More drinking fountains
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- Greenway development to provide alternative pleasant walking routes away from vehicle traffic
- Pedestrianise Cuba Street along its entire length with removal of all vehicles. This would declutter the tiny footpath and allow a better, more accessible through-route under the verandahs, with other activities taking over the road space. This is an approach very successfully used in many other cities.
- Tory St has become a major residential and popular retail area, and more improvements in the street environment are required with better crossing points. An uphill bike lane is needed. The link to Tasman St across Pukeahu should be improved or closed.
- We support the trial in lower Tory Street and look forward to its final improved design. It has been a great success and got a lot of discussion going.
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- **Wayfinding – essential for accessibility**

Good wayfinding through innovative design, signposting and provision of maps at appropriate high-use areas and for recreational walking includes:

- Wellington Railway Station street maps and signposting with walking times included
- Crofton Downs Station indicating the route to Huntleigh Park and the Outer Green Belt
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- Warwick Street bus stop indicating the way to Otari-Wilton's Bush
- Norway Street bus terminus indicating the way to Otari-Wilton's Bush
- Use of a wider range of wayfinding methods. For example we have suggested using stencils as a cheap way to indicate that a route is a shortcut, not a private property entrance
- Put maps of the surrounding area at major bus stops and stations throughout the public transport network, and include a map of the bus network
- Create "branded" walking routes with simple signage to show people that they are still on the route, e.g. the Great Harbour Way, the Commonwealth walkway could be further enhanced
- Improve wayfinding at Wellington Railway Station so that routes to Lambton Quay/ Parliament, Featherston Street and the waterfront are clearly indicated including the accessible paths.

- **Connections**

Improve suburban walking opportunities by improving connections to suburban centres and schools, including:

- Kilbirnie requires several safe pedestrian-crossing opportunities on Cobham Drive to the shore, combined with lower speeds on this road
- improve walking routes to Johnsonville, Porirua, and the Hutt. Improvements are required to address disconnect across wide busy roads, eg Ngauranga Gorge Road, last 800 metres to Petone. Noise and pollution from busy roads need amelioration with shade and noise reduction plantings with ample good crossing points and seating
- The new footpaths around the access to Porirua across the Transmission Gully road need to be well designed and implemented
- Mt Victoria tunnel footpath needs to be improved
- Narrowing roads and other safety improvements at intersections and crossing points, eg like Tawa raised pedestrian crossings
- Pedestrian steps, zig zags and shortcuts maintenance and improvements can be increased and include seats and better lighting.

Supporting public transport use and the walk to work

Wellington has great train, bus, Cable Car and cross-harbour ferry services. Promoting use of public transport services is the safest way to travel and reduces congestion on roads. Public transport is important for and extends walking trips. A target rate for public transport use (target 18%) and to increase the number who walk to work (target 25%) would be useful.

Living Streets would like to see WCC do audits around train stations and main bus stops to see what improvements can be made e.g. more shelters, seating, wayfinding signs and maps for visitors, timetable information, and minimum footpath standards to access the stops. (NB Adshel structures do not provide adequate shelter in windy, wet weather, and the advertising hoardings block views and detract from our city-scape).

Provision and improvement of wheelchair access to public transport stops, such as was done with the northbound platform at Takapu Rd Station.

[Community street reviews](#) are a useful cost-effective tool to identify pedestrian improvements (such as those mentioned above) undertaken by users.

Living Streets supports more spending on bus lanes

Other improvement for public transport, include such things as traffic light pre-emption for buses, offsetting the use of diesel buses, including mitigating the increased emissions and noise, particularly along the Golden Mile.

- The Golden Mile is a well understood constraint on the whole bus network. Improvements can be made without major works. Our suggestions include:
 - Close off more Lambton Quay side roads to improve bus flow and pedestrian amenity,
 - remove car and taxi parking to side roads, and ensure accessibility parking is closest to Lambton Quay
 - remove bike parking from the footpath and reduce other clutter
 - Implement more Jan Gehl ideas (2004) to make better connections with the waterfront
 - Implement improvements from the recent Golden Mile Safety Review study (Bullen Consultancy, January 2016)
 - During the morning and evening peaks, ban all vehicles along The entire Golden Mile, moving and parked, except buses

Promoting walking

An area with high potential for development is to encourage more walking and help to increase walk mode share. Initiatives include:

- Workplace travel plans starting with the Council
- More school travel planning
- More walk events in parks and public spaces, and
- Challenges that appeal to younger people.

Parking review

Living Streets support the work to review and improve vehicle-parking policy. This has potential to significantly improve footpath space and make public space allocation on roads more fair.

Bicycle parking should be provided on-road (and off footpaths), and in more places.

While EVs are welcome they should not impinge on footpath infrastructure and a careful design for EV charging should be developed on-road. There is no need for further footpath clutter.

New housing and subdivisions

Good provision of affordable social housing means that it must also be walkable with good public transport connections. Housing that requires high use of private vehicles is not affordable and would not be consistent with the Urban Growth Plan principles of the sustainable transport hierarchy. Accessibility is compromised in many places around Wellington because a consistent good footpath standard is not met. Living Streets supports development of appropriate guidelines to direct affordable housing with walkable design.

Recreational walking provision

Walking is the most significant recreational activity of all New Zealanders and a particular favourite for women. Wellington is well-placed to build on this strength but needs to show more leadership in this area. Recreation walking routes need to focus on improving the walking experience and provide an opportunity for residents and tourists alike. Two significant developments would be to better support and progress Te Araroa and the Great Harbourway.

Living Streets supports separated walk and cycle paths

Living Streets does not support the 'shared path' approach as these provide a poor level of service for pedestrians and can be a barrier to many, particularly older people. Dedicated pedestrian-only footpaths and cycle lanes should be the norm as this is best practise design. [Crashes with serious injuries](#) do occur on shared paths. The incidence of pedestrian-cyclist crashes will increase with this approach.

Wellington needs to ensure that its transport assets support **carbon efficiency**, for instance

- by promoting walking
- by optimising bus stops to ensure operational efficiency and increased patronage
- by better use of roadspace through footpath widening, bus lanes, and separate cycleways
- by integrating the cable car with the Metlink public transport network
- reviewing intersections so pedestrians crossing have a good level of service
- include emissions from the airport and its operations (including the effects of any runway extension) in the picture.

Most of these projects are likely to be low cost and are potentially transformative, with scope for carbon reduction and environmental improvements at least as great as is likely to be achieved by small-scale changes to parking provision.

Living Streets are very keen to work with Council on initiatives such as these.

We would like to be heard in support of our submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Submission on WCC 10 Year Plan, May 2018 from Forest & Bird Wellington Branch

Emailed to: buslongtermplan@wcc.govt.nz



Our Details

Name	Ken New
Address	Secretary, Forest & Bird, Wellington Branch, P O Box 4183, Wellington 6140
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Phone	021 054 3456
We are making this submission on behalf of an organisation:	Forest & Bird, Wellington Branch
If hearings are held, we wish to be heard in support of this submission	

Introduction

1. This submission is made to Wellington City Council (WCC) on behalf of the Wellington Branch of the Royal Forest and Bird Protection Society New Zealand Incorporated. Forest & Bird is New Zealand's leading independent conservation organisation, which has since 1923 played an important role in preserving New Zealand's environment and native species.
2. Thank you for this opportunity to submit on the proposed WCC 10 Year Plan ("the draft Plan").

Overview

3. We feel that the Plan misses the target repeatedly. In many of WCC's recent strategy statements, including the *Wellington Towards 2040: Smart Capital* document that is referenced on p10 of the draft Plan, there are mentions of making Wellington "a place where talent wants to live". It has been recognised that much of the reason for talented people wishing to live in the city is the profusion of green spaces, access to the waterfront and the closeness to the natural environment.
4. These natural attributes of Wellington are almost completely ignored in the draft Plan and there are consequently no suggestions or funding for improving or enhancing Wellington's natural advantages (which represent our points of difference from other cities). Indeed, it seems that the word "environment" is used only as a euphemism for "underground pipework", rather than the more common usage as a reference to the natural world around us.
5. The environment in its commonly used sense appears principally on pp17-18, where trapping of predator species, which we strongly support, is briefly mentioned and there is a mention of adding land to the Town Belt, a measure also we strongly support.
6. We note that there is reference to waste reduction initiatives, which we strongly support, but no mention of water use reduction, by, for example, introducing mandatory water metering, or by the use of Water Sensitive Urban Design (WSUD).

7. The draft Plan gives lip service to conservation initiatives by using words such as “sustainable”, but it appears that this sustainability is principally about allowing Wellington’s businesses to survive, not about a sustainable environment in which its citizens and wildlife can live while the climate changes and sea levels rise.
8. In fact, the authors of the Plan take a very narrow view of the future, with multiple references to economic growth — which is the overarching message in the Plan. It appears that the draft Plan’s main emphasis is population increase and economic activity connected to tourism.
9. We agree that tourism and the arts are very suited to Wellington in its position as New Zealand’s capital city and cultural centre. However, the draft Plan completely misses the mark in terms of why overseas visitors travel to New Zealand and would spend time in Wellington — and it’s not for the Zoo, its office blocks or even its shops! It’s the café culture, the arts and access to New Zealand’s unique wildlife in a city setting. We have albatross, orca, dolphin, penguin, and flightless birds all living in the wild and accessible, plus ancient plant species. These are our points of difference that need to be nurtured by WCC.
10. The draft Plan makes no mention of these natural attributes:
 - the abundance of wildlife living on our doorstep and the potential of an even greater abundance in future
 - our harbour and coastline.
11. Eco- and adventure tourism are two of the fastest growing industries worldwide, a point overlooked in this draft Plan. Wellington could be an even more enticing destination if the city were to put resources into aspects of the city’s life and infrastructure that would improve the condition of its natural heritage — and thereby directly benefit the adventure tourism industry.
12. Creating a clean, nature-friendly Wellington makes *economic* sense. Tourism would flourish with so many wildlife and art attractions — and it would be a great place to live.

The draft plan, section by section

13. Reading through the draft Plan, we are disappointed that the natural environment as a beneficial attraction is ignored at almost every stage. Our waterways are mentioned but principally in the context of flood avoidance.

Our challenges as a city

14. On p7, the paragraph headed “Managing the demands of growth” states that an increasing population will “put pressure on transport, infrastructure, and housing”, but there is no mention of the demands on open space and the city’s wildlife, which will be affected in two ways:
 - with more people the city will need more open space for relaxation and recreation
 - additional housing demands may compete with, and result in a reduction of, open space.
15. These in turn will reduce the quality of life currently enjoyed by Wellingtonians, which is counter to the city’s aspirations, as expressed in *Wellington Towards 2040: Smart Capital*.

Our vision

16. As noted earlier, p10 of the draft Plan references the *Smart Capital* document and contains a subparagraph entitled “Eco city”, but again this is scarcely mentioned thereafter.

Resilience and environment

17. On p13, the draft Plan proposes measures to manage the “three waters”. However:

- The allocation to “environment” is, again, primarily about infrastructure upgrade and renewal and not about the natural environment. This is a major hole in the draft Plan — together with little or no consideration of the impact of rising sea levels and more frequent and more extreme weather conditions.
- Housing developments and infill housing cause more fast stormwater run-off from hard surfaces, causing flooding, stream bank erosion, siltation and destruction of aquatic life.
- Upgrading pipes will only serve to shift the water to the next lowest point at a faster rate. To prevent flooding downstream the water flow needs to be controlled. We need to see that the upgrade will include measures to capture the water at source and release it at a controlled pace — which doesn’t appear to be mentioned in the draft Plan.
- In 2017, the Greater Wellington Regional Council (GWRC) completed a three year study of streams across Wellington (the Urban Streams Biodiversity Programme), which provided a very useful baseline assessment of aquatic life and stream health. We would expect this data to be used in the planning of water discharge to our natural waterways (piped and open).

18. The root cause of fast stormwater run-off must be addressed. New developments should be biophilic. WCC’s WSUD guidelines for stormwater should be mandated to counter these adverse stormwater effects. All developments — including new roads — must have a neutral effect on stormwater runoff, by using holding tanks, swales, wetlands, planting, green walls and roofs, soakage areas, permeable (rather than hard) surfaces, stormwater detention and roof water tankage.

19. Furthermore, since flooding occurs when the rate of input exceeds the outflow, overseas experience has demonstrated that reducing input flow by natural processes in the watercourse across a catchment can substantially improve flood protection of housing and infrastructure. This method also benefits aquatic life. We would like to see evidence in the final Plan of a catchment-wide approach using natural processes, for example: leaky weirs, boulders, flood zones, etc.

20. On p14, the draft Plan appears to present two “options”, but actually only presents one in any detail — the second “option” being to maintain the *status quo*. This technique is used repeatedly throughout the draft Plan. While it is true that doing nothing is always an option, to continually present it as though it is one of two options that the Plan’s authors wish you to consider seriously is a type of sleight of hand — especially as the recommended option is always the first option: the option for change or enhancement. We agree that there may be a need for change, and in many cases we are proposing genuine alternatives — a genuine second option — to what is proposed in the draft Plan.

21. On p17, there is a brief paragraph entitled “Waste management and minimisation” which suggests reducing waste by one-third in 9 years. This is a miserably unambitious target, when several European countries have already achieved “zero waste to landfill” — Switzerland reached this goal years ago. Furthermore, there is no detail as to how this unadventurous target can be achieved when “there are no additional costs for this work”.

22. We suggest the city could fund education on recycling, updating appliances, and encouraging grey water use to make more efficient use of water. Water saving would reduce pressure on the Hutt River and aquifers. The city also needs to plant more trees and other vegetation to bind the soil and assist with reducing landslips.
23. Again there is no mention of mandatory water metering. We note that in towns and cities where mandatory water metering has been introduced, there has been an almost immediate reduction (in the first full year of metering) of between one quarter and one third of water consumption.
24. We support the storm clean-up and predator-free initiatives that appear on p17. However, we note that the chart on p47 shows that only 8% of WCC's assets by value are parks and reserves. We would support a much greater investment in parks and reserves, which would lead in time to their representing a higher percentage of the city's total assets.
25. On p18, there is a recommendation for an addition to the Town Belt. This area was originally part of the Town Belt but was taken a long time ago for educational purposes (as was once permitted). Community rubbish clean-ups have been taking place in this area and there is community interest in trapping pests and restoring it. There are mature pines and sycamores which kākā roost in (although these trees will probably be phased out as large native trees grow up). It is a significant step in the eco-corridor from Zealandia across town to Mt Victoria.
26. While we strongly support this addition to the Town Belt, we are disappointed that it appears to be the only new environmental initiative considered for the whole of the next 10 years, especially given the importance of, for example, Zealandia, Otari-Wilton's Bush, and the Outer Green Belt to the city's sense of place and recreational attraction.
27. For example, the invasion of weeds into our green spaces needs urgent attention. From an economic perspective, prevention and early intervention is far more cost-effective than later intervention, although in the case of some weeds, such as Darwin's barberry (*Berberis darwinii*), the time for early intervention is well in the past. However, unless urgent action is taken now, many of the most valuable natural sites in Wellington are at risk of being inundated under a tide of weeds.
28. Considerable effort has gone, and is going, into the Predator Free initiative, although it is not given much prominence in the draft Plan. If an equivalent amount of effort and resources could be applied to the eradication of weeds from Wellington's reserves, it would provide enormous environmental benefits.

Housing

29. We are strongly opposed to the designation by WCC of Special Housing Areas (SHAs), under the provisions of the Housing Accord and related legislation (the Housing Accord and Special Housing Areas Act 2013 [HASHAA]). This allows developers and WCC to circumvent the provisions of the Resource Management Act (RMA) and has already led to a proposed development at Shelly Bay which, if it proceeds, is likely to have serious negative visual, social and environmental effects. Our submission to WCC in August 2017 demonstrated how the downstream effects of the Shelly Bay development will damage wildlife habitat, especially that of the Little Penguins (kororā) that breed along the coast of Evans Bay.
30. We ask that in future WCC should not use HASHAA to allow developments to proceed that go directly against the guidelines of the District Plan and which will cause foreseeable environmental problems.

31. The experience of the Shelly Bay development process under the pretext of affordable housing provided for by SHAs has also shaken our confidence in WCC's neutrality — and its commitment to providing affordable housing. There is no affordable housing to be built in the Shelly Bay development and there will be very little environmental mitigation for wildlife. We will view any proposed SHAs in the draft Plan with considerable scepticism.

Transport

32. After the decision by the GWRC to remove the city's trolley-buses before the end of their operational life, it is good to note that WCC is aiming to provide transport that will reduce the city's carbon emissions (and, we hope, diesel particulate emissions).
33. However, the section on transport appears to focus largely on the provision of cycle tracks — while overlooking the health and safety of pedestrians, especially young children. There is a huge amount of attention to bicycles, but virtually nothing for walkers — yet Wellington is one of the few cities in New Zealand where a significant number of people walk to work, many of them through our parks and reserves as well as along our streets. Furthermore, many families use walking tracks in their leisure time.
34. We have no objection to mountain bikes; however, on narrow tracks they are a hazard to walkers and children. We would like tracks to be for the enjoyment of nature, for rest and relaxation and the interaction with our birdlife and flora.
35. On p29 there is reference to the imposition of a weekend parking fee in the city centre, yet no mention of an increase in weekend bus services. WCC is waving a "stick" by removing free weekend parking, but is not providing a "carrot" by asking GWRC to add extra weekend buses.
36. There is no mention of light rail. Forest & Bird supports initiatives that reduce carbon and toxic particulate emissions, so we expect to see an emphasis on efficient and frequent public transport, including light rail, in the final Plan.

Sustainable growth

37. As noted earlier, this section appears to be focussed on ensuring the Wellington's businesses can be sustained. It is not about sustainability in the usual sense of the word.
38. At the very end of the last paragraph on p32, we would like to see the addition of the words: "and provide a quality natural environment".
39. On p33, under the heading "Our proposal" there is mention of the need to review planning processes — we wonder what is wrong with current processes. During the select committee hearings of the 2009 "streamlining" of the RMA, it was noted by several submitters that many of the proposed streamlining changes were actually unnecessary because relevant provisions to make processes more efficient were already included in the Act, but officials in the territorial authorities didn't know how to apply them. It is possible that this is still the case.
40. On p34 there are mentions of improved consenting processes, but it does not say for whom these processes will be improved. As indicated earlier in this submission under the heading "Housing", we object to any attempt to exclude our ability to represent nature in the planning and approval process in the name of improved efficiency. The records show that few developments are rejected for environmental reasons; often mitigation is required — although sadly not always implemented! The RMA is not the problem, so we would oppose any change that seeks to avoid the obligations of the RMA.

41. On p37 the paragraph entitled “Conservation attractions” mentions the Zoo, but not Zealandia or Otari-Wilton’s Bush. We question their omission and expect to see them referenced in the final Plan. They are representative of the prehistoric land of Gondwana, and are where visitors can experience prehistoric plants and invertebrates.
42. For the Zoo, the acquisition of a snow leopard is mentioned. This is a wide ranging animal that lives at altitudes above 3,000m in the Himalayas and a species in decline — would it not be more appropriate to donate money to a sanctuary in their native environment? Or is the motive for the acquisition the perceived pulling power for Zoo customers rather than wildlife conservation and protection?
43. Both the Movie Museum and the airport runway extension are mentioned on p38 as “Economic catalyst projects”. The omission of the Movie Museum from the following Arts and Culture section further suggests it is seen as a commercial venture to encourage tourism. Forest & Bird Wellington Branch’s opposition to the runway extension on environmental grounds was clearly stated in our submission to GWRC in August 2016.
44. As a general principle, we believe that WCC money should not go to private developers. If there is a sound business case, a development will occur without WCC support. If there is not a sound business case, WCC should not be subsidising developers with ratepayers’ money. In either case, Forest & Bird Wellington Branch does not accept that causing serious environmental harm is justified by any economic benefits.

Infrastructure

45. We note on p47 that Parks Sport and Recreation infrastructure has “minor defects only”. We wonder whether these “minor” defects are the large numbers of invasive plants in the Town Belt and Outer Green Belt and the many unhealthy streams all around the city.

Suggested actions to support the environment

46. There is either no mention, or only a passing mention, of the following:
 - climate change impacts (sea level rise; more frequent, more severe weather events)
 - viable approaches to the future that do not rely on continual growth
 - controlling pest weeds and animals in our natural green spaces
 - how waste reduction can be achieved
 - how water usage reduction can be achieved
 - WSUD
 - sustainability (in the usual environmental sense of the word)
 - light rail (and other effective transport solutions to the demands of population growth).
47. At a more detailed level, there is much work needed to:
 - tackle the Darwin’s barberry invasion
 - assist our local penguins to cross roads safely
 - clean-up the harbour’s seabed (the “blue belt” concept)
 - prevent polluted water entering our streams, our harbour and the Taputeranga marine reserve
 - protect and extend the green belt forests.

Summary

48. **We would like to see more emphasis and investment in green spaces** — our parks, reserves and coastal areas. These combined with the urban areas make Wellington a unique and attractive city. Well-maintained pest-free natural green spaces provide a return on investment with better mental and physical health, productivity, inventiveness, sense of place, cultural well-being and attractiveness for all.
49. We are very disappointed that the draft 10 Year Plan should almost completely ignore the natural environment, while pretending to adhere to the concepts of an eco city and a place where “talent wants to live”.
50. **We ask that the draft Plan be thoroughly redrafted** with the aim of achieving a more balanced view of the infrastructural environment and the natural environment — and recognise the importance of the latter to the city. Funds that are allocated to speculative projects, such as the Movie Museum and the runway extension, could be invested in our parks, reserves, streams, harbour and natural attractions to bring actual and measureable benefits to the ratepayers of Wellington and its visitors over the 10 year life of the Plan.
51. In particular, **we ask that in the next 10 years, WCC should plan to introduce:**
- measures to deal with the causes and the effects of climate change
 - WSUD as a mandatory component of any new development, including new roads
 - mandatory water metering through the city for residences and commercial users
 - a “zero waste to landfill” target
 - the application of resources for dealing with pest plants equivalent to those being applied to certain pest animals under the Predator Free programme
 - a housing construction policy that does not involve the use of SHAs and HASHAA
 - a “wildlife-friendly” approach to new developments
 - an approach to public transport that reduces environmental and climate change impacts to the minimum achievable with current and future technologies
 - greater protection for, and extension of, the Outer Green Belt
 - a much greater investment in parks and reserves, including, but not limited to, Zealandia and Otari–Wilton’s Bush
 - greater promotion of Wellington’s natural attractions as drawcards for tourists and potential residents.
52. Furthermore, in this draft Plan **we are strongly opposed** to:
- the use by WCC of Special Housing Areas to circumvent the provisions of the Resource Management Act
 - any other practice that seeks to avoid the obligations of the RMA.
53. Finally, we note that **we strongly support:**
- the reduction or removal of predator species through Predator Free Wellington
 - the addition of land to the Town Belt
 - waste reduction initiatives
 - storm clean-up initiatives
 - initiatives that reduce carbon and toxic particulate emissions.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John White		Organisation	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	
Tawa and Miramar Peninsula stormwater network improvements	
Built Heritage Incentive Fund (BHIF)	
Building accelerometers	
Predator Free Wellington	
Community-led trapping	Support
Resilience of the transport corridor	Support
Security of water supply	
Waste management and minimisation	Strongly support
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	

Our Association notes that increased investment is proposed in water-related infrastructure, and we are strongly supportive of this. However, we would be concerned if this was to completely dominate spending over the next ten years at the expense of other important areas relating to resilience and environment. In particular, we note that resilience-related projects dominate proposed spending, with little for protecting and enhancing the natural environment. We are disappointed that resilience is presented solely as an infrastructure issue. Equally important is building resilient communities whose response in an emergency focusses on "we all need to help other" rather than "every person for their selves". Substantially greater funding for activities such as Neighbours Day events would help here. We strongly support finding and funding effective ways of building inclusive communities well motivated to see that no one is left behind in emergencies and disasters. Water infrastructure We know that a major earthquake will occur in Wellington, if not in our lifetimes then in that of our not-so-distant descendants. Security of water supply will be a crucial determinant of how well we survive. While this adds significantly to our rates if savings elsewhere are not forthcoming, we agree that it is something we need to do. Our Association rates water storage capacity and network improvement ahead of waste water and storm water projects as a priority because of a likely greater benefit to our survival prospects following a major disaster. We support Option 1, but not necessarily to the full extent and expense outlined if resistance to increases in the total rates bill would lead to cut-backs in other vital areas. Option 2 (keep current levels of service) is not acceptable given the current state of and future demands on our water infrastructure. Building

accelerometers This sounds sensible. We look forward to seeing further details on the proposal, including funding implications.

Resilience of the transport corridor We address this below under Transport.

Strengthening Council buildings We address this below under Arts and Culture.

Built Heritage Incentive Fund We support the need to either repair or remove unreinforced masonry, particularly in well-frequented areas. Given pressure on funding we believe to "remove" rather than "repair" option needs to be given substantial consideration when removal is significantly cheaper in individual cases.

Water security of supply We strongly believe the focus needs to be on reducing demand for water rather than increasing supply. We would support serious investigation of "user pays" options such as water meters. Lawns that stay green all year, for example, should be seen as a luxury that may be more costly to achieve with climate change, and not something all ratepayers should be paying for.

Waste management and minimisation Given there are no additional costs for this work at this time we strongly support the proposed action.

Storm cleanup We accept the climate change logic for additional funding here.

Predator Free Wellington and community-led trapping We have ample evidence from the support for both Predator Free Crofton Downs and Predator Free Ngaio that residents in our suburbs are strongly focussed on predator control and eradication. We accept the logic of starting from the Miramar Peninsula to progressively achieve Predator Free Wellington by 2050, and we would hope earlier than that. Nevertheless we would support substantially greater funding than \$89,000 per year for community-led projects which could involve activities beyond just trapping. We have many highly-motivated residents prepared to help. Not only can we help protect our native wildlife locally. We have found that working together on protecting wildlife brings people from different backgrounds and political views together and is an ideal way to help build more inclusive and resilient communities.

Addition of land in the Wellington Town Belt We note that private land covered by regenerating native bush, some of it zoned residential, lies between Ngaio and the Town Belt. The land use consent for residential development lapsed in 2016. We request that Council look to ways for acquiring the private land not zoned residential in the event that a further land use consent is sought. This would bring the Town Belt to our doorstep, as well as protecting and improving access up to the Skyline Walkway.

Housing summary

The Strategic Housing Investment Plan (SHIP)

Wellington Housing Strategy

Special Housing Areas

Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

Our Association found a lack of clarity in the consultation document about what exactly was social housing and what was affordable housing, including are target groups are for each. We hope this will be clearly stated in the Plan, both so that residents can clearly understand this and to guide future planners. We think it important that a community cares for those who require help at any stage through their lives. Housing has a key role to play. We support increasing the level of expenditure on social and affordable housing. Our Association therefore supports Option 1. However it is provided, Wellington needs a much higher proportion of housing accessible for disabled residents. Lack of such housing can mean people moving into aged care facilities when they should not need to. We note that SHAs are proposed that will possibly entail a streamlined resource consenting path and several incentives. While we applaud finding ways of speeding up the consent process, this must not be to the detriment of protecting the environment, existing residents' rights, and the character of our city and suburbs. Streamlining of resource consent processes must be carried out very carefully and with community consultation. Incentives need to be clearly designed to assist those who will use the housing. From the exposure that some of our members have had with WCC's resource consent process, it appears that existing residents' rights are not accorded high priority relative to developers interests and WCC's interest in driving growth. Housing developments,

particularly those with Council investment, must value community input and communicate openly through all resource consenting processes. It is the community's own character, infrastructure, and day to day living that will be impacted by significant housing developments, therefore existing residents' opinions deserve to be heard and carefully considered.

Transport summary

Cycling Master Plan	Support
Introduction of weekend parking fees	
Let's Get Wellington Moving	
Transport-related initiatives	Support

Do you have any other comments?

There is insufficient Park and Ride capacity at all three stations in our suburbs, and very limited scope to increase this. As well we are experiencing and will continue to experience increasing local congestion, both from the new housing in our suburbs and increased through traffic along Churchill Drive/Waikowhai St / Ottawa Rd, Perth St/Cockayne Rd and via the Ngaio Gorge. Our Association is aware there are no easy solutions. But we also know that the number of our residents who cycle is increasing. Given the substantial uphill climb home to our suburbs from the CBD, and home from stations and shops to many of our streets, as e-bikes become more popular there is great potential for many more people to consider cycling as an option. Anything that encourages greater use of cycling will help slow the increase in local congestion and lack of parking. We therefore support delivery of the Cycling Master Plan at an earlier rather than later date. We also would support any other initiatives to encourage more people out of cars and onto bikes. We also support initiatives that will increase use of public transport from our suburbs. Improving the capacity of bus services and the number and quality of bus shelters is important for us. Also important is making walking access to railway stations feel safer for those travelling by train after dark. Better lighting and clearer access not hidden by trees is needed to make residents more willing to use trains at night. This is particularly important for older residents who may not drive.

Sustainable growth summary

Planning for growth	
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	

Do you have any other comments?

Sustainable growth and people with disabilities Our Association is strongly committed to inclusiveness for all groups within our community. The vision is for Wellington to grow and be sustainable as an inclusive place where talent wants to live. There is a need to understand what Council means by inclusive particularly for its Deaf and disabled citizens. The draft Long Term Plan does not reflect or recognise Deaf or disabled people. It does recognise other groups within the community. Sustainable Growth planning within Wellington City Council needs to recognise that sustainable development MUST take into account the UN Sustainable Development Goals (SDGs) as they include the expectations of the Convention on the Rights of Persons with Disabilities which New Zealand committed to in 2007. Council's business as usual approach needs to adopt a culture of inclusiveness for Deaf and disabled people. Council cannot become a sustainable city going into the future if it does not take into account initiatives to promote equality of opportunity and non-discrimination of persons with disabilities. This includes access and inclusion while also taking action to ensure disabled Wellingtonians have the right to live independently and the ability to participate in all aspects of life including times of risk and emergencies. Council needs to collect data to measure the wellbeing of Deaf and disabled citizens, beginning with the development of baseline data. Initiatives must be developed follow codesign principles and by welcoming leadership from disabled people and their organisations while maintaining a focus on

reducing inequalities. The first step in this process is to rename the Accessibility Advisory Group and to give it a strategic role within the work of the council. The Movie Museum and Convention Centre We find it very strange that a Convention Centre for Wellington is thought to be part of sustainable growth. There is growing support for the idea that conventions, which typically involve a high level of air travel, have a limited future. Travel by air is in the hard basket for reducing greenhouse gases, and concerns about this are growing. It is likely in coming years there will be national and international action to reduce incentives for air travel. Travelling by air to conventions makes little sense given the explosion in technological alternatives based around video links. It is less justifiable than travelling by air to visit distant family. Growing concerns about climate change could well leave to a cultural change that see conventions involving air travel as unjustifiable. We also regard inter-city rivalry to attract conventions within New Zealand as undesirable nationally, and probably bad news for some existing or planned convention centres, which could include Wellington. Streamlined consenting We note that Council is planning to make "consenting and compliance functions faster, easier, safer and more sustainable". We expect to advocate strongly when the time comes that "streamlined" must not mean a reduction in community input. It is very important to us that input into planning processes becomes more available, easier and safer for our residents. Movie Museum and indoor arena As noted above, we have also considered these two big ticket items in the wider arts and culture scope. As characterised by independent economist Geoff Simmons, these fall into the "nice to have" category. Has cost-benefit analysis been done across the entire network of arts/entertainment venues in the city? The reality may be that to get some of these new projects some rationalisation may be required. For example, the St James and Opera House are very similarly sized venues (1,200-1,400 seats) close to each other. We would question whether the city need both and along with the 2,000 seat venue proposed as part of the Movie Museum and conference centre. The slowness of the Movie Museum project is also concerning. From what the public sees the goal posts keep moving. If the city genuinely believes it is needed, we need to see some progress or more and more costs will be incurred with increasing risk over time of nothing to show for it. With regard to the indoor arena, the Council needs to be working closely with the existing network of major concert promoters already operating in New Zealand to justify this investment. We need to have a realistic expectation that international acts currently skipping Wellington when coming to New Zealand, not just operating on a premise of "if we build it, they will come". The Council need to work with and listen to promoters to make Wellington attractive and competitive, e.g. not locking in to sub-contractors in areas like ticketing, security, catering. The Council also needs to work with WREDA and with, not in competition with, other councils, collaborating rather than competing to get international acts to New Zealand. That said, ideally Council's focus should be also need to provide a welcoming environment as a catalyst and logistical partner for a wide range of national and international acts, but wherever possible let others (promoters, investors) take the financial risk.

Arts and culture summary

Strengthening cultural facilities	
Additional support for the arts	
Investment in the arts	
Do you have any other comments?	
	<p>We note the arts and culture expenditure, when looking at the wider initiatives in scope, is very much focused on "big ticket" infrastructure; namely the Town Hall redevelopment, Movie Museum, and indoor arena, which between them account for \$306.3m of additional borrowing. Strengthening cultural facilities We commend work done to partner with Victoria University of Wellington and the NZSO to get this much needed work on an important heritage building under way. We would like to see commercial options such as naming rights etc. pursued to ease the financial burden on ratepayers. St James also a valuable asset but has been an on-going drain on city funds. A more commercially driven model, either with a business partner (as previously with Westpac naming rights) and/or a board administrative structure (as when it was run by the St James Theatre Trust) to ensure viability by strengthening its commercial nous and developing strong arts and entertainment industry connections. However, these venues and the fare they offer have often been of a more elite nature of marginal cultural benefit to wider community. They will continue to not be used by large proportion unless inclusive, equity-of-access initiatives are required of them (such as a certain number of free or low cost community events per year), with appropriate support behind them. This may be from the Additional support for the arts funding pool We are happy to see support for more</p>

community focused attractions such as pools and libraries, but do wonder if the overall proportions are right. That said, we acknowledge the earthquake strengthening of the two main venues plays a big part in this imbalance, and was not by choice. Additional support for the arts We note that this is redirected funding from elsewhere. Our Association would like to strongly advocate for the concept of free public art, and would like to see this initiative used to draw visitors and residents to other parts of the city to stimulate those communities culturally and economically. Te Whare Hōra and the Arts and Culture fund We believe these are funds with tangible benefits now for a modest investment and would support securing them on an ongoing basis.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Submission on the WCC Long Term Plan from Ngaio Crofton Downs Residents Association

Contact person

John White (Chairperson)

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Phone: 0274 365 264

Email: ngaiopa@gmail.com

Thank you for agreeing to accept this as a late submission. We look forward to making our oral submission.

Priority Area: Resilience and environment | Te Manahau me te taiao

Our Association notes that increased investment is proposed in water-related infrastructure, and we are strongly supportive of this. However, we would be concerned if this was to completely dominate spending over the next ten years at the expense of other important areas relating to resilience and environment. In particular, we note that resilience-related projects dominate proposed spending, with little for protecting and enhancing the natural environment.

We are disappointed that resilience is presented solely as an infrastructure issue. Equally important is building resilient communities whose response in an emergency focusses on “we all need to help other” rather than “every person for their selves”. Substantially greater funding for activities such as Neighbours Day events would help here. We strongly support finding and funding effective ways of building inclusive communities well motivated to see that no one is left behind in emergencies and disasters.

Our comments on the spending areas addressed in the consultation document are as follows:

Water infrastructure

We know that a major earthquake will occur in Wellington, if not in our lifetimes then in that of our not-so-distant descendants. Security of water supply will be a crucial determinant of how well we survive. While this adds significantly to our rates if savings elsewhere are not forthcoming, we agree that it is something we need to do.

Our Association rates water storage capacity and network improvement ahead of waste water and storm water projects as a priority because of a likely greater benefit to our survival prospects following a major disaster.

We support Option 1, but not necessarily to the full extent and expense outlined if resistance to increases in the total rates bill would lead to cut-backs in other vital areas. Option 2 (keep current levels of service) is not acceptable given the current state of and future demands on our water infrastructure.

Building accelerometers

This sounds sensible. We look forward to seeing further details on the proposal, including funding implications.

Resilience of the transport corridor

We address this below under Transport.

Strengthening Council buildings

We address this below under Arts and Culture.

Built Heritage Incentive Fund

We support the need to either repair or remove unreinforced masonry, particularly in well-frequented areas. Given pressure on funding we believe to “remove” rather than “repair” option needs to be given substantial consideration when removal is significantly cheaper in individual cases.

Water security of supply

We strongly believe the focus needs to be on reducing demand for water rather than increasing supply. We would support serious investigation of “user pays” options such as water meters. Lawns that stay green all year, for example, should be seen as a luxury that may be more costly to achieve with climate change, and not something all ratepayers should be paying for.

Waste management and minimisation

Given there are no additional costs for this work at this time we strongly support the proposed action.

Storm cleanup

We accept the climate change logic for additional funding here.

Predator Free Wellington and community-led trapping

We have ample evidence from the support for both Predator Free Crofton Downs and Predator Free Ngaio that residents in our suburbs are strongly focussed on predator control and eradication. We accept the logic of starting from the Miramar Peninsula to progressively achieve Predator Free Wellington by 2050, and we would hope earlier than that.

Nevertheless we would support substantially greater funding than \$89,000 per year for community-led projects which could involve activities beyond just trapping. We have many highly-motivated residents prepared to help. Not only can we help protect our native wildlife locally. We have found that working together on protecting wildlife brings people from different backgrounds and political views together and is an ideal way to help build more inclusive and resilient communities.

Addition of land in the Wellington Town Belt

We note that private land covered by regenerating native bush, some of it zoned residential, lies between Ngaio and the Town Belt. The land use consent for residential development lapsed in 2016. We request that Council look to ways for acquiring the private land not zoned residential in the event that a further land use consent is sought. This would bring the Town Belt to our doorstep, as well as protecting and improving access up to the Skyline Walkway.

Priority Area: Housing | Ngā Kāinga

Our Association found a lack of clarity in the consultation document about what exactly was social housing and what was affordable housing, including are target groups are for each. We hope this will be clearly stated in the Plan, both so that residents can clearly understand this and to guide future planners.

We think it important that a community cares for those who require help at any stage through their lives. Housing has a key role to play. We support increasing the level of expenditure on social and affordable housing. Our Association therefore supports Option 1.

However it is provided, Wellington needs a much higher proportion of housing accessible for disabled residents. Lack of such housing can mean people moving into aged care facilities when they should not need to.

We note that SHAs are proposed that will possibly entail a streamlined resource consenting path and several incentives. While we applaud finding ways of speeding up the consent process, this must not be to the detriment of protecting the environment, existing residents' rights, and the character of our city and suburbs. Streamlining of resource consent processes must be carried out very carefully and with community consultation. Incentives need to be clearly designed to assist those who will use the housing.

From the exposure that some of our members have had with WCC's resource consent process, it appears that existing residents' rights are not accorded high priority relative to developers interests and WCC's interest in driving growth. Housing developments, particularly those with Council investment, must value community input and communicate openly through all resource consenting processes. It is the community's own character, infrastructure, and day to day living that will be impacted by significant housing

developments, therefore existing residents' opinions deserve to be heard and carefully considered.

Priority Area: Transport | Ngā Waka Haere

There is insufficient Park and Ride capacity at all three stations in our suburbs, and very limited scope to increase this. As well we are experiencing and will continue to experience increasing local congestion, both from the new housing in our suburbs and increased through traffic along Churchill Drive/Waikowhai St / Ottawa Rd, Perth St/Cockayne Rd and via the Ngaio Gorge.

Our Association is aware there are no easy solutions. But we also know that the number of our residents who cycle is increasing. Given the substantial uphill climb home to our suburbs from the CBD, and home from stations and shops to many of our streets, as e-bikes become more popular there is great potential for many more people to consider cycling as an option.

Anything that encourages greater use of cycling will help slow the increase in local congestion and lack of parking. We therefore support delivery of the Cycling Master Plan at an earlier rather than later date. We also would support any other initiatives to encourage more people out of cars and onto bikes.

We also support initiatives that will increase use of public transport from our suburbs. Improving the capacity of bus services and the number and quality of bus shelters is important for us.

Also important is making walking access to railway stations feel safer for those travelling by train after dark. Better lighting and clearer access not hidden by trees is needed to make residents more willing to use trains at night. This is particularly important for older residents who may not drive.

Priority Area: Sustainable growth | Te Kauneke Tauwhiro

We comment on three issues relating to sustainable growth.

Sustainable growth and people with disabilities

Our Association is strongly committed to inclusiveness for all groups within our community.

The vision is for Wellington to grow and be sustainable as 'an **inclusive** place where talent wants to live'. There is a need to understand what Council means by 'inclusive' particularly for its Deaf and disabled citizens. The draft Long Term Plan does not reflect or recognise Deaf or disabled people. It does recognise other groups within the community.

Sustainable Growth planning within Wellington City Council needs to recognise that sustainable development **MUST** take into account the UN Sustainable Development Goals (SDGs) as they include the expectations of the Convention on the Rights of Persons with Disabilities which New Zealand committed to in 2007. Council's business as usual approach needs to adopt a culture of inclusiveness for Deaf and disabled people.

Council cannot become a sustainable city going into the future if it does not take into adopt initiatives to promote equality of opportunity and non-discrimination of persons with

disabilities. This includes access and inclusion while also taking action to ensure disabled Wellingtonians have the right to live independently and the ability to participate in all aspects of life including times of risk and emergencies.

Council needs to collect data to measure the wellbeing of Deaf and disabled citizens, beginning with the development of baseline data.

Initiatives must be developed follow codesign principles and by welcoming leadership from disabled people and their organisations while maintaining a focus on reducing inequalities.

The first step in this process is to rename the Accessibility Advisory Group and to give it a strategic role within the work of the council.

The Movie Museum and Convention Centre

We find it very strange that a Convention Centre for Wellington is thought to be part of sustainable growth. There is growing support for the idea that conventions, which typically involve a high level of air travel, have a limited future. Travel by air is in the hard basket for reducing greenhouse gases, and concerns about this are growing. It is likely in coming years there will be national and international action to reduce incentives for air travel.

Travelling by air to conventions makes little sense given the explosion in technological alternatives based around video links. It is less justifiable than travelling by air to visit distant family. Growing concerns about climate change could well leave to a cultural change that see conventions involving air travel as unjustifiable.

We also regard inter-city rivalry to attract conventions within New Zealand as undesirable nationally, and probably bad news for some existing or planned convention centres, which could include Wellington.

Streamlined consenting

We note that Council is planning to make “consenting and compliance functions faster, easier, safer and more sustainable”. We expect to advocate strongly when the time comes that “streamlined” must not mean a reduction in community input. It is very important to us that input into planning processes becomes more available, easier and safer for our residents.

Priority Area: Arts and culture | Ngā Toi me te Ahurea

We note the arts and culture expenditure, when looking at the wider initiatives in scope, is very much focused on “big ticket” infrastructure; namely the Town Hall redevelopment, Movie Museum, and indoor arena, which between them account for \$306.3m of additional borrowing.

Strengthening cultural facilities

We commend work done to partner with Victoria University of Wellington and the NZSO to get this much needed work on an important heritage building under way. We would like to see commercial options such as naming rights etc. pursued to ease the financial burden on ratepayers.

St James also a valuable asset but has been an on-going drain on city funds. A more commercially driven model, either with a business partner (as previously with Westpac naming rights) and/or a board administrative structure (as when it was run by the St James Theatre Trust) to ensure viability by strengthening its commercial nous and developing strong arts and entertainment industry connections.

However, these venues and the fare they offer have often been of a more elite nature of marginal cultural benefit to wider community. They will continue to not be used by large proportion unless inclusive, equity-of-access initiatives are required of them (such as a certain number of free or low cost community events per year), with appropriate support behind them. This may be from the *Additional support for the arts* funding pool

We are happy to see support for more community focused attractions such as pools and libraries, but do wonder if the overall proportions are right. That said, we acknowledge the earthquake strengthening of the two main venues plays a big part in this imbalance, and was not by choice.

Additional support for the arts

We note that this is redirected funding from elsewhere. Our Association would like to strongly advocate for the concept of free public art, and would like to see this initiative used to draw visitors and residents to other parts of the city to stimulate those communities culturally and economically.

Te Whare Hēra and the Arts and Culture fund

We believe these are funds with tangible benefits now for a modest investment and would support securing them on an ongoing basis.

Movie Museum and indoor arena

As noted above, we have also considered these two big ticket items in the wider arts and culture scope.

As characterised by independent economist Geoff Simmons, these fall into the “nice to have” category. Has cost-benefit analysis been done across the entire network of arts/entertainment venues in the city? The reality may be that to get some of these new projects some rationalisation may be required. For example, the St James and Opera House are very similarly sized venues (1,200-1,400 seats) close to each other . We would question whether the city need both and along with the 2,000 seat venue proposed as part of the Movie Museum and conference centre.

The slowness of the Movie Museum project is also concerning. From what the public sees the goal posts keep moving. If the city genuinely believes it is needed, we need to see some progress or more and more costs will be incurred with increasing risk over time of nothing to show for it.

With regard to the indoor arena, the Council needs to be working closely with the existing network of major concert promoters already operating in New Zealand to justify this investment. We need to have a realistic expectation that international acts currently skipping Wellington when coming to New Zealand, not just operating on a premise of “if we

build it, they will come". The Council need to work with and listen to promoters to make Wellington attractive and competitive, e.g. not locking in to sub-contractors in areas like ticketing, security, catering.

The Council also needs to work with WREDA and with, not in competition with, other councils, collaborating rather than competing to get international acts to New Zealand. That said, ideally Council's focus should be also need to provide a welcoming environment as a catalyst and logistical partner for a wide range of national and international acts, but wherever possible let others (promoters, investors) take the financial risk.

Additional budget item: Turf renovation at Cummings Park

We had been advised by Open Space and Parks Manager Myfanwy Emeny to ask that provision be made to repair the turf in the Dog Exercise Area at Cummings Park. The area was inspected recently by Myfanwy and by Matt Beres (Mowing Team Manager) who agreed that turf renovation was required to make it suitable for wider community use, such as for picnics, in the event that it is no longer required for off-leash exercising of dogs. Council has received a quotation of \$21,390 plus GST for this work.

The funding will only be required if Council decides, following community consultation currently being conducted by our Association, that the area is no longer required for exercising off-leash dogs. If the community decides the area should be closed as a Dog Exercise Area, and Council agrees, this will be a strong signal that our community places a lot of importance on bringing the turf up to a standard to make it suitable for other uses.

We therefore request that funding provision be made for this work.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amanda Coulston		Organisation	forum

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Submission on the Wellington City Council 10-Year Plan - supporting the retention of the Passport to Leisure card He Whānau Manaaki o Tararua Kindergarten Association would like to support the Wellington City Council retaining the card that provides reduced admissions to council owned facilities, especially swimming pools and swimming lessons. He Whānau Manaaki Kindergartens operates 85 kindergartens in the greater Wellington region as well as three home based networks and a Whānau Ora project catering for 260 families. Our services include 33 kindergartens in the Wellington City Council area. We note that as part of the Council's 10 year plan, it proposes reviewing the Passport to Leisure card in the coming year. As the Council is no doubt aware, some 270,000 children live in poverty in New Zealand, with 40,000 living in extreme poverty, and even with the concessions find it difficult to participate in activities that other children take for granted. We support any move the Council can make to reduce costs to families for leisure activities, and in particular, note the importance of learning to swim for all New Zealand children. We would prefer free swimming lessons and free pool entry for children which would reduce barriers (such as language, knowledge of the system, and the evidence needed to apply for cards.) We note that some other local authorities provide free swimming pool admission, for example in the Auckland region, where swimming pool entry is free for under sixteens in 24 pools across the city. We recognise the stresses on councils to contain rates for homeowners and businesses and the tension that exists between services and charges, however we urge the council to retain all current concessions and to consider extending these concessions. We welcome the opportunity to speak to our submission.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

14 May 2018

Submission on the Wellington City Council 10-Year Plan - supporting the retention of the 'Passport to Leisure' card

He Whānau Manaaki o Tararua Kindergarten Association would like to support the Wellington City Council retaining the card that provides reduced admissions to council owned facilities, especially swimming pools and swimming lessons.

Whānau Manaaki Kindergartens operates 85 kindergartens in the greater Wellington region as well as three home based networks and a Whānau Ora project catering for 260 families. Our services include 33 kindergartens in the Wellington City Council area.

We note that as part of the Council's 10 year plan, it proposes reviewing the Passport to Leisure card in the coming year.

As the Council is no doubt aware, some 270,000 children live in poverty in New Zealand, with 40,000 living in extreme poverty, and even with the concessions find it difficult to participate in activities that other children take for granted.

We support any move the Council can make to reduce costs to families for leisure activities, and in particular, note the importance of learning to swim for all New Zealand children.

We would prefer free swimming lessons and free pool entry for children which would reduce barriers (such as language, knowledge of the system, and the evidence needed to apply for cards.) We note that some other local authorities provide free swimming pool admission, for example in the Auckland region, where swimming pool entry is free for under sixteens in 24 pools across the city.

We recognise the stresses on councils to contain rates for homeowners and businesses and the tension that exists between services and charges, however we urge the council to retain all current concessions and to consider extending these concessions.

We welcome the opportunity to speak to our submission.

Yours Sincerely



Amanda Coulston
Chief Executive Officer

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rachael Hanna	Karori	Organisation	forum

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
''''	

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

This Plan does not address the inequity in the provision of public facilities for the sports traditionally played by women and girls. The 2013/14 report "Sport and Recreation in The Lives of Young New Zealanders" found that 41% of girls in Years 7-10 had played Netball regularly this year and in Years 3-6 and Netball was the second most popular sport, coming second (43.8%) behind swimming (44.8%) While it is great to see that many of the non-traditional team sports opening their memberships and competitions to women the sports that women traditionally engage in are still the most popular and still under recognised and under resourced. The Wellington City council website lists 44 council owned locations in Wellington where sport can be played. <https://wellington.govt.nz/recreation/play-sport/sportsgrounds/locations> The vast majority of these are for Rugby, Football or Cricket. The site only lists two locations where the most popular female code (Netball) can be played. In western Wellington (Karori, Kelburn Wadestown, Northland) this is acutely felt. There are 59 teams and over 500 players aged between 7 and 12 in the Western Zone. The sale of the Karori Campus courts has resulted in the loss of four public courts and forced the shifting of the Saturday tournament to the four courts at the (private) Marsden School. This has left the tournament vulnerable to price setting by the school, and any alternative land use decisions the School may make in future which affect the availability of the courts at this site. The tournament now finishes mid-afternoon (previously it finished around mid-day) which has resulted in more conflicts with other activities and forces girls/families to choose between codes. The remaining schools in Karori (Karori West, Karori Normal and St Teresa's Catholic School) have four suitable courts between them, however the organising committee believes it is important for the retention of players to preserve the social aspect of the game and spreading games over a variety of locations does not promote this. Other popular women's sports such as hockey, dancing and basketball have no locally sited facilities. We consider that public spending priorities should be activities that have a widespread and long-term public good. Regular exercise promotes good mental and physical health and reduces obesity. This should have a higher priority in Council spending than Movie Museums or Convention Centres. If children are to participate in activities of their choosing they need to travel significant distances. Most of these journeys are made by private car. Optimising public transport is unlikely to change this. Alternative transport modes are impractical. A practical, equitable and low Carbon solution is the provision of more local facilities for children's sports. We have suggested several sites in the Karori area that could be developed and used for sport and recreation purposes with our local Councillor Simon Woolf. We call upon the City Council to genuinely investigate, fund and develop an alternative site so that our daughters can participate equally in this city.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Submission on behalf of Wellington West Netball.

This Plan does not address the inequity in the provision of public facilities for the sports traditionally played by women and girls.

The 2013/14 report “Sport and Recreation in The Lives of Young New Zealanders¹” found that 41% of girls in Years 7-10 had played Netball “regularly this year” and in Years 3-6 and Netball was the second most popular sport, coming second (43.8%) behind swimming (44.8%)

While it is great to see that many of the non-traditional team sports opening their memberships and competitions to women the sports that women traditionally engage in are still the most popular and still under recognised and under resourced.

The Wellington City council website lists 44 council owned locations in Wellington where sport can be played. <https://wellington.govt.nz/recreation/play-sport/sportsgrounds/locations>. The vast majority of these are for Rugby, Football or Cricket. The site only lists two locations where the most popular female code (Netball) can be played.

In western Wellington (Karori, Kelburn Wadestown, Northland) this is acutely felt. There are 59 teams and over 500 players aged between 7 and 12 in the Western Zone. The sale of the Karori Campus courts has resulted in the loss of four public courts and forced the shifting of the Saturday tournament to the four courts at the (private) Marsden School. This has left the tournament vulnerable to price setting by the school, and any alternative land use decisions the School may make in future which affect the availability of the courts at this site. The tournament now finishes mid-afternoon (previously it finished around mid-day) which has resulted in more conflicts with other activities and forces girls/families to choose between codes.

The remaining schools in Karori (Karori West, Karori Normal and St Teresa’s Catholic School) have four suitable courts between them, however the organising committee believes it is important for the retention of players to preserve the social aspect of the game and spreading games over a variety of locations does not promote this.

Other popular women’s sports such as hockey, dancing and basketball have no locally sited facilities. We consider that public spending priorities should be activities that have a widespread and long-term public good. Regular exercise promotes good mental and physical health and reduces obesity. This should have a higher priority in Council spending than Movie Museums or Convention Centres.

If children are to participate in activities of their choosing they need to travel significant distances. Most of these journeys are made by private car. Optimising public transport is unlikely to change this. Alternative transport modes are impractical.

A practical, equitable and low Carbon solution is the provision of more local facilities for children’s sports. We have suggested several sites in the Karori area that could be developed and used for

¹ Dr Sue Walker and Kay Haughey <https://www.srknowledge.org.nz/wp-content/uploads/2013/10/YPS-Complete-5-09-2012.pdf>

sport and recreation purposes with our local Councillor Simon Woolf. We call upon the City Council to genuinely investigate, fund and develop an alternative site so that our daughters can participate equally in this city.

NAME: Anonymous	SUBURB:	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

I am writing in support of the general thrust of Wellington City Council's draft long term plan for 2018 to 2028. In particular I would like to register my support for the funding allocated for the coastal resilience work associated with the Worser Bay Boating Club rebuild project.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geraldine Murphy	Wellington Central	Organisation	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	
Predator Free Wellington	
Community-led trapping	
Resilience of the transport corridor	
Security of water supply	
Waste management and minimisation	
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	
<p>Propose new initiatives to (in addition to the existing Building Heritage Incentive Fund and the URM facades and parapets support) to support all owners facing mandatory seismic strengthening. o \$9m over 10 years for programme and advisory support, funding support for specialist advice, and supporting heritage earthquake-prone buildings. o \$5m to establish a lender of last resort facility where owners in a body corporate environment cannot access funding and the project is at the point of confirming finance to enable the project to progress and avoid forced sales. •ää Support for the water and wastewater resilience measures in the inner city and propose that the wastewater upgrades be brought forward ahead of Shelly Bay given the developments are already using holding tanks. See attachment for further detail on submission</p>	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	
Special Housing Areas	
Inner City Building Conversion	Support

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Do you have any other comments?

Strategic Housing Investment Plan We support the initiative to increase social and affordable housing in the inner city by working with central government and development partners. We believe Council needs to change its narrative from 'housing' to 'living environments'. The Warrant-of-Fitness model of 'dry, safe and warm', while important, is not the end goal that we need to aim for. We need to move from the provision of space for human habitation to the provision of space for an enriching life experience; from a building and development focus, to a truly people-centred city. We have reservations about the intention to 'make better use of existing Council land and housing sites' without an explicit statement that it will not include existing recreational spaces or green areas, and in the absence of any statement about intentions to provide green space in the immediate neighbourhood of future developments. We continue to be concerned that Council is focusing on 1 and 2 bedroom units (based on previous discussions) which effectively excludes families and extended family groups to live in the inner city and help create a diverse community. Inner city building conversions Many of our members live in inner city building conversions. We support the continuation of conversions as a sustainable model of creating housing by repurposing existing buildings. We are concerned that Council will ignore basic functionality and liveability requirements (eg, rooms that provide adequate space for normal living, reasonable storage space, internal rubbish and recycling facilities, communal spaces and resilience features, such as water storage). We are also concerned that the developments will not result in a mix of apartment configurations in each building to support the development of diverse communities within vertical neighbourhoods. Diverse communities include singles and couples (young, older and retirees), young families and older families, students, young professionals, self-employed, older professionals. Special Housing Vehicle (Urban Development Agency) We remain concerned that this agency and Council as its owner will have a conflict of interest when owners of earthquake prone buildings find it is uneconomical to strengthen and are faced with demolition, undertaking a development themselves or selling to a developer. There is a risk that these owners will be a target for such an agency. Council has the role of approving resource consents and building consents and exerts that to make it difficult when an owner wishes to demolish an earthquake prone building without immediate plans to rebuild, despite the public safety drivers of the legislation on earthquake prone buildings. If Council intends to operate in this space it must set high standards to create socially and environmentally more sustainable 'living' options for itself and any partnerships with developers/investors. A key criterion for this agency must be to require open green space to be allocated as part of 'major housing capital projects' and 'urban regeneration projects' in the inner city. Open green space includes grass concrete expanses with trees and planter boxes or green walls are not open green space. The revamped Denton Park shows the green space doesn't have to be big to make a difference.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

Oppose

Introduction of weekend parking fees We do not support the proposal to introduce weekend parking fees. Despite the Mayor's assurance that consultation occurred, we have not received any data in response to our request for information on who was consulted, what was asked and the response. Councillor Marsh said that the proposal to remove the free weekend parking was because the spaces were used by the staff of the retail shops resulting in insufficient turnover of carparks, but no data is available to support that. Fifteen respondents to our survey did not support the removal of the free weekend parking, with five supporting the removal. Eighteen respondents agreed that the people who paid the Downtown Levy (ie, the

property owner or the lease/tenant who paid the rates) should have a say in how the money collected via the levy is spent. One respondent noted that this should not be a veto, but those who paid should be consulted. We submit that the property owners and the businesses that pay the targeted Downtown Levy must all be consulted directly. The payment of weekend carparking was one of the primary drivers for the establishment of the Downtown Levy to help retailers and support the hospitality sector. Since its introduction the Levy has been increased and its application broadened to fund a number of initiatives without any direct input from those who are paying for it:

- 100% Retail support free weekend parking
- 50% Wellington Regional Economic Development Agency
- 40% Wellington Convention Centre
- 100% Long Haul Airline Attraction
- 25% Galleries and Museums
- 70% Visitor attractions - Te Papa/Carter Observatory (70%)

 Commercial property owners and business ratepayers in the Downtown Levy area are paying twice or three times for some items through the general rates, the commercial targeted rate and the downtown levy rate. Only one of these items is targeted directly at retailers and the hospitality sector. The Council says that the other initiatives bring visitors to Wellington which helps the retailers and hospitality sector. The reality is that locals are the bread and butter for retailers and the visitors are the icing on the cake, but not something that can be relied on. If this support goes, what other support is there for all retailers? One respondent said that free parking is the only saviour for restaurants and cafes in the city, already there are too many little pop-up stalls. Another respondent suggested the \$1.4m should be used to subsidise public transport on the weekends to incentivise its use. Cuba St retailers have previously raised concerns about the lack of Xmas effort now that the focus is primarily on Lambton Quay and the big Xmas tree on Courtenay Place. Feedback from smaller retailers is that the OurCBD meetings are no longer a forum to raise issues that are affecting their businesses. Other business communities in Wellington have established Business Improvement Districts, pay a targeted rate, and have a say in how the funds are used. Inner city businesses do not. ICW challenges WCC to consult with those paying the Downtown Levy on the purpose and equity of the current practice.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Planning for Growth We have concerns about the lack of a framework to underpin the broader housing initiatives to ensure there is mixed development across the inner city of social, affordable and market-price housing and design parameters around medium and high density housing. There will be at least three years of discussion before any changes are made and in the meantime, people- and community-centred development is taking a back seat. Planning for Growth does not provide the holistic outcome that is needed. As mentioned earlier, Council needs to be focusing on creating living environments not just developments of buildings. Council must progress a change to the District Plan that more readily enables it to set basic requirements to achieve the appropriate mix of residential options to buy and rent, resilience and sustainability features, open green space in exchange for extra height and/or bulk. There are numerous examples of guidelines that can be used as the basis for Wellington without having to start from scratch:

- Housing NZ's Urban Design and Development Guide
- NSW's Apartment Design Guide
- Republic of Ireland's Sustainable Urban Housing: Design Standards for New Apartments

 There has been a trend towards single type developments (eg, 64 studio units on Karo Drive, 114 one bedroom/studio dual key units on Dixon St, 50 one bedroom or one bedroom/studio dual key on Vivian St). While there is a need for studios and one bedroom apartments, homogenous developments are unlikely to support the establishment and sustainability of diverse communities in these developments, which is an initiative of the Council. This type of development has the potential to increase the numbers of short-term rentals (ie, AirBNB type) in a building and in the city at the expense of other configurations that offer longer-term rentals and purchase options and the creation of communities. The proposed new measure of hectares of green space per capita is too blunt as it includes green space that will not be readily accessible for inner city residents without a car, with a family, people with

disabilities and those relying on public transport to access. The measure needs to reflect accessibility for diverse residents in their local neighbourhoods. Proposal: Council uses \$1m from the Cycle Way Master plan if capex is required or from the SHIP operational funding and creates green open space on the concrete expanse on the east side of Victoria St at the Vivian St intersection.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Community Support %Ò Statement of Service Provision %Ò \$100,000 additional funding support programmes that provide purposeful day activity for people on the streetWe support the additional funding for these programmes. We understand the criteria for the grants to be:•áá Is the programme taking people off the streets?•áá Are participants doing something purposeful? (The Community Garden and Regenerate Magazine were given as examples)•áá Does it lead to other opportunities for participants going forward?We believe an additional criterion should be whether the initiative provides participants with a means of earning some money. This would need to take a similar approach to the Regenerate magazine model to prevent any additional income affecting an individual%Òas benefit.Priority should be given to initiatives that provide participants with income as that is the primary reason for people begging.We believe Council should consider establishing a team from these participants who want to assist the Council cleaning team, which would provide a valuable service to the city picking up litter.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Name:	Geraldine Murphy, Deputy Chair
Email/phone number	innercitywellington@gmail.com ; 0274 507804
On behalf of an organisation	Inner City Wellington
Yes, we want to speak to all Councillors at an oral hearing; morning is preferred	

Inner City Wellington's submission on the draft Long Term Plan 2018-2028

Summary of key points of our submission

- Propose new initiatives to (in addition to the existing Building Heritage Incentive Fund and the URM facades and parapets support) to support all owners facing mandatory seismic strengthening.
 - \$9m over 10 years for programme and advisory support, funding support for specialist advice, and supporting heritage earthquake-prone buildings.
 - \$5m to establish a lender of last resort facility where owners in a body corporate environment cannot access funding and the project is at the point of confirming finance to enable the project to progress and avoid forced sales.
- Support for the water and wastewater resilience measures in the inner city and propose that the wastewater upgrades be brought forward ahead of Shelly Bay given the developments are already using holding tanks.
- Support the housing initiatives with:
 - reservations that the proposed focus will not create diverse communities. We believe the narrative should be about 'living environments' (which includes green space) not just housing to deliver a people-centred city
 - concerns of the potential conflict of interests with the Special Housing Vehicle and owners of earthquake prone buildings who are facing having demolition or selling to a developer
- Do not support the proposal to introduce weekend parking fees (15 respondents agreed that free weekend parking should not be removed, with 5 in favour).
 - Eighteen of the 20 respondents agreed that the people paying the Downtown Levy should have a say in how the money collected via the levy is spent.
- Concerns about the lack of a framework to underpin the broader housing initiatives to ensure diverse and resilient communities can establish and be sustainable and the vacuum that will be created during three years of a Comprehensive District Plan Review.
- Propose a new initiative to create a green space on the eastern side of the Vivian and Victoria Sts intersection, given the success of the small green space of the revamped Denton Park.
- Support the additional funding for purposeful daytime activities for people on the street, and propose that the ability to earn additional income is a priority criteria, and that Council should establish a team to support its existing Cleaning resources.

Priority Area: Resilience¹

New initiative required: Financial support for all owners facing mandatory seismic strengthening

Proposal: That \$9m of proposed funding is re-allocated over 10 years to:

- Establish an advisory service and programme management assistance to assist those body corporates that are struggling to progress; estimate \$225,000 pa (based on Nov 2017 costs for programme management for URM facades and parapets work). If, after one year, there is no demand, transfer the funds equally between the two measures below and the existing Built Heritage Incentive Fund.
- Provide a fund of \$560,000 pa for body corporates (on behalf of owners), non-commercial owners, and small independent business owners of non-heritage earthquake prone buildings to access specialist advice in the same manner that heritage buildings have been able to for many years.
- Increase the Building Heritage Incentive Fund by \$115,000 pa to recognise the increased costs associated with the constraints around heritage.

Note: this re-allocation of \$9m is in addition to the funds already committed to the BHIF and URM façade and parapet work. The \$9m is re-allocated from operational funding for: Strategic planning and District Plan Review (\$6m), SHIP (\$1m), Predator Free Wellington (\$1m), Great Harbour Way (\$1m).

Proposal: that \$5m is used to establish a lender of last resort facility to enable seismic strengthening projects at risk of stopping to continue. Criteria should cover:

- owners in a body corporate that is at the point of having to confirm finance to enable the strengthening project to progress and confirm contracts
- owners in earthquake-prone building who can provide evidence they cannot access finance through retail channels or through savings
- evidence of the owner's share of the funding costs should be confirmed by the body corporate.

The \$5m will be funded by deferring the zoo capital upgrades to later years

Proposal: that a review is undertaken to:

- provide more flexibility in the rates rebate for a vacated building. Where a building can be safely partially occupied, the rates rebate could be adjusted based on the space being used. This would avoid additional rental costs which would not be covered by the rebate that was provided. The formula for calculating the rebate should be included in the remission policy.
- compare the costs to strengthen heritage and non-heritage buildings incurred by applicants for the rates rebate (following removal from the EQPB List) to inform whether the costs each owner is paying justifies the shorter period for non-heritage buildings.

Rationale:

¹ There were 20 responses to the ICW survey. The majority of respondents (18) supported the submission, two skipped the question. Comments are included in the submission.

The lack of any substantive initiatives to progress and widen funding and other support for all owners facing mandatory seismic strengthening is unacceptable.

*ICW received a response to our survey describing the challenges being faced by owners in a non-heritage earthquake prone building. This example explains why these proposals are urgently needed.
Councillors, we urge you to read Appendix 1 to fully understand what owners are facing.*

At the 9 November 2017 City Strategy Committee meeting, Councillors agreed to ‘investigate a targeted rate to assist and encourage all earthquake prone building owners to access funding to secure unreinforced masonry (URM) buildings and seismic structural strengthening and that this investigation includes considerations around appropriate timeframes, equitability and suitable criteria to access funding and financial risk to Council. Officers will report back to Councillors in December 2017 with a detailed proposal’.

There was not a December report-back and ICW was advised that it would be included as part of the LTP process. This has not occurred. The Statement of Service Provision (p61) under Support for Owners of Earthquake Prone Buildings says that ‘We plan to investigate options for a pilot to grow our resilience to a seismic event’. There is no detail on this and as there are no costs tagged to it, it is hard to see how much tangible support it will provide. Owners do not need a pilot.

New initiatives²

ICW submits that all ratepayers have a responsibility to contribute towards achieving a public safety outcome for both heritage and non-heritage buildings. The **new initiatives of programme management/advisory support and specialist advice funding** recognise that owners of non-heritage buildings are also contributing to public good outcomes. Projects are taking longer and costing more because Council is not supporting all its ratepayers. Providing rates rebates, which are only available once the work is completed, is inequitable given the support that heritage earthquake-prone buildings have received and continue to receive.

The **new initiative of the lender of last resort** responds to public and councillor demands that buildings are strengthened as fast as possible. But if some owners cannot access the funds, the project stalls. ICW has information of at least 7 owners in three body corporates that are facing this dilemma and the Body Corporates are at the point of confirming funds. ICW has been advised that costs for some owners are between \$300,000 - \$400,000. The only option for the Body Corporates is to force a sale, which will begin a lengthy and stressful process and more costs for everyone.

ICW continues to lobby central Government for a lender of last resort facility; we believe it should front up. But there is an immediate need in Wellington and a Council-based facility could be established more quickly to enable projects to proceed. A council-based facility could be an interim measure or be the interface for a central government facility given the rates payment relationship that exists.

² The criteria for use of operational and capital funding are not readily accessible in the LTP documentation and ICW expects that Council will focus on the intent of and drivers for the proposals and re-allocate between the operational and capital funds identified for these proposals.

ICW submits that the proposal for the Wellington Zoo upgrades to house snow leopards and cheetahs at \$9.7m over 10 years is not a priority given the financial and technical challenges that a few owners are facing to fund their share of mandatory seismic strengthening to achieve public safety outcomes for the Wellington public and visitors. Our proposal prioritises helping private owners fund public good outcomes that will benefit the city over a 'nice to have'.

In their responses to ICW questions of candidates for the 2016 local body elections, the Mayor, Councillors Pannett, Dawson and Foster all supported the establishment of WCC investigating funding mechanisms for a lender of last resort. Cllr Young had reservations. The Mayor and all councillors supported the establishment of an advisory service to support body corporates to progress project. But nothing has happened.

Additional funding for the BHIF

We have allocated an additional \$115,000 to provide additional funding for the BHIF and challenge the councillors to review other operational budgets to release more funds if the heritage value is important to them and the public.

ICW would not support any reductions to the new initiatives for non-heritage earthquake-prone buildings as heritage building owners have been able to apply to the BHIF for some time, and non-heritage building owners have had little substantial support.³

Financial 'incentive' measures

Non-heritage earthquake-prone building owners are told this is the only ratepayer support they are eligible for. The rates rebate most accessible for individual owners is only available after the work is completed.

Data provided by Council shows that the number of residential applications (9) to access the rates rebates after strengthening is completed is much lower than for commercial applications (30). For some owners, this could be because the expected value of the rebate is not worth the cost of the valuation and effort of negotiation with Council for only 3 years. Further data and analysis is required to determine the actual rates rebate for owners.

The low number of residential applications may also reflect that body corporates and owners in residential earthquake-prone buildings are struggling to progress these projects. Hence the need for the proposed initiatives.

The building consent subsidy was an average of \$576 dollars across 28 buildings, when the constructions costs alone are often in the several hundreds of thousands for some buildings and into the millions for others, with the full costs much more. One owner was required to vacate the whole building to access the rates rebate, when this wasn't necessary for the work to be completed. The work would take at least six months (probably longer) and the rebate would not cover the rental costs for another venue so the operation closes.

³ Two respondents to the survey supported the BHIF being provided with additional funds in recognition of the public good values and additional constraints placed on them. ICW supports this, provided that it does not result in ICW's seismic strengthening initiatives being reduced and non-heritage earthquake prone buildings being omitted from any additional support.

Water and wastewater resilience

ICW supports the water storage capacity and network improvement and wastewater network improvement for the central city. Developments in the central city are already installing storage tanks because the existing capacity is inadequate.

The timeframe for the wastewater upgrades in the central city should be brought forward to Yrs 1-3 given the high-density development that has occurred (with storage tanks), the approved developments in the pipeline, and more being encouraged through this LTP. The Shelly Bay development should be moved to Yrs 4-7.

Priority: Housing

Strategic Housing Investment Plan

We support the initiative to increase social and affordable housing in the inner city by working with central government and development partners.

We believe Council needs to change its narrative from 'housing' to 'living environments'. The Warrant-of-Fitness model of 'dry, safe and warm', while important, is not the end goal that we need to aim for. We need to move from the provision of space for human habitation to the provision of space for an enriching life experience; from a building and development focus, to a truly people-centred city.

We have reservations about the intention to 'make better use of existing Council land and housing sites' without an explicit statement that it will not include existing recreational spaces or green areas, and in the absence of any statement about intentions to provide green space in the immediate neighbourhood of future developments.

We continue to be concerned that Council is focusing on 1 and 2 bedroom units (based on previous discussions) which effectively excludes families and extended family groups to live in the inner city and help create a diverse community.

Inner city building conversions

Many of our members live in inner city building conversions. We support the continuation of conversions as a sustainable model of creating housing by repurposing existing buildings.

We are concerned that Council will ignore basic functionality and liveability requirements (eg, rooms that provide adequate space for normal living, reasonable storage space, internal rubbish and recycling facilities, communal spaces and resilience features, such as water storage).

We are also concerned that the developments will not result in a mix of apartment configurations in each building to support the development of diverse communities within vertical neighbourhoods. Diverse communities include singles and couples (young, older and retirees), young families and older families, students, young professionals, self-employed, older professionals.

Special Housing Vehicle (Urban Development Agency)

We remain concerned that this agency and Council as its owner will have a conflict of interest when owners of earthquake prone buildings find it is uneconomical to strengthen and are faced with demolition, undertaking a development themselves or selling to a developer. There is a risk that these owners will be a target for such an agency.

Council has the role of approving resource consents and building consents and exerts that to make it difficult when an owner wishes to demolish an earthquake prone building without immediate plans to rebuild, despite the public safety drivers of the legislation on earthquake prone buildings.

If Council intends to operate in this space it must set high standards to create socially and environmentally more sustainable 'living' options for itself and any partnerships with developers/investors.

A key criterion for this agency must be to require open green space to be allocated as part of 'major housing capital projects' and 'urban regeneration projects' in the inner city. Open green space includes grass – concrete expanses with trees and planter boxes or green walls are not open green space. The revamped Denton Park shows the green space doesn't have to be big to make a difference.

Priority Area: Transport

Introduction of weekend parking fees

We do not support the proposal to introduce weekend parking fees. Despite the Mayor's assurance that consultation occurred, we have not received any data in response to our request for information on who was consulted, what was asked and the response. Councillor Marsh said⁴ that the proposal to remove the free weekend parking was because the spaces were used by the staff of the retail shops resulting in insufficient turnover of carparks, but no data is available to support that.

Fifteen respondents to our survey did not support the removal of the free weekend parking, with five supporting the removal. Eighteen respondents agreed that the people who paid the Downtown Levy (ie, the property owner or the lease/tenant who paid the rates) should have a say in how the money collected via the levy is spent. One respondent noted that this should not be a veto, but those who paid should be consulted.

We submit that the property owners and the businesses that pay the targeted Downtown Levy must all be consulted directly. The payment of weekend carparking was one of the primary drivers for the establishment of the Downtown Levy to help retailers and support the hospitality sector. Since its introduction the Levy has been increased and its application broadened to fund a number of initiatives without any direct input from those who are paying for it:

- 100% Retail support free weekend parking
- 50% Wellington Regional Economic Development Agency
- 40% Wellington Convention Centre
- 100% Long Haul Airline Attraction

⁴ At the Residents and Progressive Associations meeting on the Long Term Plan.

- 25% Galleries and Museums
- 70% Visitor attractions - Te Papa/Carter Observatory 70%)

Commercial property owners and business ratepayers in the Downtown Levy area are paying twice or three times for some items through the general rates, the commercial targeted rate and the downtown levy rate. Only one of these items is targeted directly at retailers and the hospitality sector.

The Council says that the other initiatives bring visitors to Wellington which helps the retailers and hospitality sector. The reality is that locals are the bread and butter for retailers and the visitors are the icing on the cake, but not something that can be relied on. If this support goes, what other support is there for all retailers? One respondent said that 'free parking is the only saviour for restaurants and cafes in the city, already there are too many little pop-up stalls'. Another respondent suggested the \$1.4m should be used to subsidise public transport on the weekends to incentivise its use.

Cuba St retailers have previously raised concerns about the lack of Xmas effort now that the focus is primarily on Lambton Quay and the big Xmas tree on Courtenay Place. Feedback from smaller retailers is that the OurCBD meetings are no longer a forum to raise issues that are affecting their businesses.

Other business communities in Wellington have established Business Improvement Districts, pay a targeted rate, and have a say in how the funds are used. Inner city businesses do not. ICW challenges WCC to consult with those paying the Downtown Levy on the purpose and equity of the current practice.

Priority Area: Sustainable Growth

Planning for Growth

We have concerns about the lack of a framework to underpin the broader housing initiatives to ensure there is mixed development across the inner city of social, affordable and market-price housing and design parameters around medium and high density housing. There will be at least three years of discussion before any changes are made – and in the meantime, people- and community-centred development is taking a back seat.

'Planning for Growth' does not provide the holistic outcome that is needed. As mentioned earlier, Council needs to be focusing on creating 'living environments' not just developments of buildings.

Council must progress a change to the District Plan that more readily enables it to set basic requirements to achieve the appropriate mix of residential options to buy and rent, resilience and sustainability features, open green space in exchange for extra height and/or bulk.

There are numerous examples of guidelines that can be used as the basis for Wellington without having to start from scratch:

- [Housing NZ's Urban Design and Development Guide](#)
- [NSW's Apartment Design Guide](#)
- [Republic of Ireland's Sustainable Urban Housing: Design Standards for New Apartments](#)

There has been a trend towards single type developments (eg, 64 studio units on Karo Drive, 114 one bedroom/studio dual key units on Dixon St, 50 one bedroom or one bedroom/studio dual key on Vivian St). While there is a need for studios and one bedroom apartments, homogenous developments are unlikely to support the establishment and sustainability of diverse communities in these developments, which is an initiative of the Council.

This type of development has the potential to increase the numbers of short-term rentals (ie, AirBNB type) in a building and in the city at the expense of other configurations that offer longer-term rentals and purchase options and the creation of communities.

The proposed new measure 'hectares of green space per capita' is too blunt as it includes green space that will not be readily accessible for inner city residents without a car, with a family, people with disabilities and those relying on public transport to access. The measure needs to reflect accessibility for diverse residents in their local neighbourhoods.

Proposal: Council uses \$1m from the Cycle Way Master plan if capex is required or from the SHIP operational funding and creates green open space on the concrete expanse on the east side of Victoria St at the Vivian St intersection.⁵

Community Support – Statement of Service Provision – \$100,000 additional funding support programmes that provide purposeful day activity for people on the street

We support the additional funding for these programmes. We understand the criteria for the grants to be:

- Is the programme taking people off the streets?
- Are participants doing something purposeful? (The Community Garden and Regenerate Magazine were given as examples)
- Does it lead to other opportunities for participants going forward?

We believe an additional criterion should be whether the initiative provides participants with a means of earning some money. This would need to take a similar approach to the Regenerate magazine model to prevent any additional income affecting an individual's benefit.

Priority should be given to initiatives that provide participants with income as that is the primary reason for people begging.

We believe Council should consider establishing a team from these participants who want to assist the Council cleaning team, which would provide a valuable service to the city picking up litter.

⁵ One respondent to the survey did not support replacing the concrete on the Vivian/Victoria St corner with grass, provided that the garden in that area and along Victoria St are better planted and maintained as they are often full of weeds, rubbish and bare patches.

Appendix 1: Response to ICW's survey from on owner managing a seismic strengthening project in a small non-heritage body corporate

As an owner of an apartment in a non-heritage earthquake prone building of 6 units in the suburb of Brooklyn, we face many challenges:

1. Our first set of engineers led us on a "journey". We found out after the principal's death, that he was under investigation. \$20k in fees later, we are in no better position.
2. With 2 owners offshore and others in retirement, the BC sought to get project management resource to move things along. None of us are construction/engineering experts, so are really out of our depths in this process. After an RFI process, we were unsuccessful in gaining project management resource, as we are too small for the big players and the rest are too busy.
3. We have now successfully engaged a second engineer to begin the process again. We have only had success in this, as he is the friend of one of the owner's and is semi-retired and has time. There isn't enough quality resource around and who to ask?
4. Three owners are in/or semi-retired with limited funds and are of an age where they have no interest in spending time on this. They know no one will lend for the works when construction comes and this causes all of us to be stuck. I fear when the deadline comes, we will get fined punitively by the council as a recent case of a property owner in Petone. Government has not at all thought through the implications of this change in the Building Act on normal home-owners. The lack of support is irresponsible.
5. No organisation, including council, has been able to give us a list of preferred suppliers to engage with, to aid us with this undertaking. All this costs money by stumbling through, which has been our experience to date. If we were made aware before the fact that our first set of engineers was under investigation, we would never have sought their advice.

In summary:

1. More sources of funding/rebates are required from central/local government for all earthquake prone building owners. Not all of us are commercial property owners or live in heritage buildings. Someone needs to step in when normal funding is unavailable (i.e. retail banking). I know for a fact banks won't lend on apartments with an NBS <67%. At the moment we have no other option?
2. Specialised assistance/resources (i.e. Project Management, Engineering and Construction) need to be provided. It's really hard for small residential blocks who don't have "clout" to access these resources in a constrained market.
3. WCC need to stop hitting us with a stick. We have been instructed to undertake a massive construction project without being provided with any support whatsoever. It's time they work with affected building owners to achieve the desired result.

NAME: Raewyn Tan	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: forum
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Option 1The Wellington Branch of Hospitality NZ supports Option 1, to invest in enhancing our resilience. We think it is fundamental the city is a safe place to live, work and visit, especially after having experienced the events of November 2016. To choose otherwise is irresponsible. Building AccelerometersIf these proposed building accelerometers are able to accurately assess the safety of buildings post-earthquakes, it is definitely a worthwhile investment. Whilst everyone's safety is of utmost priority, the response and recovery post November 2016 earthquakes took a while and many businesses lost money, and many residents were left in limbo. Even as recently as 12 April 2018, a central Wellington building was evacuated1 as engineers declared the building unsafe. More information on the performance of buildings post-earthquakes will inform a speedier response and recovery, and assist businesses, residents, workers and visitors with their plans. The Wellington Branch of Hospitality NZ therefore supports the progress of this discussion.</p>
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p>	<p>Support</p>
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Inner City Building Conversion

Special Housing Vehicle

Rental Warrant of Fitness

Te Whare Oki Oki

Support

Do you have any other comments?

Option 1 The hospitality sector in Wellington, like elsewhere across New Zealand, is already facing labour shortages. We do not ever want to be in Queenstown's situation where the lack of affordable housing has meant a lesser supply of workers in circulation, and where workers are forced to stay in tents or have to commute for hours to get to their jobs. We also appreciate a proactive approach to creating housing supply, to avoid the housing crisis Auckland is experiencing at the moment and are supportive of leveraging third party investment to extend what we can afford with our limited funds. The Wellington Branch of Hospitality NZ therefore supports Option 1, to make better use of existing council land and to leverage third party investment for more affordable housing in the city.

3.2 Wellington Housing Strategy The Wellington Branch of Hospitality NZ supports the aspiration for "all Wellingtonians to be well housed". If all of us are well supported in healthy and safe homes, we have the ability to perform to our best abilities at work, which creates a healthy cycle of productivity for the city.

3.3 Te Whare Oki Oki We have noticed an increase in homelessness on our central streets. From a humanitarian perspective, we certainly support any endeavours to support our vulnerable homeless population. However, there are also advantages from a city promotions perspective, as well as the enjoyability of retail and hospitality customers. There have been instances where homelessness has led to aggressive begging, which is detrimental to the experience of those shopping and dining in the CBD.

3.4 AirBnB "Level the Playing Field" The Wellington Branch of Hospitality wishes to use this opportunity whilst on this topic of housing, to address the need to level the playing field for accommodation providers. In particular, we refer to the likes of AirBnB providers, BookaBach, Holiday Houses, Bachcare and so forth, who all benefit from the visitor market, without having to bear the same commercial rates and levies that commercial accommodation providers pay. AirBnB in particular has become a popular alternative to commercial accommodation, and the industry welcomes it for the added choices consumers now have at a destination. However, they currently have an unfair advantage, with their ability to reap higher yield from renting to the visitor market versus long-term residential rental, yet without paying the same commercial rates that commercial accommodation providers do. Pulling housing stock from the long-term rental market into the short-term high yield visitor market, also means less housing stock for people who wish to live and work in Wellington, which then creates an unnecessary housing issue. Hospitality NZ has long advocated for a level playing field, not to mention regulation to ensure hosts' obligations from a health and safety perspective are met. A group of Malaysian tourists managed to escape a fire at a Christchurch AirBnB in September last year. Without waiting for more such accidents to happen, Wellington City Council should proactively act to regulate these opportunistic home owners to prevent such accidents from happening in its backyard. The Wellington Branch of Hospitality NZ recommends that AirBnB owners be subject to the same or similar fire, building warrant of fitness, health and safety regulations and other such compliance that commercial accommodation providers have to abide by, if they wish to service the visitor market responsibly. AirBnB owners earning a living out of the visitor market, should therefore be paying a commercial rate and contribute to the Downtown Levy if they are located in the coverage of the Downtown Levy or a similar levy that contributes to sustaining the WREDA's activities to promote Wellington as a visitor destination.

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Support

Do you have any other comments?

Introduction of weekend parking fees
 The Wellington Branch of Hospitality NZ supports the introduction of weekend parking fees. Recently, we were included in a forum to consult on the introduction of weekend parking fees as organised by First Retail Group. In that forum, we heard from retailers such as Zebrano and Cranfields that free weekend parking did nothing to boost foot traffic or sales. What they noticed instead was retail workers using those parks which made it hard for shoppers to find parks. This was compounded by the November 2016 earthquakes when it took out even more parking in the central city. Free parking has not proven to be beneficial to retail and hospitality operators in Wellington City. The Wellington Branch of Hospitality NZ believes the \$1.4 million currently paid for by the Downtown Levy can be put to better use, such as that of the Economic Catalyst Projects listed in the Consultation Document. With paid weekend parking, we believe it will force retail workers to use public transport, more active modes of transport, or into more appropriate full day parking spaces that will not conflict with the needs of shoppers. This aligns with the values that the Council is trying to promote. Paid weekend parking will attract those with a real need to be in the central city, thereby alleviating the current parking congestion, as well as create more churn, in theory generating more foot traffic that hopefully translates into more sales. We believe that the central city is enough of a drawcard with its boutique designer shops, quality hospitality offerings, events and attractions, to not deter people from coming into the city just because of the introduction of paid weekend parking. The Wellington Branch of Hospitality NZ also supported the paid parking initiative as proposed in Porirua City Council's recent Long-Term Plan which recently closed for consultation.

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	
Kiwi Point Quarry life extension	
Wellington Zoo upgrades	
Do you have any other comments?	
<p>Movie Museum and Convention Centre The Wellington Branch of Hospitality NZ is whole-heartedly supportive of the development of the Movie Museum and Convention Centre. The Council's proposal emphasised the need to capitalise on what Wellington currently does well. With Weta Workshop, Weta Studios, Park Road Post, Sir Peter Jackson and so forth all headquartered in Wellington, it needs no explanation that Wellington has an immediate synergy with the movie industry. A Movie Museum will add to Wellington's tourism assets and perhaps entice more people to include Wellington in their itineraries. Currently, many of Wellington's tourism products are free and travel sellers are therefore less motivated to include Wellington in itineraries. According to the Conference Activity Survey (YE December 2017)⁶, Wellington is also a high-performing business events region, behind Auckland. However, where a conference size exceeds 200 delegates, Wellington's ability falters. Wellington also falls short of attracting conferences out of Australia and other international markets. Regions like Queenstown and Rotorua have better chances of attracting these offshore conferences. Having a Convention Centre that has the capability to host large-scale conferences (500+), alongside a new tourism attraction like a Movie Museum, will help Wellington to better compete with Auckland as a business events destination. Where Auckland is the international gateway, Wellington makes up for it by being compact and easy to get around, something international delegates favour. If it goes ahead, the Wellington Airport extension will improve our tourism proposition even more so, with direct access to Asia. Funding of economic and tourism initiatives where tourism thrives, our members would too. It should therefore not be a surprise that the Wellington branch of Hospitality NZ is whole-heartedly supportive of projects such as the Movie Museum and Convention Centre, indoor arena, and the airport runway extension. However, these huge projects cost a lot and benefit everyone invested in the visitor economy, beyond that of accommodation providers. In the Consultation Document, it was proposed that 'the bulk of this proposal (Movie Museum and Convention Centre) will be funded by commercial and downtown ratepayers either through the Downtown Targeted Rate or their share of the general rate'. Further on, it said the Council 'will explore options around how the Wellington visitor industry might assist or contribute from year 3 of this plan to fund activities that support the visitor economy'. The cost implications of developing such projects is not insignificant and the Wellington Branch of Hospitality NZ would like the Council to consider every</p>	

funding option without prejudice⁷. Because the benefits of having these facilities and attractions extend beyond one part of the visitor economy, for example the accommodation sector, the Wellington Branch of Hospitality NZ would therefore like to see the Council spreading the targeted rates more equitably than a Targeted Accommodation Rate as detailed in the Draft Significant Forecasting Assumption document on pages 18 and 19. Some (but not limited to) of the funding ideas we would like the Council to consider are:

- Equitable Payment of Downtown Targeted Rates Many downtown accommodation providers with strata or unit title ownership structure currently do not pay the Downtown Target Rates. The Wellington Branch of Hospitality NZ would like to see that rectified, to ensure it is equitable for all commercial accommodation providers, and at the same time adding to the Downtown Targeted Rate collected.
- AirBnBs discussed earlier in this document, AirBnB owners capitalise on the visitor market but do not pay commercial rates and levies. Like the above argument to create a level playing field, the Wellington Branch of Hospitality NZ would like to see the Council take steps to formally register these private homes and for them to pay their fair share of the Downtown Targeted Rates, where their location makes it relevant to do so. Whilst there may be added administration to do so, over time, this should add to the Downtown Targeted Rate collected. It should be noted that collecting such destination levies are not uncommon, and houses in Texas in America for example are already collecting a Destination Levy which then makes it a more equitable market, where AirBnB properties are not dissimilar in price to that found on Booking.com in the same city.
- Widening scope of Downtown Targeted Rates or a New Visitor Levy Without knowing the extent of coverage of the Downtown Targeted Rates except for what can be found in Greater Wellington Regional Council's Annual Plan 8, is there a possibility to further widen the scope of the Downtown Targeted Rates? Does it have to be restricted to entities downtown? With the use of the Downtown Targeted Rates now used for a variety of projects including infrastructure, could a new levy with a widened scope replace the current Downtown Targeted Rates?
- Re-Directing Funding from Self-funding Entities In the 2016/2017 financial year, 1,578,292 people visited Te Papa Tongarewa⁹. If each of them gave a gold coin donation, the Museum of New Zealand would be able to more than cover the Council's current contribution of \$2,250,000. The Museum of New Zealand is excellent and will more than justify the ability to charge overseas visitors a nominal entry fee, something that is not uncommon overseas. Even Auckland Museum has recently started charging international visitors to become more self-sufficient¹⁰. The Council also provides \$9,202,000 in funding to Wellington Museums Trust. Like Te Papa Tongarewa, there is much potential for these entities such as the Wellington Museum and Capital E, to become more self-sustainable, which will then provide Council with more disposable income to support new projects which can inject new energy and higher visitations to Wellington. While we love our Museum and think it is fantastic it allows free entry to all, the Council's desire to borrow more instead of cutting back in other nice to have areas such as Te Papa's free entry, is akin to collecting credit cards to fund an overseas holiday. Borrowing more on the basis that its debt ratios compared to other Councils are relatively low, is not good reason enough. The Council should lead from the front and exercise prudent financial management, which is to temporarily pull back on the nice to haves, to fund projects that can promise economic injections. The Wellington Branch of Hospitality NZ welcomes the opportunity to have a seat around the funding discussion table.

5.3 Economic Catalyst Projects As discussed earlier in our submission, the Wellington Branch of Hospitality NZ supports economic catalyst projects such as the Movie Museum and Convention Centre, an indoor arena and the airport runway extension. We feel they will boost tourism numbers to the city significantly and benefit our members tremendously.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Option 1 The Wellington Branch of Hospitality NZ supports Option 1, to continue to invest in Wellington's comparative advantage as the cultural capital. We are proud of the cultural capital we live in, and the events help create a vibrant atmosphere and bring people out which allows our hospitality members to prosper. Investment in culture attractions The Wellington Branch of Hospitality NZ supports the development of the Movie Museum and Convention Centre and a new indoor arena to host major events and musical acts. Like we have mentioned throughout our submission, we believe these investments will

boost tourism numbers to the city and inject additional economic activity, as well as reinforce our position as the arts and cultural capital of New Zealand. However, like we mentioned in 5.2 of our submission, this cannot happen at the expense of some of our stakeholders. Inbound visitors benefit more than just the accommodation sector. The accommodation sector is already currently not dealt a level playing field, with most hotels paying the Downtown Levy, and not the serviced apartments; and the influx of AirBnB operators who benefit from the tourism sector without the accompanying costs. Therefore, we will not take too kindly to an Accommodation Targeted Rate as implied in your Draft Significant Forecasting Assumption document. The Wellington Branch of Hospitality NZ would like a seat around a Council-led table initiating an inclusive consultative funding discussion, where all ideas are on the table without prejudice.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Sexual assault preventionIn the Draft Statements of Service Provision supporting document, it was noted that the Council provides "city leadership in city safety programmes that link interagency programmes, such as " programmes that eliminate sexual violence" (page 49).The Wellington Branch of Hospitality NZ has been working closely with the Council-led Alcohol Forum, which has changed focus to become the Night Time City Forum. It was in that latter forum that a workstream called Safer Bars Initiative came about.Prior to that initiative, Hospitality NZ was already in the process of partnering with Sexual Abuse Prevention Network, to roll out their training across our Training Academy to our members across the country, with help from the Health Promotion Agency. It was a proactive endeavour which we initiated well before the forum brought it to our attention. We wish to emphasise the duty of care we have, through the types of training we roll out to our members as part of their membership.There was some pressure by Councillor Fleur Fitzsimmons to include sexual assault prevention training as a mandatory part of alcohol licensing regulation¹¹. The obligations licensees have under the Sale and Supply of Alcohol Act 2012 are already onerous, and with serious consequences to those who flout it. Bearing in mind sexual assaults happen outside of bars too, the Wellington Branch of Hospitality NZ questions the heavy-handed and prejudiced manner of Council as represented by Councillor Fleur. Changing the rules of obtaining a Manager's Certificate and the Sale and Supply of Alcohol Act is best left to central government. The Wellington Branch of Hospitality NZ would like to see a more moderate and sensible approach to alcohol licensing by the Council.

Vibrancy in the cityThe Wellington Branch of Hospitality NZ has been working closely with the stakeholders of the Council-led Alcohol Forum, which then changed focus to become the Night Time City Forum. During those forums, the hospitality sector acknowledged the importance of creating first and foremost a safe place for people to eat, drink and party when in the inner city.At the Alcohol Forum, the hospitality sector progressed two workstreams, Take 10 support zone, and Heads Up security app, which still continue today with the central focus of reducing alcohol-related harm, with positive feedback received.Licensees are also thoroughly regulated to ensure they abide by their obligations under the Sale and Supply of Alcohol Act 2012. It is important to note that our members know their responsibilities under the Act and it is to their benefit to abide by the law.Without taking our eyes off the minimalisation of alcohol harm in the city, the Wellington Branch of Hospitality NZ would like to take this opportunity to reinforce the objectives of changing from the Alcohol Forum to the Night Time City Forum, which is to focus more on vibrancy than it has in the past.To that end, the Wellington Branch of Hospitality NZ would like to see the Council proactively championing vibrancy in the city, with resources and tools at their disposal, to activate some of the initiatives aimed at promoting vibrancy in the city at night. It is important to maintain the integrity of the forum, and to ensure it is not mere lip service when discussing vibrancy in the city at night, during such forums where regulatory agencies are in attendance.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



TO 10-YEAR PLAN
WELLINGTON CITY COUNCIL
via buslongtermplan@wcc.govt.nz

SUBMISSION ON
WELLINGTON CITY COUNCIL'S PROPOSED
LONG-TERM PLAN 2018-2028

MAY 2018

CONTACT DETAILS:
Hospitality New Zealand Wellington Branch
Contact: Raewyn Tan
Phone: 027 550 2558
Email: raewyn.tan@hospitalitynz.org.nz
www.hospitalitynz.org.nz

1. About Hospitality New Zealand and the Wellington branch

- 1.1 Hospitality New Zealand (Hospitality NZ) is a member-led, not-for-profit organisation representing approximately 3,000 businesses, ranging across cafés, restaurants, bars, nightclubs, commercial accommodation, country hotels and off-licences.
- 1.2 Hospitality NZ has a 115-year history of advocating on behalf of the hospitality and tourism sector and is led by Chief Executive, Vicki Lee.
- 1.3 The Wellington Branch has around 300 members, 194 of which are registered in Wellington City Council.
- 1.4 Any enquiries relating to this submission should be referred to Raewyn Tan, Regional Manager Wellington North East to raewyn@hospitality.org.nz or 027 550 2558.
- 1.5 We wish to speak to our submission.

2. Resilience and Environment

2.1 Option 1

The Wellington Branch of Hospitality NZ supports Option 1, to invest in enhancing our resilience. We think it is fundamental the city is a safe place to live, work and visit, especially after having experienced the events of November 2016. To choose otherwise is irresponsible.

2.2 Building Accelerometers

If these proposed building accelerometers are able to accurately assess the safety of buildings post-earthquakes, it is definitely a worthwhile investment. Whilst everyone's safety is of utmost priority, the response and recovery post November 2016 earthquakes took a while and many businesses lost money, and many residents were left in limbo. Even as recently as 12 April 2018, a central Wellington building was evacuated¹ as engineers declared the building unsafe.

More information on the performance of buildings post-earthquakes will inform a speedier response and recovery, and assist businesses, residents, workers and visitors with their plans. The Wellington Branch of Hospitality NZ therefore supports the progress of this discussion.

3. Housing

3.1 Option 1

The hospitality sector in Wellington, like elsewhere across New Zealand, is already facing labour shortages. We do not ever want to be in Queenstown's situation where the lack

¹ <https://www.stuff.co.nz/national/103059572/wellington-office-building-evacuated-after-engineers-declared-it-unsafe>

of affordable housing has meant a lesser supply of workers in circulation, and where workers are forced to stay in tents or have to commute for hours to get to their jobs².

We also appreciate a proactive approach to creating housing supply, to avoid the housing crisis Auckland is experiencing at the moment and are supportive of leveraging third party investment to extend what we can afford with our limited funds.

The Wellington Branch of Hospitality NZ therefore supports Option 1, to make better use of existing council land and to leverage third party investment for more affordable housing in the city.

3.2 Wellington Housing Strategy

The Wellington Branch of Hospitality NZ supports the aspiration for “all Wellingtonians to be well housed”. If all of us are well supported in healthy and safe homes, we have the ability to perform to our best abilities at work, which creates a healthy cycle of productivity for the city.

3.3 Te Whare Oki Oki

We have noticed an increase in homelessness on our central streets. From a humanitarian perspective, we certainly support any endeavours to support our vulnerable homeless population. However, there are also advantages from a city promotions perspective, as well as the enjoyability of retail and hospitality customers. There have been instances where homelessness has led to aggressive begging, which is detrimental to the experience of those shopping and dining in the CBD³.

3.4 AirBnB – Level the Playing Field

The Wellington Branch of Hospitality wishes to use this opportunity whilst on this topic of housing, to address the need to level the playing field for accommodation providers. In particular, we refer to the likes of AirBnB providers, BookaBach, Holiday Houses, Bachcare and so forth, who all benefit from the visitor market, without having to bear the same commercial rates and levies that commercial accommodation providers pay.

AirBnB in particular has become a popular alternative to commercial accommodation, and the industry welcomes it for the added choices consumers now have at a destination. However, they currently have an unfair advantage, with their ability to reap higher yield from renting to the visitor market versus long-term residential rental, yet without paying the same commercial rates that commercial accommodation providers do. Pulling housing stock from the long-term rental market into the short-term high yield visitor market, also means less housing stock for people who wish to live and work in Wellington, which then creates an unnecessary housing issue⁴.

Hospitality NZ has long advocated for a level playing field, not to mention regulation to ensure hosts' obligations from a health and safety perspective are met. A group of

² <https://www.radionz.co.nz/news/national/326526/queensdown-housing-project-fails>

³ <https://www.stuff.co.nz/dominion-post/news/93287917/business-and-residents-call-on-council-to-rethink-begging-ban-in-wellington-cbd>

⁴ <https://www.stuff.co.nz/business/property/101326010/new-zealands-rental-squeeze-something-in-the-airbnb> and <https://www.stuff.co.nz/business/property/100675144/rentals-in-hot-demand-and-shortage-wont-ease-anytime-soon-trade-me>

Malaysian tourists managed to escape a fire at a Christchurch AirBnB in September last year⁵. Without waiting for more such accidents to happen, Wellington City Council should proactively act to regulate these opportunistic home owners to prevent such accidents from happening in its backyard.

The Wellington Branch of Hospitality NZ recommends that AirBnB owners be subject to the same or similar fire, building warrant of fitness, health and safety regulations and other such compliance that commercial accommodation providers have to abide by, if they wish to service the visitor market responsibly.

AirBnB owners earning a living out of the visitor market, should therefore be paying a commercial rate and contribute to the Downtown Levy if they are located in the coverage of the Downtown Levy or a similar levy that contributes to sustaining the WREDA's activities to promote Wellington as a visitor destination.

4. Transport

4.1 Introduction of weekend parking fees

The Wellington Branch of Hospitality NZ supports the introduction of weekend parking fees.

Recently, we were included in a forum to consult on the introduction of weekend parking fees as organised by First Retail Group. In that forum, we heard from retailers such as Zebrano and Cranfields that free weekend parking did nothing to boost foot traffic or sales. What they noticed instead was retail workers using those parks which made it hard for shoppers to find parks. This was compounded by the November 2016 earthquakes when it took out even more parking in the central city.

Free parking has not proven to be beneficial to retail and hospitality operators in Wellington City. The Wellington Branch of Hospitality NZ believes the \$1.4 million currently paid for by the Downtown Levy can be put to better use, such as that of the Economic Catalyst Projects listed in the Consultation Document.

With paid weekend parking, we believe it will force retail workers to use public transport, more active modes of transport, or into more appropriate full day parking spaces that will not conflict with the needs of shoppers. This aligns with the values that the Council is trying to promote.

Paid weekend parking will attract those with a real need to be in the central city, thereby alleviating the current parking congestion, as well as create more churn, in theory generating more foot traffic that hopefully translates into more sales.

We believe that the central city is enough of a drawcard with its boutique designer shops, quality hospitality offerings, events and attractions, to not deter people from coming into the city just because of the introduction of paid weekend parking.

⁵ http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11920959

The Wellington Branch of Hospitality NZ also supported the paid parking initiative as proposed in Porirua City Council's recent Long-Term Plan which recently closed for consultation.

4.2 Let's Get Welly Moving

The Wellington Branch of Hospitality NZ took part in the consultation of Let's Get Welly Moving, and had opted for Scenario D.

5. Sustainable Growth

5.1 Movie Museum and Convention Centre

The Wellington Branch of Hospitality NZ is whole-heartedly supportive of the development of the Movie Museum and Convention Centre.

The Council's proposal emphasised the need to capitalise on what Wellington currently does well. With Weta Workshop, Weta Studios, Park Road Post, Sir Peter Jackson and so forth all headquartered in Wellington, it needs no explanation that Wellington has an immediate synergy with the movie industry. A Movie Museum will add to Wellington's tourism assets and perhaps entice more people to include Wellington in their itineraries. Currently, many of Wellington's tourism products are free and travel sellers are therefore less motivated to include Wellington in itineraries.

According to the Conference Activity Survey (YE December 2017)⁶, Wellington is also a high-performing business events region, behind Auckland. However, where a conference size exceeds 200 delegates, Wellington's ability falters. Wellington also falls short of attracting conferences out of Australia and other international markets. Regions like Queenstown and Rotorua have better chances of attracting these offshore conferences.

Having a Convention Centre that has the capability to host large-scale conferences (500+), alongside a new tourism attraction like a Movie Museum, will help Wellington to better compete with Auckland as a business events destination. Where Auckland is the international gateway, Wellington makes up for it by being compact and easy to get around, something international delegates favour. If it goes ahead, the Wellington Airport extension will improve our tourism proposition even more so, with direct access to Asia.

5.2 Funding of economic and tourism initiatives

Where tourism thrives, our members would too. It should therefore not be a surprise that the Wellington branch of Hospitality NZ is whole-heartedly supportive of projects such as the Movie Museum and Convention Centre, indoor arena, and the airport runway extension.

However, these huge projects cost a lot and benefit everyone invested in the visitor economy, beyond that of accommodation providers.

⁶ <http://www.mbie.govt.nz/info-services/sectors-industries/tourism/tourism-research-data/convention-research-programme/convention-activity-survey/cas-report-ye-Q4-2017.pdf>

In the Consultation Document, it was proposed that “the bulk of this proposal (Movie Museum and Convention Centre) will be funded by commercial and downtown ratepayers either through the Downtown Targeted Rate or their share of the general rate”. Further on, it said the Council “will explore options around how the Wellington visitor industry might assist or contributes from year 3 of this plan to fund activities that support the visitor economy”.

The cost implications of developing such projects is not insignificant and the Wellington Branch of Hospitality NZ would like the Council to consider every funding option without prejudice⁷. Because the benefits of having these facilities and attractions extend beyond one part of the visitor economy, for example the accommodation sector, the Wellington Branch of Hospitality NZ would therefore like to see the Council spreading the targeted rates more equitably than a “Targeted Accommodation Rate” as detailed in the Draft Significant Forecasting Assumption document on pages 18 and 19.

Some (but not limited to) of the funding ideas we would like the Council to consider are:

- **Equitable Payment of Downtown Targeted Rates**
Many downtown accommodation providers with strata or unit title ownership structure currently do not pay the Downtown Target Rates.

The Wellington Branch of Hospitality NZ would like to see that rectified, to ensure it is equitable for all commercial accommodation providers, and at the same time adding to the Downtown Targeted Rate collected.

- **AirBnB**
As discussed earlier in this document, AirBnB owners capitalise on the visitor market but do not pay commercial rates and levies.

Like the above argument to create a level playing field, the Wellington Branch of Hospitality NZ would like to see the Council take steps to formally register these private homes and for them to pay their fair share of the Downtown Targeted Rates, where their location makes it relevant to do so.

Whilst there may be added administration to do so, over time, this should add to the Downtown Targeted Rate collected. It should be noted that collecting such destination levies are not uncommon, and houses in Texas in America for example are already collecting a “Destination Levy” which then makes it a more equitable market, where AirBnB properties are not dissimilar in price to that found on Booking.com in the same city.

- **Widening scope of Downtown Targeted Rates or a New Visitor Levy**
Without knowing the extent of coverage of the Downtown Targeted Rates except for what can be found in Greater Wellington Regional Council’s Annual Plan ⁸, is there a possibility to further widen the scope of the Downtown Targeted Rates?

⁷ <https://www.stuff.co.nz/dominion-post/news/99539722/te-papa-to-stay-free-despite-calls-for-charging>

⁸ <http://www.gw.govt.nz/assets/council-publications/Greater-Wellington-Regional-Council-Annual-Plan-2016-17-web.pdf>

Does it have to be restricted to entities “downtown”?

With the use of the Downtown Targeted Rates now used for a variety of projects including infrastructure, could a new levy with a widened scope replace the current Downtown Targeted Rates?

- **Re-Directing Funding from Self-funding Entities**
In the 2016/2017 financial year, 1,578,292 people visited Te Papa Tongarewa⁹. If each of them gave a gold coin donation, the Museum of New Zealand would be able to more than cover the Council’s current contribution of \$2,250,000.

The Museum of New Zealand is excellent and will more than justify the ability to charge overseas visitors a nominal entry fee, something that is not uncommon overseas. Even Auckland Museum has recently started charging international visitors to become more self-sufficient¹⁰.

The Council also provides \$9,202,000 in funding to Wellington Museums Trust. Like Te Papa Tongarewa, there is much potential for these entities such as the Wellington Museum and Capital E, to become more self-sustainable, which will then provide Council with more disposable income to support new projects which can inject new energy and higher visitations to Wellington.

While we love our Museum and think it is fantastic it allows free entry to all, the Council’s desire to borrow more instead of cutting back in other nice to have areas such as Te Papa’s free entry, is akin to collecting credit cards to fund an overseas holiday. Borrowing more on the basis that its debt ratios compared to other Councils are relatively low, is not good reason enough. The Council should lead from the front and exercise prudent financial management, which is to temporarily pull back on the nice to haves, to fund projects that can promise economic injections.

The Wellington Branch of Hospitality NZ welcomes the opportunity to have a seat around the funding discussion table.

5.3 Economic Catalyst Projects

As discussed earlier in our submission, the Wellington Branch of Hospitality NZ supports economic catalyst projects such as the Movie Museum and Convention Centre, an indoor arena and the airport runway extension. We feel they will boost tourism numbers to the city significantly and benefit our members tremendously.

6. Arts and Culture

6.1 Option 1

The Wellington Branch of Hospitality NZ supports Option 1, to continue to invest in Wellington’s comparative advantage as the cultural capital. We are proud of the cultural

⁹ https://www.tepapa.govt.nz/sites/default/files/te_papa_annual_report_2016-17_online.pdf

¹⁰ <http://digitalstories.aucklandmuseum.com/annual-review-2016-17/>

capital we live in, and the events help create a vibrant atmosphere and bring people out which allows our hospitality members to prosper.

6.2 Investment in culture attractions

The Wellington Branch of Hospitality NZ supports the development of the Movie Museum and Convention Centre and a new indoor arena to host major events and musical acts. Like we have mentioned throughout our submission, we believe these investments will boost tourism numbers to the city and inject additional economic activity, as well as reinforce our position as the arts and cultural capital of New Zealand.

However, like we mentioned in 5.2 of our submission, this cannot happen at the expense of some of our stakeholders. Inbound visitors benefit more than just the accommodation sector. The accommodation sector is already currently not dealt a level playing field, with most hotels paying the Downtown Levy, and not the serviced apartments; and the influx of AirBnB operators who benefit from the tourism sector without the accompanying costs. Therefore, we will not take too kindly to an Accommodation Targeted Rate as implied in your Draft Significant Forecasting Assumption document.

The Wellington Branch of Hospitality NZ would like a seat around a Council-led table initiating an inclusive consultative funding discussion, where all ideas are on the table without prejudice.

7. Sexual assault prevention

In the Draft Statements of Service Provision supporting document, it was noted that the Council provides “city leadership in city safety programmes that link interagency programmes, such as ... programmes that eliminate sexual violence” (page 49).

The Wellington Branch of Hospitality NZ has been working closely with the Council-led Alcohol Forum, which has changed focus to become the Night Time City Forum. It was in that latter forum that a workstream called Safer Bars Initiative came about.

Prior to that initiative, Hospitality NZ was already in the process of partnering with Sexual Abuse Prevention Network, to roll out their training across our Training Academy to our members across the country, with help from the Health Promotion Agency. It was a proactive endeavour which we initiated well before the forum brought it to our attention. We wish to emphasise the duty of care we have, through the types of training we roll out to our members as part of their membership.

There was some pressure by Councillor Fleur Fitzsimmons to include sexual assault prevention training as a mandatory part of alcohol licensing regulation¹¹. The obligations licensees have under the Sale and Supply of Alcohol Act 2012 are already onerous, and with serious consequences to those who flout it. Bearing in mind sexual assaults happen outside of bars too, the Wellington Branch of Hospitality NZ questions the heavy-handed and prejudiced manner of Council as represented by Councillor Fleur.

¹¹ <https://www.stuff.co.nz/dominion-post/news/103218622/city-councillor-wants-to-stamp-out-sexual-assaults-in-wellington>

Changing the rules of obtaining a Manager's Certificate and the Sale and Supply of Alcohol Act is best left to central government. The Wellington Branch of Hospitality NZ would like to see a more moderate and sensible approach to alcohol licensing by the Council.

8. Vibrancy in the city

The Wellington Branch of Hospitality NZ has been working closely with the stakeholders of the Council-led Alcohol Forum, which then changed focus to become the Night Time City Forum. During those forums, the hospitality sector acknowledged the importance of creating first and foremost a safe place for people to eat, drink and party when in the inner city.

At the Alcohol Forum, the hospitality sector progressed two workstreams, Take 10 support zone, and Heads Up security app, which still continue today with the central focus of reducing alcohol-related harm, with positive feedback received.

Licensees are also thoroughly regulated to ensure they abide by their obligations under the Sale and Supply of Alcohol Act 2012. It is important to note that our members know their responsibilities under the Act and it is to their benefit to abide by the law.

Without taking our eyes off the minimalisation of alcohol harm in the city, the Wellington Branch of Hospitality NZ would like to take this opportunity to reinforce the objectives of changing from the Alcohol Forum to the Night Time City Forum, which is to focus more on vibrancy than it has in the past.

To that end, the Wellington Branch of Hospitality NZ would like to see the Council proactively championing vibrancy in the city, with resources and tools at their disposal, to activate some of the initiatives aimed at promoting vibrancy in the city at night. It is important to maintain the integrity of the forum, and to ensure it is not mere lip service when discussing vibrancy in the city at night, during such forums where regulatory agencies are in attendance.

9. Summary

Our Wellington-based members are proud of the city we live, work and invest in, and the proposed priorities to manage the demands of growth, to make the city more resilient, to develop areas where we have a competitive advantage in, and to maintain economic growth, all resonate with us.

The Wellington Branch of Hospitality NZ is therefore supportive of the Wellington City Council's proposals as summarised below:

9.1 Within the priority area of Resilience and Environment, we support Option 1 and Building Accelerometers.

9.2 Within the priority area of Housing, we support Option 1, the Wellington Housing Strategy, Te Whare Oki Oki, and suggest Council takes a proactive stance towards levelling the playing field with regards to regulating AirBnB operators.

- 9.3 Within the priority area of Transport, we support the Introduction of Weekend Parking Fees and Let's Get Welly Moving where we had previously supported Scenario D.
- 9.4 Within the priority area of Sustainable Growth, we support the development of the Movie Museum and Convention Centre, Funding of Economic and Tourism Initiatives, and Economic Catalyst Projects. We also introduce some additional funding ideas we would like to test such as widening the scope of the Downtown Levy, levelling the playing field with regards to those benefitting from the visitor economy and not currently being captured by the Downtown Levy, and so forth.
- 9.5 Within the priority area of Arts and Culture, we support Option 1 and to continue our Investment in Culture Attractions.
- 9.6 Sexual Assault Prevention
We want to use this opportunity to express our lack of support to further legislate what is already a heavily legislated industry.
- 9.7 Vibrancy in the City
We also want to use this opportunity to express our wish to see more focus on vibrancy in alcohol-related Council-led forums.

NAME: Wayne Mulligan	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: presentation
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

16 May 2018

Justin Lester
Mayor, Wellington City

By email : BUSLongTernPlan@wcc.govt.nz

TE ATIAWA - TARANAKI WHĀNUI SUBMISSION ON WELLINGTON CITY COUNCIL 2018-28 LONG TERM PLAN

Introduction

1. The primary focus for Te Atiawa - Taranaki Whānui in terms of our relationship with our Taiao (environment) is the obligation and responsibilities we have as kaitiaki of the taonga (treasures), uri (members) and hapori (communities) that reside within our takiwā (region).
2. Over the past years we have had quite a limited relationship, which in many respects reflected our previous position, capacity and capability to engage more meaningfully in a relationship of partnership.
3. Nonetheless, like Wellington City Council (WCC), Te Atiawa – Taranaki Whānui believe that we can do more. We believe that it is now time to take our relationship to the next level and pioneer in a direction that sees us collaborating more. As an iwi we are clear as to what our role is when we are talking about our taiao, our uri, and our hapori – we are kaitiaki and we are mana whenua. In practicing our mana whenuatanga and kaitiakitanga we must work in partnership with Council but also bring to light the areas where things may have failed or are failing and also provide possible solutions.
4. The tone of this submission will represent and give expression to those roles of mana whenuatanga and kaitiakitanga and highlight the opportunities that enable us to move forward in partnership.

Mana Whenua Relationship Moving Forward

5. Te Atiawa – Taranaki Whānui support a relationship model that enables engagement, consultation, co-design, greater collaboration, direct action and input into plans, strategy and on the ground activities. We feel that if we can start this relationship a fresh, then we can take our collective learnings and lead into a directing that enables meaningful partnership.

6. To achieve this, Te Atiawa – Taranaki Whānui is of the view that we collectively must explore options that facilitate the creation of a meaningful council/Te Atiawa – Taranaki Whānui partnership framework that informs and gives expression to how we wish to interact with each other from now and into the future. We see an opportunity to lead a new partnerships framework, which will be crucial as we move forward into the realm of Mana Whakahono a Rohe.
7. For the reasons noted above we would like to highlight to Council that Te Atiawa – Taranaki Whānui would most likely invite WCC into a Mana Whakahono a Rohe process within the 2018-28 LTP. Therefore, we ask that Council ensure that there is necessary resource allocated directly to “Te Atiawa – Taranaki Whānui Mana Whakahono a Rohe” within the LTP. We would like to make it clear to Council that we will be seeking a collective Mana Whakahono a Rohe arrangement across all Councils within our Takiwā – Wellington City Council, Greater Wellington Regional Council, Hutt City Council and Wellington City Council. We are hopeful that WCC are supportive of this approach as we do not see it necessary or efficient to have individual arrangements across all four councils that operate within our Takiwā.

Recommendations

- a) **Note:** Te Atiawa -Taranaki Whānui will most likely initiate the Mana Whakahono a Rohe process with WCC within the 2018-28 LTP which will require an allocation of resourcing in terms of its negotiation and implementation; and
- b) **Note:** Te Atiawa – Taranaki Whānui wish to re-foster a much more meaningful relationship with WCC

Te Whanganui a Tara/Te Awakairangi Whaitua

8. The iwi see the Whaitua process as incredibly important to the health and wellbeing of our environment. We believe water is life and that we must safeguard its mouri for both current and future generations. We invite Council to be brave in terms of this Whaitua and ask that further funding be provided for this Whaitua to support greater Te Atiawa – Taranaki Whānui involvement. Many of these processes rely on the good will of our uri (members). We ask that WCC seriously consider their involvement in this process and provide adequate resourcing to it. The iwi understand that this is a Greater Wellington Regional Council led process; nonetheless, we collectively all have a responsibility to our waters and environments. I would invite WCC to engage with ourselves, Upper Hutt City Council, Hutt City Council and the Greater Wellington Regional Council so we may be able to provide the necessary resources and commitment this process needs if it is to succeed.

Recommendations

- a) **Action and Resource:** Te Atiawa – Taranaki Whānui would like to see a significant commitment from WCC into the Te Whanganui a Tara/ Te Awakairangi Whaitua.

Let’s Get Wellington Moving

9. The iwi would like to note to Council that we recently made a submission to Let’s Get Wellington Moving. We would ask that Council, as a key stakeholder to this project support our involvement. As kaitiaki we need to ensure that our whānau are involved in the design, development and implementation of any of the scenarios which may be selected. We believe that our involvement will bring greater strength to the process and support our mutual interests and obligations to transport. Our submission to Let’s Get Wellington Moving noted three key points:

- Whānau – We want to ensure that all transport options support our whānau and their needs and interests;
- Takiwā – We see a great opportunity to share our stories and histories to people who are travelling through our Takiwā; and
- Taiao – We want to ensure that any transport options which do not negatively impact our Taiao.

Recommendations

- a) **Action:** Council support Te Atiawa – Taranaki Whānui direct involvement in Let’s Get Wellington Moving.

Wellington Water Limited

10. Te Atiawa – Taranaki Whānui has recently signed a relationship agreement with Wellington Water. As one of your CCOs we would like to note that although we are still in our early phases, we are enjoying a very positive relationship with them.
11. As we step forward with our relationship we see ourselves as being much more involved in supporting this organisation in achieving its vision, goals, objectives and obligations associated to the duty of care to our water. Because of their role and the services they manage they have a huge impact on our relationship with water. The recent Havelock North Inquiry has highlighted to us our need as an iwi to be much more engaged and involved in the stewardship of our precious taonga which is water.
12. Wellington Water is responsible for the provision of our drinking water, for us this is crucial and we have an obligation to protect all drinking water sources. Storm water is also of significant concern as it often carries a number of pollutants, which enters our streams, rivers and harbours causing significant effects on our mahinga kai species and relationship with our taiao. Wastewater discharges at our coasts such as Pencarrow, which is not that far from our lakes at Parangarahu and overflows into the Waiwhetū Stream are significant sore points for our people.
13. Nonetheless, the iwi understand that the frailties of our three waters infrastructure are a legacy issue, which all councils are facing. For this reason we support the Wellington Water model as it presents a collective approach to a collective issue.
14. As mana whenua we hold a kaitiaki obligation to all taonga within our takiwā and water is by far one of our most significant taonga. For that reason we would like support from WCC for the establishment of Te Atiawa – Taranaki Whānui seats on the relevant Wellington Water governance committees/boards. This will enable us to work alongside Council and Wellington Water at a decision making level and contribute directly to our collective obligations of safeguarding our water. Our intent to have seats on relevant Wellington Water governance committees has not been expressed to Wellington Water directly. We will also be seeking support from the other partner councils through their LTP submission process.
15. The value which we can add is directly to how we act as stewards of our three waters infrastructure and taonga. As mana whenua we are often consulted and engaged in processes where entities like Wellington Water are seeking input for such things as discharge consents or over flow consents. This in our mind resigns our involvement as being a member of the ambulance team waiting at the bottom of the cliff. Protecting our taonga is actually more about managing our activities, actions and relationships with our land. This is where we want to see our involvement so we can address the cause and not the symptom.

Recommendations

- a) **Note:** the establishment of a formal relationship between Wellington Water and Te Atiawa – Taranaki Whānui; and

- b) **Action:** We seek support from Council to work with Te Atiawa – Taranaki Whānui and the other Wellington Water Council owners to establish Te Atiawa - Taranaki Whānui seats on the relevant Wellington Water Governance committees/boards.

Te Atiawa – Taranaki Whānui Iwi Management Plan

16. The Greater Wellington Regional Council is currently supporting Te Atiawa – Taranaki Whānui in the development of our Iwi Management Plan. The resources provided by WCC present us with a significant opportunity to make clear our intentions and aspirations as it relates to taiao and our takiwā. However, it is our intention to widen the scope of our iwi management plan so it may also respond to other plans, strategies and guidelines within our Takiwā. We believe that an iwi management plan would be of great use to WCC as it would be used to directly inform planning and decision making processes. The iwi management plan will articulate our own objectives, aspirations and expectations in terms of how a much more meaningful relationship between us, our communities and the wider Te Whanganui a Tara/Te Awakairangi may be created with our environments.

Recommendations:

- a) **Note and Resource:** Te Atiawa – Taranaki Whānui is seeking to widen the scope of the Iwi Management Plan so it may respond, support and supplement WCC planning processes. In order to do this, we are seeking commitment of resource from WCC for this process to occur.

Resilience

17. The iwi supports greater investment by Council into infrastructure resilience projects. Our infrastructure is crucial and understanding that our City resides on a significant fault line highlights risks and threats our resilience and ability to react and respond if a significant event were to occur.

Recommendations:

- a) **Note:** Te Atiawa – Taranaki Whānui supports greater investment into infrastructure resilience.

Te Reo Māori Policy

18. As was noted in our written and oral submission to the WCC Te Reo Māori Policy, we unreservedly support this policy and we are more than willing to work with Council in fine tuning it and supporting its implementation. As a part of its implementation we feel it is necessary to attribute some financial resource. The iwi is also more than willing to work with Council in promoting the reo throughout our City.

Recommendations:

- a) **Note and Resourcing:** Te Atiawa – Taranaki Whānui supports Te Reo Māori Policy and seek greater financial support of it through the LTP

Matariki

19. We are extremely thankful that Council have been brave and willing to celebrate Matariki on such a large scale. As an iwi we are hopeful that this year we will set down a strong platform that enables our City to more fully and meaningfully engage in Matariki. This is something which is unique to us as a nation and we are proud that Council and iwi have been able to use our partnership in a positive way which enables such a bold and pioneering step forward as a City and as a nation.

Recommendations:

- a) **Note and Resourcing:** Te Atiawa – Taranaki Whānui supports Council and its work on Matariki and seek maintained financial support of Matariki through the LTP.

Te Matatini

- 20. Te Matatini is to be held in Wellington in February 2019 and we are seeking your support for this amazing event, which will be held at the Stadium. Te Matatini is a significant cultural festival and the pinnacle event for Māori performing arts. The festival prides itself on being whānau friendly, smoke, and alcohol free event. It has an open door policy, where all people are welcome to come and experience the timeless tradition and spectacle of Kapa Haka.
- 21. We would like to thank WCC for supporting the allocation of part of the RAF to the Matatini event. We are incredibly grateful and we will be sure to keep WCC involved in this event as it moves forward.

Closing Statement

- 22. The iwi have enjoyed WCC support in numerous areas and we will continue to collaborate and work positively with WCC in the areas of mutual interest. However, Te Atiawa-Taranaki Whānui wishes to build a much more meaningful and active relationship with WCC. We feel that it is necessary for us to be brave and ground breaking in terms of how we may activate and give effect to our partnership. If we don't then we will fail to meet the needs of our community and our iwi. We must pioneer new ways to give effect to our partnership and keep activating new projects, initiatives and ways of managing our environments and communities.
- 23. We have come too far not to go further, we have done too much not to do more.

Nāku iti nei, na,

Wayne Mulligan
Chairman, Taranaki Whānui ki te Upoko o te Ika

With support and acknowledgement of:

Kura Moeahu
Chair, Te Runanganui o Te Atiawa



Liz Mellish
Chair, Palmerston North Maori Reserve Trust



Te Whenua, Te Tāngata, Te Ao Āmua
The Land, The People, The Future

Morrie Love
Chair, Wellington Tenth Trust



NAME: Graeme Hall	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: presentation
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	
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Housing summary

<p>The Strategic Housing Investment Plan (SHIP)</p> <p>Wellington Housing Strategy</p> <p>Special Housing Areas</p> <p>Inner City Building Conversion</p> <p>Special Housing Vehicle</p> <p>Rental Warrant of Fitness</p> <p>Te Whare Oki Oki</p>	
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Do you have any other comments?

Transport summary

Cycling Master Plan

Support

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

We support councils LTP investment focus on cycling/shared pathways % option oneWe support the proposal to accelerate the delivery of the Cycling Master Plan over 20 years rather than 35. The investment will create a tipping point for increased use, based on the scope, and linkages of the cycling network. Achievable in the near term, is a continuous harbourside shared pathway from the new PWC building on the waterfront through to Shelly Bay. This requires not a single road crossing. We support; The focus of years 1-3 in the plan which will substantially bolster the GHW and the city cycling and shared pathway infrastructure. Years 4-10 investment in Evans Bay (and related areas) a key commuter link. Years 10+ investment in the Great Harbour Way around the south coast the Council's commitment to contribute \$5 million towards the Great Harbour Way project segment Petone to Ngauranga (P2N). This linkage is critical and urgent. It needs proactive council stewardship. Its creation will provide a transformational linkage between the two cities currently this is only accessible by train or motor vehicle. Why we support it The realisation of substantial portions, and eventually the total length, of the Great Harbour Way will provide an iconic national and international feature. The ability to cycle, walk, run around the full 67 km perimeter of the city harbour is virtually unique in the world. It includes a wide variety of landforms and environment from the rugged eastern south coast, through the seaside charm of Eastbourne and the Bays, along the Petone Esplanade, to the special two city link (the Petone to Ngauranga segment) before entering more urban harbour environments, followed by similar suburban seaside scenery and landforms as on the eastern side of the harbour. Such a shared pathway provides huge attraction to visitors, including those who would travel to Wellington specifically to experience this iconic ride. It will be a tremendous recreational resource for residents and visitors alike. Commuters will be the winners. More and more we are being advised to take the green prescription to get out walking and specifically cycling to substantially lower our likely mortality and illness rates. Five days a week is good. The investment creates not only a pathway ribbon around the harbour but creates and provides access to many new open spaces, ideal for development experiences.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Cycling and Shared pathways- Great Harbour Way -Harbour Perimeter

Submission by Graeme Hall – Chair Great Harbour Way Trust /Te Aranui o Poneke | 021 606101 |

The Great Harbour Way/ Te Aranui o Poneke

The Great Harbour Way/ Te Aranui o Pōneke (GHW) is a walking and cycling route around Te Whanganui-a-tara, the Harbour of Wellington, New Zealand, from Fitzroy Bay in the east to Sinclair Head in the west. Few, if any, opportunities exist elsewhere in the world to walk or cycle the entire coastline of a major city harbour, while continually touching the water's edge.

Appreciation for the support and investment to-date

Great Harbour Way (GHW) is appreciative of WCC's investment to date on cycling, walking, on shared pathways particularly on the Great Harbour Way route. There is now a significant base of shared pathway already created or underway (Hutt Road, Wellington Waterfront, Oriental and Evans Bays).

We support councils LTP investment focus on cycling/shared pathways – option one

We support the proposal to accelerate the delivery of the Cycling Master Plan over 20 years rather than 35. The investment will create a tipping point for increased use, based on the scope, and linkages of the cycling network. Achievable in the near term, is a continuous harbourside shared pathway from the new PWC building on the waterfront through to Shelly Bay. This requires not a single road crossing.

We support;

- The focus of years 1-3 in the plan which will substantially bolster the GHW and the city cycling and shared pathway infrastructure.
- Years 4-10 investment in Evans Bay (and related areas) – a key commuter link.
- Years 10+ investment in the Great Harbour Way around the south coast
- the Council's commitment to contribute \$5 million towards the Great Harbour Way project segment Petone to Ngauranga (P2N). This linkage is critical and urgent. It needs proactive council stewardship. Its creation will provide a transformational linkage between the two cities – currently this is only accessible by train or motor vehicle.

Why we support it

- The realisation of substantial portions, and eventually the total length, of the Great Harbour Way will provide an iconic national and international feature. The ability to cycle, walk, run around the full 67 km perimeter of the city harbour is virtually unique in the world.
- It includes a wide variety of landforms and environment from the rugged eastern south coast, through the seaside charm of Eastbourne and the Bays, along the Petone Esplanade, to the special two city link (the Petone to Ngauranga segment) before entering more urban harbour environments, followed by similar suburban seaside scenery and landforms as on the eastern side of the harbour.
- Such a shared pathway provides huge attraction to visitors, including those who would travel to Wellington specifically to experience this iconic ride. It will be a tremendous recreational resource for residents and visitors alike.
- Commuters will be the winners. More and more we are being advised to take the green prescription – to get out walking and specifically cycling to substantially lower our likely mortality and illness rates. Five days a week is good.
- The investment creates not only a pathway ribbon around the harbour but creates and provides access to many new open spaces, ideal for development experiences.

Related issues

1. As new development rolls out it is important that any development accommodates these re-emphasised modes of transport. Land is scarce particularly at the harbour edge. We look for a consistency of approach with the GHW vision in respect of the new areas e.g. Shelly Bay. The Miramar Peninsula will prove to be one of the special parts of the GHW, not only the Cutting to Shelly Bay segment, but the next segment to Scorching Bay where there is the potential to be highly innovative in approach.
2. City bikes are now a feature in many urban cities. There is an expectation by visitors that they can utilise the new infrastructure without significant cost or disruption by using city bikes on an A to B basis rather than being required to return them to base. A city bikes facility best enables and facilitates use of this new infrastructure.

Verbal submission. I would like to speak to this submission



NAME: Nicola de Wit	SUBURB:	ON BEHALF OF: Organisation	ORAL PRESENTATION: presentation
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

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Housing summary

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Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

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Movie Museum and Convention Centre

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Do you have any other comments?

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Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

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Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

SUBMISSION ON THE WELLINGTON CITY COUNCIL 10-YEAR PLAN BY RYMAN HEALTHCARE LIMITED

INTRODUCTION

- 1 This is a submission on the Wellington City Council's (*Council*) draft 10-year plan on behalf of Ryman Healthcare (*Ryman*).
- 2 The Council's draft 10-year plan does not include a new development contributions (*DC*) policy, however Ryman understands the Council welcomes submissions in advance of its upcoming review of its DC policy.
- 3 This submission covers:
 - 3.1 An introduction to Ryman, its villages and its residents;
 - 3.2 Ryman's concerns in relation to Council's DC Policy 2015/2016 (*2015/2016 Policy*), and how those concerns should be addressed through the upcoming DC policy review; and
 - 3.3 A request for Council to work positively and collaboratively with Ryman in relation to its upcoming review.

RYMAN HEALTHCARE

- 4 Ryman currently has 32 operational retirement villages providing homes for more than 10,000 elderly residents across New Zealand and Melbourne. Ryman has 4 retirement villages currently operating or under development in Wellington. These villages are located in Kilbirnie, Khandallah, Newtown and Karori. Ryman is committed to being a key retirement village provider for high quality homes and care for the ageing population in Wellington now and in the future.
- 5 Ryman is considered to be a pioneer in many aspects of the healthcare industry – including retirement village design, standards of care, and staff education. A high quality, purpose built environment is a core principle of Ryman's philosophy. Ryman is passionately committed to providing the best environment and care for our residents. In recent times, Ryman has built approximately half of all new retirement units and the majority of all new aged care beds in New Zealand.
- 6 Ryman is not a developer. It is a resident-focused operator of comprehensive care retirement villages. Ryman is recognised as a leader in the industry. Ryman has a long term interest in its villages and its residents. It believes that a quality site, living environment, amenities and the best care maximise the quality of life for its residents.

The ageing demographic

- 7 Looking at the demographic figures briefly, it is currently estimated that 262,000 people in New Zealand are aged over 75, who are the primary market for Ryman's villages. This number has been growing at the rate of 5,000 per annum for the past 15 years. Now, that growth rate has lifted to 11,000 per annum. With the advent of the baby boomers, that growth rate will lift again to 18,000 per annum. Within the next 20 years, the population aged 75+ will have more than doubled to over 538,000 nationally. By 2050, that number will be even higher.
- 8 These demographic changes are resulting in large increases in demand for retirement living options. Alongside that growth, supply is relatively flat. The construction of new purpose-built villages is struggling to even replace the closure of small, old retirement and rest homes that are not fit for purpose.

Ryman's residents

- 9 All of Ryman's residents – both retirement unit and aged care room residents – are “elderly” and much less active and mobile than the 65+ population generally as well as the wider population. Ryman's retirement unit residents are early 80s on move-in and its aged care residents are mid-late 80s on move-in. Across all of Ryman's villages, the average age of retirement unit residents is 82.1 years and the average age of aged care residents is 86.7 years.
- 10 Ryman's retirement units are sometimes referred to as “independent units”. It is important to remember that the word “independent” is used in a particular context when discussing retirement living. Independence is a relative term and, for a person aged in their 80s or 90s, it is significantly different from that for a younger person. As noted above, Ryman's residents are much less active and mobile than the 65+ population generally as well as the wider population.

Ryman's villages

Comprehensive care villages

- 11 There are two very different types of retirement villages – ‘comprehensive care villages’ and ‘lifestyle villages’ (both accepted industry terms):
 - 11.1 Comprehensive care villages allow residents to access a ‘continuum of care’ from independent townhouses and apartments to 24-hour nursing care within the same village. These villages have a balanced proportion of retirement units and aged care rooms.
 - 11.2 On the other hand, lifestyle villages provide mostly retirement units with a small amount of aged care rooms. Residents generally need to move out of the village when they require greater care.
- 12 These fundamental differences between the two types of retirement villages means they attract a very different resident demographic. Lifestyle villages cater for a younger, more active, early retiree. Comprehensive care villages cater for people who choose to move to a village due to a specific need (health, mobility, companionship).

These people are attracted to the continuum of care offered by comprehensive care villages.

- 13 Ryman is the main provider of comprehensive care villages in New Zealand. It provides approximately 50% care units and 50% independent units across all of its villages.

On-site amenities

- 14 Ryman's villages offer extensive on-site amenities, which generally include a bar and restaurant, a pool, a theatre, a library, communal sitting areas, a gym (including its age-specific 'Triple A' exercise program), a bowling green, extensively landscaped grounds, a workshop and gardens. Ryman provides these on-site indoor and outdoor purpose built amenities, as well as its activities programmes, to meet the very specific needs of its elderly residents. Ryman's residents often comment that Council facilities are designed for younger people, and are not suitable for their particular needs.

Occupancy rate

- 15 Although Ryman provides some two and three bedroom retirement units, they are only occupied by 1 or 2 people. All Ryman residents are party to an Occupation Agreement that limits the number of occupants in each retirement unit to a maximum of 2 people. On average across Ryman's villages, retirement units are occupied by 1.3 people.

COUNCIL'S 2015/2016 DC POLICY

- 16 Ryman's concern in relation to the 2015/2016 Policy largely relates to the remissions or special assessment process.
- 17 Ryman has robust and independent evidence as to the effects of its villages on requirements for community facilities. It requests that the Council take this evidence into account during its review of the 2015/2016 Policy, and ensure that a mechanism is included in its new DC policy that provides for the appropriate assessment of DCs for developments that have a significantly different impact on community facilities compared to a standard residential development.

Units of demand

- 18 Retirement village units and aged care rooms create much less demand for community facilities compared to a standalone dwelling:

Reserves

18.1 Retirement village units and aged care rooms create very low demand for reserves because of:

- (a) The low occupancy rate: an average of 1.3 people per retirement village unit and 1 person per aged care room;
- (b) The reduced activity levels of residents due to their age and frailty; and
- (c) The specialist on-site amenities provided by Ryman to cater for the elderly residents' specific needs.

18.2 Ryman has obtained survey data from independent social survey experts to confirm that the above factors result in a very low demand for reserves. Based on that data, Ryman considers its aged care rooms create zero demand for reserves (0 EHU) and its retirement village units create a very small demand for reserves (around 0.02 EHU). Ryman would be happy to share this information with officers in a meeting.

Transport

18.3 Ryman's villages are low traffic generators, with the majority of movements generated during off peak periods. A standard standalone dwelling is assumed to generate 10 trips per day.¹ In comparison, retirement village units are assumed to generate 2 resident and visitor trips per day and aged care rooms are assumed to generate 1.5 trips per day (made up of 0.6 visitor trips, 0.6 staff trips and 0.3 service trips).²

Stormwater

18.4 Ryman villages often provide on-site stormwater management systems to mitigate stormwater effects on-site, which reduces the requirement for new Council infrastructure.

Water supply

18.5 The 2015/2016 Policy assumes water supply needs of 780 litres per day per EHU. The average daily water consumption of Ryman retirement village occupants is 200 litres per person per day.³

Wastewater

18.6 The 2015/2016 Policy assumes wastewater supply needs of 390 litres per day per EHU. The average daily waste water use of Ryman retirement village occupants is 160 litres per person per day.⁴

Remissions and Special Assessment

- 19 The 2015/2016 Policy allows for remissions of DCs at the Council's discretion. Ryman considers the Council's new DC policy should contain clear guidelines as to when remissions will be considered in order to provide a greater level of certainty for both Council and developers.
- 20 For example, the new DC policy should state that the Council will consider remissions for stormwater DCs where developers provide on-site mitigation that will reduce a development's demand on the Council's stormwater network. The policy should set out the process for applying for a remission and the matters that will be considered (including any assessment of stormwater demand during the resource consent process, the projects listed in the DC policy that relate to the catchment, any catchment

¹ RTA "Guide to Traffic Generating Developments".

² RTA "Guide to Traffic Generating Developments" and Transfund New Zealand Research Report No. 210.

³ This figure has been established through consenting process for a number of Ryman villages.

⁴ As above.

management plan, and the effects of the on-site mitigation on peak flows from the development, and downstream, in the 10 and 100 year ARI events).

- 21 More generally, the new DC Policy should include a mechanism to provide for a fair, proportionate and equitable assessment of DCs for developments that have a significantly different impact on community facilities compared to a standard residential development. Many other DC policies around New Zealand provide for a Special Assessment process in those circumstances. The policy should set out when a Special Assessment will be undertaken (which could include a threshold based on a number of EHUs) and the criteria that will be considered by Council.

CONCLUSION

- 22 Ryman welcomes the opportunity to provide a submission on the Council's DC policy review. Ryman is very pleased to be contributing towards meeting the retirement living needs of Wellingtonians and investing in long term economic growth and employment in Wellington City. It wishes to work positively and collaboratively with Council to ensure the new DC policy provides for a fair, equitable and proportionate assessment of DCs for Ryman's villages. Ryman would be happy to meet with Council in person to discuss this submission.

Regards,



Andrew Mitchell
Chief Development Officer
andrew.mitchell@rymanhealthcare.com

NAME: Morgan Hanks	SUBURB: Berhampore	ON BEHALF OF: Organisation	ORAL PRESENTATION: forum
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Support summary

AGREE TO SPENDING	PRIORITY 1-5: ''''
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Resilience and environment summary

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Do you have any other comments?

Affordable Housing %Û Two-thirds of Berhampore residents rent our homes according to 2013 Census, so that rental affordability is important as rents increase. Our suburb has experienced steep increases in housing prices, which although adding value for existing home owners, makes it much harder for first home buyers to find an affordable home. The Council needs to focus on creating many more entry-level homes. Most new housing needs to be suitable for increasingly smaller households, but it is also important to encourage some new housing that is affordable for multi-generational households. Smart land use matters to keep our city compact - and housing and transport costs affordable for all Wellington households. The Council urgently needs to strongly incentivise compact affordable housing, so limited land availability is put to best use. New housing needs to be affordable to live in over the coming decades. All new housing needs to be well designed and well insulated for highly efficient energy use, preferably with built-in renewable energy generation. Widespread car share vehicles (cars for cheap hourly hire) can lessen the need for private car ownership, so scarce land can be used for house people, not cars. Rental Warrant of Fitness %Û On behalf of the majority of Berhampore residents who rent their homes, we would like to see this WoF given urgency so the Council can start acting on cold, damp and unsafe housing as soon as possible this year. %Û Berhampore Peeps %Û Facebook Page continues to have requests for affordable homes to rent in Berhampore. As competition for affordable rental housing grows, people who are younger, first time renters, ethnic minorities, not in paid employment, or have children and/or pets, can find it even harder to get a home. Legal rights and protections are more challenging to enforce in a constrained housing market. Social Housing - See our agreed statement (below) on the importance of Social Housing to the special character of Berhampore. We see multi-cultural diversity and hospitality as key values to be respected and enhanced and wants Berhampore to continue to be a place where those with the lowest incomes and greatest needs can still live well and contribute to the common life. Affordable warm safe healthy housing is a basic human right for everyone. Urgent support for people who experience ongoing homelessness is essential. People %Û needs will vary. BCA would also like to see some social housing that allows residents to enjoy the company of a pet, especially small animals such as cats or small dogs. Many New Zealanders enjoy pet animals, why should this often important source of unconditional affection be denied from those of us who live in social housing? Several winters ago, a man lived in a small tent with his two dogs amongst the trees near the Berhampore Community Orchard. He had to leave social housing because of his dogs - which were also important support for him. DCM tried to help but finding rental housing that permitted dogs was hard. At the 8 December 2016 public meeting, the Association agreed on the following statement on the place of Social Housing in Berhampore: %Û The Berhampore Community Association is committed to enhancing the heritage values of Berhampore. If there is one major value which we as the community of Berhampore have inherited it is a vibrantly multicultural community. This suburb has been formed over many years by wave after wave of immigrants and refugees and the result has been a rich diversity of cultures. One key to Berhampore having the character it has is the commitment of various governments (local and national) to providing affordable %Û social housing %Û in this area. Thus the complexes now administered by Housing New Zealand and Wellington City Council are important places of refuge for those with the greatest socio-economic needs. The Berhampore Community Association sees multi-cultural diversity and hospitality as key values to be respected and enhanced and wants Berhampore to continue to be a place where those with the lowest incomes and greatest needs can still live well and contribute to the common life. %Û As well as preserving the social character of Berhampore, residents are concerned about the historic and cultural built character of Berhampore, as more old character buildings are being demolished in the heart of Berhampore, and others look under threat as they are not well-maintained. We would like to see an agreement reached between Berhampore and the Council about what buildings define the special character of our suburb, and so will be protected in perpetuity. We would like direct consultation from the outset with Berhampore where development is taking place - so that our community is kept informed & given chances to shape and protect the character of our suburb. Currently homes are being demolished & development is taking place in our backyards with absolutely no notification given to neighbouring residents. We would like a realistic blanket heritage protection order for Berhampore (akin to Thorndon) to encourage either quality, detailed replica infill housing, or bold, innovative infill housing that fits this quirky, heritage suburb (refer 1990s photo of Berhampore shops <https://www.flickr.com/photos/travelling--light/4906455271/>) In the heart of our suburb, we have an outstanding example of housing density done well %Û the Centennial Apartments at 493 Adelaide Road. These were built well and thoughtfully in 1940 when we faced similar housing challenges %Û and these attractive apartments centered around a sunny green space, have stood the test of time, as density done

well. See www.homestolove.co.nz/inside-homes/home-features/density-done-well-centennial-flats

Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Do you have any other comments?

The affordability of public transport and ability to safely travel by walking or cycling becomes even more important as budgets are stressed by escalating housing costs, especially rising rents. Of particular concern for the community is adequate and timely public transportation. As a key artery from the Southern Coast to the city, buses traveling from Island Bay to the city are frequently full by the time they arrive in Berhampore, leaving passengers stranded during rush hours. We are hopeful the new bus routes and buses will address this issue, and encourage the Councils to constantly monitor and review the new system after six months. Other community transport related concerns include:

- Unsafe speeding. A recent accident due to speeding and reckless driving was lucky not to have caused any fatalities. However, it highlighted the need to calm traffic along Adelaide Rd and the surrounding streets that are major arteries into and out of the city.
- Safe, accessible and sheltered bus stops. There are major bus stops in our community without any shelters or electronically updated signs for scheduled bus arrivals. We recognise these stops are often on or adjacent to private property, but would encourage WCC to identify these and consider options for providing a safe and sheltered space for passengers to wait for their bus.
- Clear, effective and timely consultation on transport issues and proposed changes. We encourage the Council to continue to ensure effective and timely engagement with community members and representatives. We are a relatively young but ambitious community association and have a very active neighbourhood Facebook page ([Berhampore Peeps](#)). We look forward to engaging with WCC regarding options for the Berhampore section of the Southern Connections cycleway route.
- Continue to support alternative and more sustainable means of traveling around Wellington. Whether this be by bike, foot, electric vehicle, car or ride share.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Wellington City Council Me Heke Ki Poneke Draft Long Term Plan 2018/28

Berhampore Community Association Submission

Berhampore Community Association especially supports:

- Affordable, safe and reliable transport options
- Decent housing for everyone that's affordable to rent, buy and live in now and over future decades.
- Free access to community recreational services for community services card holders, and ensuring that it's easy for eligible people to get this card.

1. Transport

The affordability of public transport and ability to safely travel by walking or cycling becomes even more important as budgets are stressed by escalating housing costs, especially rising rents.

Of particular concern for the community is adequate and timely public transportation. As a key artery from the Southern Coast to the city, buses traveling from Island Bay to the city are frequently full by the time they arrive in Berhampore, leaving passengers stranded during rush hours. We are hopeful the new bus routes and buses will address this issue, and encourage the Councils to constantly monitor and review the new system after six months.

Other community transport related concerns include:

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- Continue to support alternative and more sustainable means of traveling around Wellington. Whether this be by bike, foot, electric vehicle, car or ride share.

2. Housing

Affordable Housing – Two-thirds of Berhampore residents rent our homes according to 2013 Census, so that rental affordability is important as rents increase. Our suburb has experienced steep increases in housing prices, which although adding value for existing home owners, makes it much harder for first home buyers to find an affordable home.

The Council needs to focus on creating many more entry-level homes. Most new housing needs to be suitable for increasingly smaller households, but it is also important to encourage some new housing that is affordable for multi-generational households. Smart land use matters to keep our city compact - and

housing and transport costs affordable for all Wellington households. The Council urgently needs to strongly incentivise compact affordable housing, so limited land availability is put to best use.

New housing needs to be affordable to live in over the coming decades. All new housing needs to be well designed and well insulated for highly efficient energy use, preferably with built-in renewable energy generation. Widespread car share vehicles (cars for cheap hourly hire) can lessen the need for private car ownership, so scarce land can be used for house people, not cars.

Rental Warrant of Fitness – On behalf of the majority of Berhampore residents who rent their homes, we would like to see this WoF given urgency so the Council can start acting on cold, damp and unsafe housing as soon as possible *this* year.

‘Berhampore Peeps’ Facebook Page continues to have requests for affordable homes to rent in Berhampore. As competition for affordable rental housing grows, people who are younger, first time renters, ethnic minorities, not in paid employment, or have children and/or pets, can find it even harder to get a home. Legal rights and protections are more challenging to enforce in a constrained housing market.

Social Housing - See our agreed statement (below) on the importance of Social Housing to the special character of Berhampore. We see multi-cultural diversity and hospitality as key values to be respected and enhanced and wants Berhampore to continue to be a place where those with the lowest incomes and greatest needs can still live well and contribute to the common life.

Affordable warm safe healthy housing is a basic human right for everyone. Urgent support for people who experience ongoing homelessness is essential. People’s needs will vary.

BCA would also like to see some social housing that allows residents to enjoy the company of a pet, especially small animals such as cats or small dogs. Many New Zealanders enjoy pet animals, why should this often important source of unconditional affection be denied from those of us who live in social housing? Several winters ago, a man lived in a small tent with his two dogs amongst the trees near the Berhampore Community Orchard. He had to leave social housing because of his dogs - which were also important support for him. DCM tried to help but finding rental housing that permitted dogs was hard.

At the 8 December 2016 public meeting, the Association agreed on the following statement on the place of Social Housing in Berhampore:

“The Berhampore Community Association is committed to enhancing the heritage values of Berhampore. If there is one major value which we as the community of Berhampore have inherited it is a vibrantly multicultural community. This suburb has been formed over many years by wave after wave of immigrants and refugees and the result has been a rich diversity of cultures. One key to Berhampore having the character it has is the commitment of various governments (local and national) to providing affordable ‘social housing’ in this area. Thus the complexes now administered by Housing New Zealand and Wellington City Council are important places of refuge for those with the greatest socio-economic needs.”

The Berhampore Community Association sees multi-cultural diversity and hospitality as key values to be respected and enhanced and wants Berhampore to continue to be a place where those with the lowest incomes and greatest needs can still live well and contribute to the common life.”

As well as preserving the social character of Berhampore, **residents are concerned about the historic and cultural built character of Berhampore**, as more old character buildings are being demolished in the heart of Berhampore, and others look under threat as they are not well-maintained. We would like to see an agreement reached between Berhampore and the Council about what buildings define the special character of our suburb, and so will be protected in perpetuity.

We would like direct consultation from the outset with Berhampore where development is taking place - so that our community is kept informed & given chances to shape and protect the character of our suburb. Currently homes are being demolished & development is taking place in our backyards with absolutely no notification given to neighbouring residents. We would like a realistic blanket heritage protection order for Berhampore (akin to Thorndon) to encourage either quality, detailed replica infill housing, or bold, innovative infill housing that fits this quirky, heritage suburb (refer 1990s photo of Berhampore shops <https://www.flickr.com/photos/travelling--light/4906455271/>)

In the heart of our suburb, we have an outstanding example of housing density done well – the Centennial Apartments at 493 Adelaide Road. These were built well and thoughtfully in 1940 when we faced similar housing challenges – and these attractive apartments centered around a sunny green space, have stood the test of time, as density done well. See www.homestolove.co.nz/inside-homes/home-features/density-done-well-centennial-flats



3. About Berhampore and Berhampore’s Community Association

The Berhampore Community Association is a new residents association incorporated on 22 November 2016 to build unity within the Berhampore community and make sure all Berhampore voices are heard.

Membership of the Association is open to everyone who lives or works in Berhampore, owns a business or represents a group serving Berhampore. Although independently operated, Berhampore Peeps' Facebook page with over 1000 members, complements the community-building role of the Association.

The objectives of the Berhampore Community Association are to:

- (a) Promote, undertake, advocate and/or facilitate activities and projects that unify, encourage a vital community spirit, and foster better understanding and respect amongst our diverse community.
- (b) Give Berhampore people a voice to the Wellington City Council and other organisations.
- (c) Create and carry out a 1/3/5/10 year plan to enhance Berhampore's built and natural environment, including heritage values.
- (d) Discover and celebrate the rich heritage of Berhampore.
- (e) Store and share local information (with the Community Centre) such as the District Plan, contact details of local groups and other organisations.
- (f) Liaise with other local resident associations and organisations with similar objectives.
- (g) Educate and help with disaster preparedness/civil defence.

The Census population of Berhampore in 2013 was 3,606, living in 1,572 dwellings with an average household size of 2.39. According to the 2013 Census, two-thirds of us rent our homes, split equally between private rental and social rental housing. Anecdotally, Berhampore appears to be rapidly gentrifying, with property prices escalating in recent years.

We welcome the opportunity to speak to our submission during the Council forum.

Contact: Morgan Hanks, BCA Chairperson

email: Berhampore.community.assoc@gmail.com or mfhanks1@gmail.com

text/phone: 021 802 528

NAME: Frances Lee	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL PRESENTATION:
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Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	
Wastewater network improvements	
Tawa and Miramar Peninsula stormwater network improvements	
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	
Predator Free Wellington	
Community-led trapping	
Resilience of the transport corridor	
Security of water supply	Support
Waste management and minimisation	Support
Storm clean-up	Support
Adding land to the Wellington Town Belt	
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	
Wellington Housing Strategy	
Special Housing Areas	
Inner City Building Conversion	
Special Housing Vehicle	
Rental Warrant of Fitness	
Te Whare Oki Oki	

Do you have any other comments?

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Transport summary

Cycling Master Plan

Introduction of weekend parking fees

Let's Get Wellington Moving

Transport-related initiatives

Oppose

Do you have any other comments?

--

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Oppose

Support

Do you have any other comments?

--

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Support

Do you have any other comments?

--

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Wellington City Council,
PO Box 2199, Wellington 6140.

SUBMISSION ON DRAFT LONG-TERM PLAN 2018-28

Submitter – Frances Lee, 24 Orari St, Ngaio, email ‘franceslee.orari@outlook.com’

In general I found your printed Long Term Plan somewhat confusing because of the repetition in Parts 2 and 3. I have therefore tried to combine my comments under one heading for each section.

1. RESILIENCE AND ENVIRONMENT

Water and Waste Water -

Many of the plans relate to core infrastructural needs with which I can AGREE (although I am not qualified to query the budgets).

However, I OPPOSE the \$10mil. proposed to support the commercial Shelly Bay developments which appear in both Options.

Resilience and Environment –

I can AGREE with most aspects relating to earthquakes, heritage, security of water, waste management, storm clean up. However, little detail is provided on what I consider to be included in the 'environment' - Wellington's natural features of bush-covered hillsides, valleys, streams, harbour and coastal strips, etc. This lack of detail in the Plan seems to demonstrate a lack of environmental interest on the part of WCC. I request that some detail be included in the 10yr Plan.

I am totally against WCC's abandonment of Public Open Space on the waterfront to allow enormous commercial buildings and for the proposed Chinese Garden on Frank Kitts Park.

2. HOUSING

I understand the need for WCC to provide housing for the 'poor and needy' but some of the plans include 'faster consenting processes' and Special Housing Areas – both of which (I understand) have already been used by some developers for expensive housing. Much more detail is needed for residents to make detailed comments on extending WCC's responsibility as envisaged in Option 1. Just in my area, the expensive housing development in Silverstream Rd, Crofton Downs, has involved the filling in of an attractive valley and the building of an enormous ugly earth bank – with appalling sediment effects on the local waterways and despoliation of this magnificent scenery. I cannot believe that WCC Planners agreed to this development. The proposed apartments off Trelissick Crescent on a very steep sensitive bush clad section, if approved, would have disastrous effects on this special attractive area alongside Trelissick Park. There are other infill agreements in the Ngaio area that do nothing to allay my fears of future WCC planning proposals.

Rental Warrants of Fitness seem sensible – efforts to reduce homelessness totally acceptable.

3. TRANSPORT

Obviously something needs to be done to reduce private cars in the inner city, and for vastly improved public transport. However I totally OPPOSE the Cycling Master Plan in Options 1 and 2. WCC seems besotted by cycling and cyclists to the almost total neglect of walkers. Walking into the city could be made easier if WCC produced maps linking different tracks to show routes into the city or at least to a nearer bus route. Some of these tracks might need some work and funds. For an example, such a link could be provided by opening the track from Oban St into Trelissick Park, allowing walkers from Khandallah (via Bridle Track) and Kaiwharawhara to access Highland Park and thence into the city or a bus route. This track has been publicly supported since 1981 but is currently stalled..

Reference is noted to completion of a cycling network in Ngaio, etc. but with no detail yet. It is important to note that Trelissick Park is prohibited for cycling – and for very good reasons. This should not be changed.

Regarding the enormous slip on Ngaio Gorge Rd, presumably WCC has checked on the stability of other steep bush covered banks on the upper side of this road or will this be part of the \$12mil. allocated. WCC is already spending large sums on general strengthening of the road itself from the lower side, but if this road is to be a major exit from the CBD after future earthquakes, both sides of the road need safeguarding – and, of course, the existing slip repaired.

I DO NOT Agree with Option 1 and only for Option 2 if the Cycling Master Plan is removed.

4. SUSTAINABLE GROWTH

This section contained a lot of ‘weasley’ words making actual decisions/outcomes on a range of issues unknown to ratepayers. I OPPOSE option 1 - not agreeing with the costs involved with building the Movie Museum and Convention Centre at this stage. Neither do I agree with the costs for the proposed extension to Wellington Airport nor the budget provisions for an indoor arena. There are so many other vital requirements for the city – with which I can agree under Option 2 – ie. to deal with earthquake strengthening of the Town Hall, S James Theatre, Wellington Museum and upgrading of Wellington Zoo. There are also other attractions to showcase the city and assist the Arts. As mentioned earlier, I OPPOSE the streamlined consent process suggested – supposedly to make “consenting and compliance functions faster, easier, safer and more sustainable” - and less of a barrier. I cannot agree to this without knowing exactly what is planned. Such decisions need to be made strictly on planning principles, not influenced by “delivery” under any circumstances. Any District Plan changes must be made with full public enquiries – possibly at Ward level. So some of Option 2 is more agreeable to me but with exclusions mentioned above.

5. OTHER MATTERS

-Budget. I do not have the qualifications to query the financial details of the proposed budget. However, under Environment there is no separate expenditure shown for parks, tracks, open space, etc. Why not? Meanwhile I totally disagree to the \$73mil. specifically for cycleways. The WCC borrowing rate per person (not per ratepayer) is to be increasing from \$2,400 to \$5,100 p.a. by year 10. This seems excessive and needs further investigation.

-Rates. The table does not provide information on the proposed residential rates with a water meter. I have had such a meter since they were introduced by WCC – as I believed strongly in ensuring my water consumption remained low. I would like to know what my rates are to be. However – as a sideline - I am somewhat horrified by the amount charged by WCC to administer the water consumption. Typically the last account - \$18.98 for water and \$34.65 to administer. Surely there is a way to reduce this admin. cost. I have never ever seen anyone actually read the meter quarterly in all these years and my own records easily provide a low annual consumption rate for WCC administration. I had thought WCC was aiming to encourage more residents to use these meters. However, no doubt, large water consumers would pay the same administration charge as myself.



14 May 2018.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ash McCrone		Individual	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

<p>Water storage capacity and network improvements</p> <p>Wastewater network improvements</p> <p>Tawa and Miramar Peninsula stormwater network improvements</p> <p>Built Heritage Incentive Fund (BHIF)</p> <p>Building accelerometers</p> <p>Predator Free Wellington</p> <p>Community-led trapping</p> <p>Resilience of the transport corridor</p> <p>Security of water supply</p> <p>Waste management and minimisation</p> <p>Storm clean-up</p> <p>Adding land to the Wellington Town Belt</p> <p>Do you have any other comments?</p>	<p>Support</p> <p>Support</p> <p>Support</p>
<p>I support the Environment portfolio projects including Predator Free. Well maintained pest-free natural green spaces provide a return on investment with better health, sense of place, cultural well-being and attractiveness for visitors/recreation/employment. However the Council must improve weed management and fund better weed control. Pest weeds are burgeoning in Wellington - we don't want our stunning natural environment wrecked by smothering weeds. Ensure funding is allocated to weed management as well as predator control. Wastewater I support wastewater network improvements, including sewage sludge disposal. I acknowledge that the WCC has been proactive in improving the quality of stormwater discharge from pipes and culverts under the existing permits and trying to reduce faecal coliforms and other pollutants and contaminants over time. The ultimate goal for discharges into receiving waters including the coastal marine area should be zero contamination of any stormwater with wastewater and biological or chemical agents and other rubbish items. I do not support the promotion of "pet" projects (arenas, convention centre, film museum etc) at expense of sewer and stormwater upgrades, and the health of our marine environment. The need to spend multi-millions to fix up treatment plants and under-capacity pipes may not be a vote winner, but it is essential to allow for growth and liveability aspirations we have for our city. There does not appear to be any mention, let alone funding, of stormwater water quality improvements despite the NPS Freshwater management and WCC discharge consent requirements, and the catchment management approaches, all which require greening and stormwater management initiatives and offer the opportunity to create better and healthier communities and environments. Stormwater and</p>	

waste management must perform better than moderate. Core infrastructure needs increased (and fast tracked) funding to ensure: Uncontaminated, pollution-free beaches, all year round City beaches and the coastal environment is a clean and environmentally sound open space for the benefit of all users Contaminated stormwater discharges are eliminated esp to the harbour and south coast, and in particular the Taputeranga Marine Reserve. No eliminate effluent discharges occur in the harbour and our coasts Ensure appropriate funding is allocated to stormwater and sewage network management. Spend less on less essential areas of the budget especially new big projects that can be paid for by commercial enterprises, rather than subsidised by our rates. Waste Management There appears to be no commitment to the Council's obligations to meet the intent of the Regional Waste Management and Minimisation Plan (rates funded recycling collection, food/green waste collection etc). I support Councils developing long-term integrated waste management and minimisation planning and services. I also support greater community involvement in waste management such as in waste education and community enterprises creating local employment from local waste resources. Also support developing a region wide approach (incl. a region-wide resource recovery network) that reflects and where possible improves on national standards, initiatives to increase the quantity of materials that can be economically recovered to reduce the costs of waste to society and the environment and to provide for beneficial use. Actions need to be consistent with the local authorities, national standards and be SMART (specific, measurable, achievable, relevant and timely). Ensure the Council meets the obligations in the Regional Waste Management and Minimisation Plan.

Housing summary

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Do you have any other comments?	

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Do you have any other comments?	

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Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Submission to the Wellington City Council

Draft Long Term Plan 2018/2028

Thank you for the opportunity to provide my views on the Long Term Plan. Please note that my comments are focussed on the natural environment.

Our 10-Year Plan Tō mātou mahere ngahuru tau

“Our long-term vision Our 10-Year Plan continues our work toward the strategic vision we have adopted for the city, as defined by Wellington Towards 2040: Smart Capital. This vision sets out our aim to grow and sustain the city as “an inclusive place where talent wants to live”.”

Attributes that make for a robust Smart Capital include a number of factors that make it attractive to people, organisations and companies – e.g. access to universities and research hubs, having the city center well-connected through transportation and offering a rich quality of life/cultural vibrancy, and not least - access to outstanding natural environment. Improving and maintaining a healthy environment must take top priority and not come second best. It isn't Economic Development vs the Environment - environmental regulation and protection can enhance, rather than impede, economic development. The Council needs to fund and work more efficiently and effectively to reduce harmful impacts on the environment.

Eco-city

I support the focus of developing Wellington as an eco-city and proactively responding to environmental challenges, making Wellington a unique and attractive city. I agree –“ it is important that Wellington takes an environmental leadership role, as the capital city of clean and green New Zealand. Our many natural assets give the city a head-start and opportunities as part of a green economy”.

- Keep our city compact, cycle safe and friendly, 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

If the Council does not deliver on the brand 'Eco-City', the brand could be dismissed as untrustworthy which would result in the loss of local support, and national and international reputation.

Environment portfolio

I support the Environment portfolio projects including Predator Free. Well maintained pest-free natural green spaces provide a return on investment with better health, sense of place, cultural well-being and attractiveness for visitors/recreation/employment.

However the Council must improve weed management and fund better weed control. Pest weeds are burgeoning in Wellington - we don't want our stunning natural environment wrecked by smothering weeds.

Ensure funding is allocated to weed management as well as predator control.

Wastewater

I support wastewater network improvements, including sewage sludge disposal. I acknowledge that the WCC has been proactive in improving the quality of stormwater discharge from pipes and culverts under the existing permits and trying to reduce faecal coliforms and other pollutants and contaminants over time. The ultimate goal for discharges into receiving waters including the coastal marine area should be zero contamination of any stormwater with wastewater and biological or chemical agents and other rubbish items.

I do not support the promotion of 'pet' projects (arenas, convention centre, film museum etc) at expense of sewer and stormwater upgrades, and the health of our marine environment. The need to spend multi-millions to fix up treatment plants and under-capacity pipes may not be a vote winner, but it is essential to allow for growth and liveability aspirations we have for our city.

There does not appear to be any mention, let alone funding, of stormwater water quality improvements despite the NPS Freshwater management and WCC discharge consent requirements, and the catchment management approaches, all which require greening and stormwater management initiatives and offer the opportunity to create better and healthier communities and environments. Stormwater and waste management must perform better than "moderate".

Core infrastructure needs increased (and fast tracked) funding to ensure:

- Uncontaminated, pollution-free beaches, all year round
- City beaches and the coastal environment is a clean and environmentally sound open space for the benefit of all users
- Contaminated stormwater discharges are eliminated – esp to the harbour and south coast, and in particular the Taputeranga Marine Reserve.
- No eliminate effluent discharges occur in the harbour and our coasts

Ensure appropriate funding is allocated to stormwater and sewage network management. Spend less on less essential areas of the budget – especially new big projects that can be paid for by commercial enterprises, rather than subsidised by our rates.

Waste Management

There appears to be no commitment to the Council's obligations to meet the intent of the Regional Waste Management and Minimisation Plan (rates funded recycling collection, food/green waste collection etc).

I support Councils developing long-term integrated waste management and minimisation planning and services. I also support greater community involvement in waste management such as in waste education and community enterprises creating local employment from local waste resources. Also support developing a region wide approach (incl. a region-wide resource recovery network) that reflects and where possible improves on national standards, initiatives to increase the quantity of materials that can be economically recovered to reduce the costs of waste to society and the

environment and to provide for beneficial use. Actions need to be consistent with the local authorities, national standards and be SMART (specific, measurable, achievable, relevant and timely).

Ensure the Council meets the obligations in the Regional Waste Management and Minimisation Plan.

Other

I would like to see the WCC investigate a model of circular economy as this may have methods for meeting the needs of economic development and population growth within environmental boundaries. Applying circular economy thinking to Wellington may future-proof prosperity (e.g. Auckland Economic Opportunities Insights Series 'Circular Economy' May 2018).

Thank you for the opportunity to make a submission on the draft. I hope the points raised will be seriously considered.

Ash McCrone
1/13 Tasman Street
Mt Cook
Wellington 6021

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wellington Chamber of Commerce		Organisation	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
	''''

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	
Building accelerometers	
Predator Free Wellington	
Community-led trapping	
Resilience of the transport corridor	
Security of water supply	
Waste management and minimisation	
Storm clean-up	
Adding land to the Wellington Town Belt	
Do you have any other comments?	

Resilience and Environment (p.12) Investing in core infrastructure, looking after the environment and making our city more resilient against future shocks (Consultation Document p.11)The Chamber notes that under this section of the Consultation Document (p.13) the WCC is proposing to increase investment and levels of service in our three waters infrastructure by improving water storage and wastewater capacity and upgrading storm water infrastructure. The Chamber supports this increased investment and therefore supports Option 1 (the preferred option p.16).DiscussionIt is important to ensure key infrastructure (transport, water and waste, energy etc.) is designed in such a way that it can still be functional and resilient if adverse events occur.While no one is suggesting a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important the infrastructure system is designed and delivered in such a way that it can still be functional if adverse events (e.g. earthquakes etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but particularly for Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish. The economic perspective of risk stresses two ideas:a.

more resources, including time and money, are needed to reduce risk; and b. people (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or for other desirable considerations. It is not a case of eliminating risk, to do so would be to effectively close down all productive activity. It is important to understand there is an optimal amount of resource which should be utilised in reducing risk of failure in, say, earthquake-prone buildings, just as there is an optimal amount of resource that should be spent on crime prevention, health interventions etc. The sobering and undeniable fact is that resources are limited and risk cannot be completely eliminated, not even at great cost. In this respect the WCC's press release accompanying the release of the Consultation Document (Sunday 15 April 2018) was mischievous in stating that: "We want a city that can withstand anything nature throws at it". While risk reduction may be possible, beyond a certain point the marginal cost of taking action becomes progressively greater, while the potential returns decrease. It is therefore in companies' and individuals' interests to invest in risk minimisation strategies up to the point at which the marginal cost equals the marginal benefit. Often market-based mechanisms for determining risk will be far more effective than council-controlled outcomes and will fairly reflect the actual risk associated with hazards. For example, in a competitive insurance market, individuals and businesses seek competitive quotes when dealing with hazardous situations. In some cases insurers may be unwilling to insure a building at all if the situation is considered too hazardous. This approach naturally incentivises people to assess the costs and benefits of building in areas where natural hazards have been identified. With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether individuals and businesses can manage the risk. Given the above, it is important that individuals and businesses are fully aware of the risks associated with their actions (or non-actions) to ensure they make informed decisions in respect to risk management. This requires scientific, soundly-based information so known hazards can be successfully managed and the costs associated (in hindsight) with bad decisions are not simply passed on to, and ultimately paid for, by the wider community (ratepayers generally). Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirements on top of this situation "giving building owners time limits to upgrade or demolish" are proving extremely costly and difficult for some building owners - including local councils and smaller communities with older, heritage or low-yield buildings "to meet, despite some assistance from local and central government. The Chamber considers there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid. Additional comments from the pre-consultation submission - Earthquake risk and readiness While it goes without saying that the benefits of regulation must outweigh the costs if regulation is to be justified, it is also important to analyse not only total costs and benefits (including potential unintended costs and/or benefits) but also where these expected costs and benefits might fall. For example, if the benefits are widely dispersed but the costs fall disproportionately on one group (in this case building owners), there may be a case for compensation for that particular group or at least for the provision of a reasonable length of time in which to change systems, processes or whatever may be causing significant externalities. Therefore, the impact of regulations on particular industry sectors and firms within sectors needs careful consideration. Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirement on top of this situation "giving building owners time limits to upgrade or demolish" are proving extremely costly and difficult for some building owners, including local councils and smaller communities with older, heritage or low-yield buildings "despite some assistance from local and central government. The Chamber considers that there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid. Energy A number of countries and companies are looking at different alternatives to traditional supplies of energy such as micro grids and virtual power plants for areas at risk from natural disaster or operating at the fringe of the grid, where infrastructure costs are prohibitive. Other approaches such as testing battery storage systems and advanced solar inverters are also taking place

as trials in parts of Australia and also Japan. No doubt other countries will also be investigating in such alternatives as a means of managing risk, whether that be in relation to natural disasters (earthquakes, floods etc) or to manage growth in isolated areas. It is noted that locally, energy generator and retailer, Contact Energy, has joined forces with Wellington Electricity and the Council to install solar and battery systems in a number of homes so residents can continue to use electricity even if the electricity grid suffers an outage. The technology will allow the resident to harness the power of the network of solar generation and batteries and be rewarded for the energy they produce when the electricity grid is under pressure at peak times. It could also be used as a community asset in case of emergencies such as a major earthquake.

Water Of great concern to the Chamber is the resilience of Wellington's water infrastructure. As recently reported, Wellington faces up to 100 days' water loss should an earthquake occur. This is a hugely significant risk for Wellington, its businesses and citizens alike. First and foremost, human life is dependent on water supply. From the Chamber's perspective, Wellington's business community would be detrimentally harmed should a major water infrastructure event occur. Wellington's commercial existence is somewhat reliant on the eco-system which has been built around central government. In the event of such a significant water infrastructure disaster, government would likely be relocated, and with it would go a large portion of consumers which fuel the surrounding business community. Government aside, without water businesses must cease to operate for health and safety reasons.

Ports There is potential for the Wellington Port to act as a crucial hub in which it is linked to both the interisland ferries, the railway station and other related infrastructure. Given the fact that seismic activity particularly affected port activity requires careful consideration to ensure that links to the port are enhanced and resilient to, in particular, natural risks (e.g. earthquakes). Again, lessons can probably be usefully learned from other ports which suffered significant damage as a result of earthquakes (e.g. Lyttleton), along with best practice approaches to dealing with access issues. The port is a key connector as the interisland hub, connecting New Zealand's North and South Islands. There is also an ongoing need to improve roading and rail access to the port in order to enable this movement of shipping cargo, and we encourage that a solution be worked towards. There is potential for the port to act as a crucial hub given how it is linked to both the interisland ferries, the railway station and other related infrastructure.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Oppose
Wellington Housing Strategy	Oppose
Special Housing Areas	
Inner City Building Conversion	
Special Housing Vehicle	
Rental Warrant of Fitness	
Te Whare Oki Oki	

Do you have any other comments?

Investing in quality and affordable housing to accommodate our growing population (Consultation Document p.11) The Chamber notes that under this section of the Consultation Document (p.21) the WCC is proposing to play a greater role in the provision of housing, including social and affordable housing. The Chamber does not support the WCC getting involved in social and so-called affordable housing given that housing is essentially a private good. This is not an appropriate core role for local government as outlined earlier. Notwithstanding the above, there is a significant role for Council in ensuring developers can provide much needed housing in a timely manner without being unduly constrained by regimented and inappropriate housing regulations (including land supply). Of the 2 Options provided, the Chambers would be more supportive of Option 2 (p.23) although as stated above, the Chamber does not believe it is appropriate for local government to get into housing supply and ultimately expose ratepayers to unnecessary risk for what are, in essence, private goods. Notwithstanding the above, the Chamber strongly supports freeing up Council owned land for housing, preferably by selling it off in a timely managed fashion to maximise the return to ratepayers. Discussion Planners and regulators cannot be expected to keep up with market changes as quickly as market participants can. The Chamber advocates the need for a more

market-based approach to housing provision, as a market-based approach is more responsive and flexible than a planning approach. Home-owners and businesses are best placed to make choices reflecting their needs and wants rather than having planners make decisions for them. A basic test of any useful regulatory regime is that it is resilient and can automatically respond to changes in supply and demand conditions. As long as developers pay the economic and environmental costs of associated infrastructure, development should be allowed wherever businesses and homeowners choose to build. The Chamber considers householders should have greater responsibility for identifying and managing the risks associated with land use, rather than spreading the risks across all ratepayers and in some cases, central government. This would allow for increased housing development and in time should result in increased affordability. For many years there has been a clear case of regulatory failure with planning causing much of the current cost escalation of sections and the rapid decoupling of land values inside and outside metropolitan urban limits. The shortage of appropriately zoned and serviced land for both residential and business development has been decades in the making; it is not necessarily the result of current council activity but of successive councils using the 25-year-old Resource Management Act (RMA) in a way contrary to that intended. The Act was to have been enabling. Instead it has been used to restrict. The real problem is that as long as planners constrain land supply, the price of land zoned urban will remain well above that of the same or equivalent rural-zoned land. Consequently, their many 'planning' dislocations and unintended absurdities will continue. Land use allocation can be developed according to any number of principles but ideally, like any allocation of natural resources, the underlying principles should encourage efficient allocation (i.e. encouraging land use to gravitate to its most highly valued use).

Transport summary

Cycling Master Plan	Oppose
Introduction of weekend parking fees	Support
Let's Get Wellington Moving	
Transport-related initiatives	
Do you have any other comments?	

Investing in transport options to maintain easy access in and out and around our city, promoting alternatives to private car usage, and reducing congestion (Consultation Document p.11) The Chamber considers benefitting national economic growth and productivity should be key factors driving the determination of transport options. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or government (taxpayers) to fund the types of services, including health and education NZ has become accustomed to. The Chamber has been closely following improvements made to Wellington's transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both for the city itself and for the broader movement of freight and people within the Wellington region. In our recent survey to the Let's Get Wellington Moving (LGWM) Working Group proposals (December 2017), 96.86% (more than 600 respondents) agreed that Wellington's transport system needs further development and investment. While we know there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D (the most comprehensive scenario), with 90% supporting a solution that includes resolving the problems at the Basin Reserve and introducing grade separation. A media release accompanying the launch of the scenarios on 15th November 2017 was headed: 'Scenarios aim to move more people without more vehicles.' While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington's transport problems by just building more roads because we don't have the space, we need to accept there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more importantly, a number of roading projects currently underway that will facilitate more vehicles entering Wellington city whether officials and planners like it or not. While the proposals stop at the Ngauranga Gorge, we know what happens beyond this area affects the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work given the central city has the highest concentration of jobs. As the Consultation Document correctly states, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or the hospital. What happens in

the central city has an impact on people and communities throughout the region. A number of wider regional transport improvements are also required to maximise the efficiency of the entire regional transport network, and we would support progress on the respective routes. The Chamber notes that under this section of the Consultation Document (p.21) the WCC, with its 'Cycling Master Plan' (and the introduction of weekend parking fees), is proposing that cycling should have a greater role to play. The Chamber is opposed to Option 1 in respect to the 'Cycling Master Plan' but, on balance, supports the introduction of weekend parking fees. Option 2 would see the WCC delivering the Cycling Master Plan over a longer period of time (35-year period) and retaining free weekend parking. The Chamber is opposed to Option 2. Outlined below are the Chamber's thoughts on the Cycling Master Plan and also the proposals to introduce weekend parking fees (p.29) Discussion

As previously noted, Wellington's transport problems cannot be solved simply by building more roads, there is not the space. However, there is also little likelihood the number of cars entering Wellington will diminish any time soon. Therefore, recognising the inevitable, the Chamber has grave reservations the Cycling Master Plan could prove a practical solution to Wellington's traffic woes!

Cyclists - Cost contribution and ACC levies

In a submission to the WCC on its Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that: 'On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber's support of the overall proposal.' In our 2015/16 LTP submission we again suggested the introduction of some form of user pays or contribution system 'such as bike parking discs or through a localised bike registration system.' In addition to the above, the Chamber also notes many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The Consultation Document clearly advocates for greater use of cycling and other transport modes, such as walking. However, it is important the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than funded by other transport modes. Over the past few years there have been moves to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles) rather than dealing with motorists' cross-subsidisation of motorcyclists per se. Given the severity of many bicycle and motor cycle accidents, it is incumbent on ACC to investigate suitable ways to ensure all cyclists also pay their fair share of costs associated with road-related accidents. ACC, correctly risk rates activities in the Work Account based on actual risk (not fault, as ACC is a no-fault scheme). This means a professional rugby player will pay significant ACC levies for ACC-related claims, given the relatively higher risk of injury to professional rugby players compared with individuals working in less risky environments, e.g. office workers. A graphic from the ACC 2017-19 Levy Consultation document (see below) makes the degree of cross-subsidisation abundantly clear, something ACC itself acknowledges. 'most of the funding for motorcycle injuries still comes from levies paid by other road users. The graphic below shows that in 2017/18 levy period, when the overall costs associated with motorcycle-related injuries are expected to be \$131 million, only \$28 million will be funded directly from levies paid by motorcyclists. The remaining \$103 million will be funded by other motor vehicle owners. On average this adds \$30 to the rego for all other vehicle types' While the levy applying to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners. Continuing to cross-subsidise motorcyclists and cyclists or any other road users through increased levies on motorists, when it is possible for the former to pay for their behaviour, is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which the previous Government promoted as a game changer in respect to ACC levy setting transparency.

The second part of Option 1 is: 'replace free on-street parking in the city centre during the weekend with a discounted (\$2.50 per hour) user pays weekend parking fee'. As the Discussion Document correctly states, 'free' weekend parking was put in place some years ago to support the Wellington retail sector, as malls in Porirua and Lower Hutt offered free parking. In order to

offset any resulting parking revenue losses, a special rate (Downtown Targeted Rates) of \$1.4 million is charged to city centre businesses. According to the WCC, the special rate is not fully recovering lost parking revenue through the special rate. The reality is the weekend 'free' parking isn't actually free either - it's paid for by all Wellington CBD businesses, even those that don't benefit from it and who aren't open on the weekend. Before commenting specifically on the Downtown Targeted Rate, the Chamber would point out that goods and services of a largely private good nature (such as public car parks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems). The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods. Public car parks, by contrast, are still largely in the nature of a private good and users can be charged for using them. But while the beneficiaries of 'free' public car parks will principally be the users of the service, it is accepted there are others who will also benefit, for example, from potentially more people coming into Wellington to shop. This might benefit the local shops, although the benefit will more likely be on the margin. However, the targeted rate currently applies to all businesses within the targeted region meaning many CBD businesses currently pay the targeted rate for no personal benefit at all. Free parking therefore is a direct subsidy for those currently able to access 'free' parking on weekends, funded by the business community, often with little or no relationship to the person using the free car park. The free car parking issue also has implications for private sector investors in car parking facilities and makes it difficult to plan ahead with any degree of confidence if WCC policies are going to change. As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will over-consume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about car park use, they should ideally bear the costs (and benefits) associated with specific use options. On balance, and in principle, the Chamber would support the introduction of charging for weekend parking, AND at the same time, the removal of the current Downtown targeted Rate of \$1.4 million for city centre businesses currently, and unjustifiably in most cases, subsidising free car parking. We would strongly encourage officers to thoughtfully consider proposals as part of a wider CBD parking strategy and look to model pricing and time allocations based on the 'smart' parking data information that WCC has heavily invested in, as well as looking at other examples of how cities use their parking more flexibly in the weekend and after hour times. The Chamber would be interested to know how the parking charges in Auckland (where you can pay longer in some places) have taken and whether these ought to be considered for some places in Wellington/evening parking, for example for Friday night parking, and possibly looking to extend this to a Saturday night, perhaps looking at a flat rate. At the time free weekend parking was introduced there were serious attraction issues for people to come into the city, which is why it made some sense to have the downtown levy (paid for by all businesses, not just hospitality and retail) pay for customer's parking. Now, we have the opposite issue - people want to visit and be in the city. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces. On the issue of car parking shortages, the Chamber was disappointed in the recent outcome of the Whitmore Street traffic resolution, given there were viable options to retain car parking while introducing greater safety and traffic flow improvements. As we said in our submission to WCC on the matter, the Chamber will not support the removal of any more car parks until the council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage.

Comments from pre-consultation submission-

In summary, the Chamber LGWM submission supported the following:

- The intention to prioritise public transport, while ensuring that there is a balance to adequately accommodate movement of all modal users, in particular for the movement of goods and services.
- Reduce speed limits in the central city, while noting that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation.
- Prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the city for all modal users.
- Build an extra Mt Victoria tunnel and separate east-west traffic from other movements at the Basin Reserve to deliver faster and more reliable public transport connections, including mass transit to Newtown and the airport.
- Build a new city tunnel under parts of Te Aro to reduce modal conflicts
- Build an extra Terrace Tunnel to improve access to and from the north and

reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront. The need to ensure that the opportunity for future mass transit (including the possibly of light rail) when implementing the corridor of change as outlined in Scenario D of the LGWM consultation papers. Tolling and congestion charges

The Chamber has long supported moves to allow tolling, public private partnerships (PPPs), and other investment options for urgently-needed high cost road transport for which there is significant community support. The Independent Inquiry into Local Government Rates recommended that central government remove legislative barriers to the funding of transport projects through the use of tolls . Furthermore, as noted earlier, 48.35% of Chamber responses supported road tolling as part of the LGWM survey mentioned earlier. Tolling would likely ensure that people (particularly road users) could seriously question the value of particular projects since the cost would be transparent and up-front. This would put more heat on decision-makers to ensure only efficient transport options made the grade rather than "nice to have" projects. There can be misunderstanding on the nature of tolling in respect to congestion charging and tolling in respect to paying for new roads. Tolling for new roads and congestion charging are, in effect, two totally different concepts and need to be treated as such rather than lumped together. In effect, congestion charging is a system of charging users to effectively manage demand (the same as peak pricing in respect to the electricity sector). This pricing strategy makes it possible to manage congestion without increasing supply. Market economic theory, which encompasses the congestion pricing concept, believes that users will be forced to pay for the negative externalities they create, making them conscious of the costs they impose upon each other when consuming during peak demand. It is not, as such, a pricing mechanism that should necessarily be used to pay for new roads. This has been one of the main concerns of road users and taxpayers around the world in the use of congestion charging regimes. Notwithstanding general support for tolling as the most efficient mechanism for funding new roads, we would oppose the use of tolling on existing roads to subsidise new roads, because to all intents and purposes this would be double taxation (paying twice for assets that have arguably already been paid for). Tolls should apply only to new roads so that the public and road users are well aware in advance of total costs and understand the trade-offs required for infrastructure development. Fudging cost through the use of a wide range of funding mechanisms well beyond tolling new roads (e.g. rates hikes, regional fuel taxes etc.) waters down the signals that should be sent to road users as to the true costs associated with various transport options. Regional fuel taxes have significant problems, potentially raising compliance issues for business (particularly in seeking the claim refunds for diesel used for industrial purposes), while regional boundaries could affect suppliers of fuel by encouraging some businesses to avoid the tax by refuelling outside the boundary. Moreover, there is the possibility that not all the fuel tax will be available for roading projects with some going to other transport options. Greater clarity is required as to how the money collected would be spent. We believe robust processes and consultation are needed to ensure that any funding spent be soundly based. Fuel taxes (and also rates) would not necessarily signal to motorists the costs associated with new infrastructure but rather blur them significantly. This is unlike tolling, where the costs would be front of mind for the motorist rather than hidden and not necessarily paid for by those benefitting most from the roading network. Furthermore, using national fuel taxes only in one region would undermine a key policy of ensuring tax neutrality and would benefit that region at the expense of all other regions. Despite their significant weaknesses outlined above, in the absence of tolling, congestion pricing and the like, regional taxes are likely to be better than expanding the rates tax. Rates tax expansion would disproportionately impact on the business sector, principally because of the wide use of rates differentials as outlined earlier.

Sustainable growth summary

Planning for growth

Movie Museum and Convention Centre

Kiwi Point Quarry life extension

Wellington Zoo upgrades

Do you have any other comments?

Support

Investing in economic projects that stimulate growth and diversification, and planning for population growth in ways that recognise the city's special character (Consultation Document p.11) The Chamber notes that under this section of the Consultation Document (p.34) the WCC is proposing (under Option 1) to increase the level of service in planning for growth (Strategic Planning, Comprehensive District Plan Review and Streamlined Consenting). The Chamber supports this increased investment and therefore supports Option 1 (p.16). The second option concerns the key project of continuing with the proposal to develop a Movie Museum and Convention Centre on land adjacent to Te Papa. The projected construction cost is \$165 million, with \$25 million of funding support requested from central government. The Chamber has actively supported the concept of a Movie Museum and Convention Centre but is concerned about apparent cost escalation over time. While earlier costs associated with this project were projected to be lower and some involvement of the private sector would lower costs further, this appears to have changed with the ratepayer now seemingly projected to bear most of the burden (with strictly limited funding possible from central government). The Chamber considers there is plenty of opportunity for the WCC to divest some of its asset base (e.g. share in the airport) and recycle it to pay for the Movie Museum and Convention Centre. Notwithstanding the above, the Chamber would wish to see a lot more detail on how the Movie Museum and Convention Centre will be funded and the payback period for same (the business case) before actively supporting this proposal. Discussion It is no coincidence that those countries with the highest increase in economic growth rates and in particular, the highest per capita incomes generally, are able to address environmental issues and develop technologies aimed at improving both environmental and social outcomes. Economic growth provides countries with choices that those with low levels of growth simply do not have. The importance of enhanced and fit for purpose infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move people between home and work and business-produced goods and services from farm gate and factory to point of embarkation efficiently, good infrastructure creates clear economic and social value for NZ. This applies equally in urban and rural environments as in national and local environments. An emphasis on improving economic growth is fundamental if Wellingtonians in the future are to have the sort of lifestyle and standard of living most aspire to. Notwithstanding the above, Council's role in sustainable growth should be ensuring barriers to growth, particularly regulatory barriers, are removed as far as possible, enabling the private sector to invest in sustainable development. There is a two-fold problem with WCC investment in sustainable growth: First, it may tend to crowd-out private sector investment; Second, and perhaps even more importantly, it does not eliminate but simply transfers risk from the private sector to ratepayers or in some cases taxpayers. Given the above, WCC should confine itself to ensuring remaining blockages to growth are reduced as far as possible, focusing rather on the core public good aspect of local council activity e.g. water, sewage and transport. Notwithstanding the above, the Chamber believes local government has a crucial role in local and regional economic development and that within this there is a role for entities such as economic development agencies (EDAs). In practice, the local government sector takes a variety of approaches to economic development. Some councils confine themselves to facilitation and advocacy, while others fund the generic promotion of cities/districts/regions and/or business and tourism. The Chamber's view is that local government should focus on providing a better business environment in terms of the efficient and effective provision of infrastructure, regulation and public services, keeping the rates burden down. The emphasis should be on removing or reducing barriers to growth and development rather than picking winners for special treatment. Generic promotion of business and tourism should be undertaken with the consent of business and tourism interests and funded by those sectors through targeted rates. Where economic development agencies are funded through targeted rates and/or business differentials, the funding sector(s) should be represented in both governance and decision-making when determining how the money will be spent. We do not favour WCC providing support and services to business, especially in competition with the private sector. With EDAs, the starting point should be a focus on the future platform from which businesses might operate; economic development agencies should not step into a business development role that competes with the private sector. If there are gaps in the market, they should look to partner with the private sector rather than compete. Where economic development agency activity extends beyond the 'future platform' and specific sectors are pursued, this should be done in association with the sector. Some agencies are more activist in providing business support and/or picking winners, including providing services directly to businesses and/or running events often in competition with the private sector. If services are provided or business development pursued, this should be done in partnership with the private sector or in a way that helps the private sector build its capability in the region. The

Chamber notes that New Zealand-wide, several hundred million is spent on regional development but with little information as to whether ratepayers are getting value for money or, more importantly, whether what EDAs are doing is crowding-out private sector initiatives. Not only must EDAs be joined up in a more coordinated fashion, their role and key Performance Indicators (KPI) must be rigorous, measured and clearly understood by ratepayers. Current indicators, e.g. measures of GDP per capita per region, do not necessarily relate well to EDAs' degree of involvement in the region (or lack of it). The Chamber believes local EDAs should be encouraged to build scale and capability through shared services within the macro region and/or regions with compatible geographical areas. This might be something the Local Government Commission (LGC) could help to facilitate. The Chamber also considers The Treasury (perhaps assisted by the Office of the Auditor General and/or NZ Productivity Commission) should develop a set of benchmark indicators relevant to the role of EDAs. The Chamber could assist in testing these indicators.

Arts and culture summary

Strengthening cultural facilities

Additional support for the arts

Investment in the arts

Do you have any other comments?

Investing in arts and culture to maintain our position internationally as a vibrant, edgy capital (Consultation Document p.11) The Chamber notes that under this section of the Consultation Document (p.42) the WCC is proposing (under Option 1) to invest in earthquake strengthening Council cultural facilities so they can support the arts and culture sector. These are St James Theatre (\$11.5 million), Town Hall (\$88.7 million), Wellington Museum (\$10 million) and other venues (\$7.5 million). The Chamber partially supports Option 1, but questions the upgrade of the Town Hall. The Chamber is concerned about the potential cost escalation of this project over time to date and the potential payback, compared with the upgrade of the other facilities mentioned above. Discussion The Chamber believes there is some role for local government in advancing arts and culture as long as this role is not all-encompassing but is established on a principled basis and properly circumscribed. Any activity should relate directly back to the purpose statement in the Local Government Act 2002. As set out above, WCC must ensure it is not taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs. Council must meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses. The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent. With this in mind, the Chamber supports efforts to maintain Wellington's reputation as the arts, cultural and events capital. A good example of this may be the dual purpose convention centre/movie museum project. The Chamber has previously said it sees the benefit of projects that increase visitor numbers in the region and strengthen Wellington's cultural attractiveness. We are also conscious that feedback from the WCC/Chamber Business Forum, held in March 2014, wanted Wellington to 'sweat its assets more', referring to the city's exhibitions and museums. Therefore consideration needs to be given to what will encourage an increase in bed nights and other tourist spending: adding more buildings to the offering or simply providing more exhibitions? However, as we have said previously, care will need to be taken. WCC has a very good record with events attractions to-date but as competition from other cities increases, Wellington needs to be more strategic about how - and which - events it attracts. Wellington must avoid entering into a bidding war. With its central location and domestic flights, Wellington has a genuine advantage without resorting to an expensive attraction budget. Often relatively low-key events can be lucrative. We support continued tourism promotion and investment in key recreational and cultural attractions.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

WCC Funding Comment Although the Wellington business sector pays just under half the city's rates bill and regionally businesses pay around a third of the region's rates bill, the level of rates paid is often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the WCC has agreed to reduce such differentials, it has often been tardy in doing so, tending towards incremental change due to expenditure pressures. While rates will likely be the cornerstone of local government for some time, they will need to be complemented and possibly eventually displaced by other revenue sources. This is to ensure they better reflect the needs and costs of communities, noting that pricing mechanisms and availability of real-time data is improving by the day. Moreover, rating mechanisms are often a poor measure of costs imposed on (or benefits received from) local government. The Chamber notes the rates increase for 2018/19 is projected to be 3.9 per cent with an annual average increase of 4.1 percent over the next 10 years. However when looking at the funding impact statement figures themselves, we would note that income revenue from rates will increase from \$296.8 million in 17/18 to nearly \$310.6 million in 18/19. This is an increase of 4.6 per cent over the next year. Over the next ten years the rates income will increase from \$296.8 million in 17/18 to \$493.9 million in 27/28. This is a percentage increase of 66.4 per cent over the next ten years, or an average increase of 6.64 per cent. Using the figure that the business community currently pays, around 46% of the total rate take, the increased cost to the business community is roughly an additional \$90.7 million - not including any new targeted commercial rates. For the coming year, it's an extra \$6.34 million. In addition, it is noted that the WCC plans to borrow \$664 million to fund capital expenditure over the 10-year period. The Chamber, while not opposed in principle to increasing debt, believes the role of the WCC in a number of activities (including social and affordable housing) could be reduced given the private good nature of some of those activities. Moreover, WCC has a number of assets which could be divested and recycled into more important core services such as water and sewerage infrastructure, which should be at the core of local government activity. Local government has a vital role to play in advancing the overall well-being of New Zealanders. However, that role is not all-encompassing but needs to be established on a principled basis and properly circumscribed. The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent. WCC should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following: Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils charge for water and waste on a user-pays basis, many still fund such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour. Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods. An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting. Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges. The Chamber has ongoing concerns that 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 the detail provided. The current rates burden does not lie where the costs and benefits fall. As we have previously been on the record in saying, 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. 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. Recycling of Assets According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information p.2)

Collectively, the city has \$6.5 billion invested in physical assets everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets. Wellington International Airport is 34% owned by Wellington City Council. This is likely to be valued at around \$400 million, roughly the capital cost of a number of big ticket projects that are being pursued under the plan, not to mention further additional increased borrowing WCC plans to undertake over the next 10 years. As Councillor Andy Foster prudently notes, this borrowing will take WCC ratepayers from paying \$1 million every two weeks in interest to more than \$1 million every five days in repayments at today's rates. The Chamber believes that WCC must look to other options to fund the capital outlay, rather than look to borrowings.

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak. Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should the return on assets be less than expected. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales. In the Airport example, unlike other council-owned airports WCC is a minority shareholder, and conversely there isn't a lot of influence the council can exert when it comes to making the asset pay. Last year WCC received just \$12.1 million in dividends. The airport company retained most of its earnings for reinvestment. There will be those who say selling an asset that has provided up to \$12 million a year of income would be foolish. But by not borrowing, the council would save in loan servicing. Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risk of low investment returns. It is important to accept that local authority funding does not eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers. There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government. Wellington Council should be taking a balanced view and maximising the asset base, including recycling assets to achieve the best outcome for all ratepayers. This is not about divestment in and of itself, but about using one asset to leverage for three more strategic assets that are worthy of such investment without borrowing significantly more or imposing additional taxes to pay for vital infrastructure. We would also encourage greater transparency of the council's assets themselves, as there is little information available regarding the assets themselves. We note the 2014 Strategic Assets Policy requires an update, and would welcome the Chamber's involvement in the refresh of this policy. The Business Differential The business differential set by the WCC is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand. Page 61 of the Consultation Document provides a relatively useful comparison of rates projected to apply to residential property, suburban commercial property, and downtown commercial property. For a property worth \$1 million, the proposed rates for 2018/19 show the stark contrast in property types, with residential projected to pay around \$2,600, suburban commercial property around \$10,700, and downtown commercial property paying over \$12,600. It should be noted that this excludes water consumption which is charged on actual usage. We have long been on the record that targeted rates should reflect the benefits received and should not be unfairly applied to businesses as a revenue raising mechanism. We believe further information could be provided to explain the methodology behind targeted rates, namely, a description of how targeted rates benefit the specific targeted group. We acknowledge the principle for targeted rates to apply to those who will receive the most benefit, however at times it is unclear how it

has been determined that the targeted group is the most benefitted party. For example, downtown Wellington city businesses pay 39 per cent of the region's total transport rate. Currently it appears there is an excessive subsidy from Wellington CBD based businesses to other user groups. For example, the building that the Wellington Chamber of Commerce occupies a floor within currently pays 85.5% of its total GWRC rates bill for a targeted transport rate alone, seven times more than what is paid for as general rates. This is exceedingly excessive, making up \$53,117.42 of the total \$62,140.20 rates bill. This is in part due to the building's demarcation as a 'down-town levied' dwelling. Looking at the WCC rates bill, 82.76% of the total WCC rates bill or \$147,363.50 comprises of the three standard commercial rates, including the business differential, the down town levy and the commercial sector targeted rate. Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to 'benefits received' to ensure consistency of approach. However, in general, rates differentials, if used at all, should be used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds. Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates' burden courtesy of the business sector. In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. But the net GST collected is paid to Inland Revenue so there is no advantage for businesses. The dangers of inappropriate differentials can be found in the GWRC's 'Revenue and Financing Policy' proposals regarding the funding of public transport. The following is an abstract from the Chamber's submission to the GWRC on what is proposed (April 21018): 'The GWRC considers will spread public transport rates more evenly across the region. While initially sounding convincing, the proposals then state that a weighting (rating differential) will be introduced to reflect the so-called benefits for each group of ratepayers. Proposed differentials, as outlined in the consultation document, vary but a differential of 8.0 is proposed for Wellington CBD businesses (with the next highest being 1.5 for other businesses, excluding in the Wairarapa). This proposal in respect to Wellington CBD businesses is quite simply, appalling! Before commenting specifically on the differential, the Chamber would point out that goods and services of a largely private good nature (such as public transport) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems). The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods. Public transport, by contrast, is still largely in the nature of a private good, where users can be charged for using it. While the beneficiaries of subsidised public transport will principally be the users of such services, it is accepted there are others who will also benefit, for example, from potentially fewer private vehicles on the road, possibly reducing congestion and improving travel times. Similarly, there will perhaps be some minor benefits for businesses in the CBD in that an effective and efficient transport sector could provide certainty (although past experiences with public transport make this debatable) for their employees and other individuals travelling to and from the central city. However, as stated earlier, the principal beneficiary is the user of such services and hence, as a largely private good, it is they who should pay the majority of the costs associated with public transport use. It should be noted that businesses already face considerable financial demands, including commercial rating charges, down-town levies etc. This proposal by the GWRC is simply another inappropriate cost imposition on CBD businesses. Introduction of a tourism

targeted rate The Chamber's concerns are well on the record with respect to a tourism targeted rate or a bed tax. From the Council documents we have reviewed we understand that the "targeted accommodation rate" won't have a rates impact in year one and two, but that the collection of rate/impact on rates would be 2.8 per cent in 2020/21 just three years away. There are no details yet, so we can't work out what the impact on the accommodation/tourism sector will be, but there seems little doubt that if the rate goes ahead that impact will be significant. We are very encouraged that the Council agreed to consult further on the proposal, and possibly broaden the impost, it's still not clear what the targeted rate might be spent on. With possible negative and perverse consequences like seen in Auckland, the council needs to think this whole idea through very carefully indeed. We would invite the Council to include the Chamber in such discussions.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

We would like to commend Wellington City Council and its officers for the way in which they have undertaken consultation on the plan. The 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. 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.



**Wellington Chamber of Commerce
Submission to the Wellington City Council on the
Draft Long Term Plan 2018-2028
May 2018**

Introduction

The Wellington Chamber of Commerce (the Chamber) welcomes the opportunity to make a submission to the Wellington City Council (WCC) on its Draft Long Term Plan 2018-2028 (the plan).

The Chamber has been the voice of business in the Wellington region for 161 years since 1856 and advocates policies that reflect the interests of the business community in both the city and region, and further the development of the region's economy as a whole. The Chamber advocates for the views of its members and obtains those views through regular surveys.

For the purposes of this submission, it is important to note that Wellington region businesses contribute significantly to the city and region's rate-take. Businesses pay 46 per cent of the total rates collected by Wellington City Council while taking up only 21 per cent of the total rateable property. Regionally, businesses pay around one-third of the rates collected by Greater Wellington Regional Council (GWRC). Further, Wellington businesses pay the highest proportion of rates of any town, city, or region in New Zealand, nearly 50 per cent higher than Auckland and nearly 100 per cent more than Hamilton. Therefore as the largest contributor to Wellington City's and the Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens to rate money.

We would like to commend Wellington City Council and its officers for the way in which they have undertaken consultation on the plan. The 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. 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.

The Chamber would also like to acknowledge the work that has taken place to date that dovetails into the plan itself, particularly around improving the city's readiness and resilience following the Kaikōura quake. The Chamber is strongly supportive of the future planning and investment contained within this plan.

This submission will address a number of the issues covered in the Consultation Document, generally as per the order outlined there. Not surprisingly, the Consultation Document covers the exact same five areas referred to at the pre-consultation stage: *Resilience and environment, Housing, Transport, Sustainable growth, and Arts and culture*.

To this end, it should be noted that in April 2018 the Chamber put in an extensive pre-consultation submission on the five areas highlighted by the WCC, namely: Resilience and Environment, Housing, Transport, Sustainable Growth, and Arts and Culture. A copy of that submission is attached as an Appendix to this present submission given the degree of overlap between the two and ought to be considered as part of this submission. The pre-consultation submission also looked at different funding options which the WCC might consider.

The Chamber suggests the WCC reads its submission to the Greater Wellington Regional Council (GWRC) on the Long Term Plan 2018-2028 Consultation Document¹, along with its submission to the GWRC on the “Revenue and Financing Policy”² (April 2018), as many of the issues raised in those submissions also apply to the WCC 10-year plan.

The Chamber would welcome the opportunity to discuss its submission with the WCC and requests to be heard orally.

This written submission covers the following key priority areas, with the Chamber comments and consideration of each issue, with further discussion:

- WCC Funding
- Resilience and Environment
- Housing
- Transport
- Sustainable growth
- Arts and Culture
- Conclusion

WCC Funding

Comment

Although the Wellington business sector pays just under half the city’s rates bill and regionally businesses pay around a third of the region’s rates bill, the level of rates paid is often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the WCC has agreed to reduce such differentials, it has often been tardy in doing so, tending towards incremental change due to “expenditure pressures”.

¹ http://www.wecc.org.nz/_data/assets/pdf_file/0018/145008/29042018-Wellington-Chamber-sub-to-GWRC-on-the-LTP-2018-2028.pdf

² http://www.wecc.org.nz/_data/assets/pdf_file/0019/145009/29042018-Wellington-Chamber-submission-to-GWRC-on-the-Revenue-and-Funding-Policy-April-2018.pdf

While rates will likely be the 'cornerstone' of local government for some time, they will need to be complemented and possibly eventually displaced by other revenue sources. This is to ensure they better reflect the needs and costs of communities, noting that pricing mechanisms and availability of real-time data is improving by the day. Moreover, rating mechanisms are often a poor measure of costs imposed on (or benefits received from) local government.

The Chamber notes the rates increase for 2018/19 is projected to be 3.9 per cent with an annual average³ increase of 4.1 percent over the next 10 years. However when looking at the funding impact statement figures themselves, we would note that income revenue from rates will increase from \$296.8 million in 17/18 to nearly \$310.6 million in 18/19. This is an increase of 4.6 per cent over the next year. Over the next ten years the rates income will increase from \$296.8 million in 17/18 to \$493.9 million in 27/28. This is a percentage increase of 66.4 per cent over the next ten years, or an average increase of 6.64 per cent. Using the figure that the business community currently pays, around 46% of the total rate take, the increased cost to the business community is roughly an **additional \$90.7 million** - not including any new targeted commercial rates. For the coming year, it's an extra \$6.34 million.

In addition, it is noted that the WCC plans to borrow \$664 million to fund capital expenditure over the 10-year period. The Chamber, while not opposed in principle to increasing debt, believes the role of the WCC in a number of activities (including social and affordable housing) could be reduced given the private good nature of some of those activities. Moreover, WCC has a number of assets which could be divested and recycled into more important core services such as water and sewerage infrastructure, which should be at the core of local government activity.

Local government has a vital role to play in advancing the overall well-being of New Zealanders. However, that role is not all-encompassing but needs to be established on a principled basis and properly circumscribed.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

WCC should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following:

Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils charge for water and waste on a user-pays basis, many still fund such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour.

³ Based on the indicative additional rates for a suburban residential property with a capital value of \$600,000.

Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods.

An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting.

Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges.

The Chamber has ongoing concerns that 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 the detail provided. The current rates burden does not lie where the costs and benefits fall.

As we have previously been on the record in saying, 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. 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.

Recycling of Assets

According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information – p.2) "Collectively, the city has \$6.5 billion invested in physical assets – everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets."

Wellington International Airport is 34% owned by Wellington City Council. This is likely to be valued at around \$400 million, roughly the capital cost of a number of big ticket projects that are being pursued under the plan, not to mention further additional increased borrowing WCC plans to undertake over the next 10 years. As Councillor Andy Foster prudently notes, this borrowing will take WCC ratepayers from paying \$1 million every two weeks in interest to more than \$1 million every five days in repayments at today's rates. The Chamber believes that WCC must look to other options to fund the capital outlay, rather than look to borrowings⁴.

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak.

⁴ <https://www.stuff.co.nz/business/103598008/john-milford-wellington-should-consider-selling-its-stake-in-the-airport>

Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should the return on assets be less than expected. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales.

In the Airport's example, unlike other council-owned airports WCC is a minority shareholder, and conversely there isn't a lot of influence the council can exert when it comes to making the asset pay. Last year WCC received just \$12.1 million in dividends. The airport company retained most of its earnings for reinvestment. There will be those who say selling an asset that has provided up to \$12 million a year of income would be foolish. But by not borrowing, the council would save in loan servicing.

Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risk of low investment returns. It is important to accept that local authority funding does not eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers.

There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government.

Wellington Council should be taking a balanced view and maximising the asset base, including recycling assets to achieve the best outcome for all ratepayers. This is not about divestment in and of itself, but about using one asset to leverage for three more – strategic assets that are worthy of such investment without borrowing significantly more or imposing additional taxes to pay for vital infrastructure.

We would also encourage greater transparency of the council's assets themselves, as there is little information available regarding the assets themselves. We note the 2014 Strategic Assets Policy requires an update, and would welcome the Chamber's involvement in the refresh of this policy.

The Business Differential

The business differential set by the WCC is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand.

Page 61 of the Consultation Document provides a relatively useful comparison of rates projected to apply to residential property, suburban commercial property, and down town commercial property. For a property worth \$1 million, the proposed rates for 2018/19 show the stark contrast in property types, with residential projected to pay around \$2,600, suburban commercial property around \$10,700, and downtown commercial property paying over \$12,600. It should be noted that this excludes water consumption which is charged on actual usage.

We have long been on the record that targeted rates should reflect the benefits received and should not be unfairly applied to businesses as a revenue raising mechanism. We believe further information could be provided to explain the methodology behind targeted rates, namely, a description of how targeted rates benefit the specific targeted group. We acknowledge the principle for targeted rates to apply to those who will receive the most benefit, however at times it is unclear how it has been determined that the targeted group is the most benefitted party. For example, downtown Wellington city businesses pay 39 per cent of the region’s total transport rate. Currently it appears there is an excessive subsidy from Wellington CBD based businesses to other user groups.

For example, the building that the Wellington Chamber of Commerce occupies a floor within currently pays 85.5% of its total GWRC rates bill for a targeted transport rate alone, seven times more than what is paid for as general rates. This is exceedingly excessive, making up \$53,117.42 of the total \$62,140.20 rates bill. This is in part due to the building’s demarcation as a “down-town levied” dwelling. Looking at the WCC rates bill, 82.76% of the total WCC rates bill or \$147,363.50 comprises of the three standard commercial rates, including the business differential, the down town levy and the commercial sector targeted rate.

Rates details

Current rating year	1 July 2017 - 30 June 2018
Account number	1803475
Account status	Current
Rates - total charge	\$240,196.59
Differential rating category	Commercial
Billing category	K1

[View rates breakdown](#)

Description	Method	Rates
Wellington City Council (WCC)		
Downtown Area Levy	Capital Value	\$30,845.42
Commercial General Rate	Capital Value	\$109,258.23
C I B Capital Value Sewerage Rate	Capital Value	\$24,027.37
C I B Sector Targeted Rate	Capital Value	\$7,259.86
C I B Stormwater Rate	Capital Value	\$6,665.51
Wellington City Council Sub Total		\$178,056.39
Greater Wellington Regional Council (GWRC)		
GWRC C I B Regional Strategy Rate - Downtown	Capital Value	\$1,836.57
GWRC General Rate - Full	Capital Value	\$6,885.04
GWRC Rivers Rate - Full	Capital Value	\$14.07
GWRC C I B Stadium Rate	Capital Value	\$287.10
GWRC C I B Transport Rate - Downtown	Capital Value	\$53,117.42
Greater Wellington Regional Council Sub Total		\$62,140.20
Grand Total		\$240,196.59

Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to 'benefits received' to ensure consistency of approach. However, in general, rates differentials, if used at all, should be used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds.

Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates' burden courtesy of the business sector.

In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. But the net GST collected is paid to Inland Revenue so there is no advantage for businesses.

The dangers of inappropriate differentials can be found in the GWRC's "Revenue and Financing Policy" proposals regarding the funding of public transport.

The following is an abstract from the Chamber's submission to the GWRC on what is proposed (April 21018):

"... the GWRC considers will spread public transport rates more evenly across the region. While initially sounding convincing, the proposals then state that a weighting (rating differential) will be introduced to reflect the so-called benefits for each group of ratepayers. Proposed differentials, as outlined in the consultation document, vary but a differential of 8.0 is proposed for Wellington CBD businesses (with the next highest being 1.5 for other businesses, excluding in the Wairarapa). This proposal in respect to Wellington CBD businesses is quite simply, appalling!

Before commenting specifically on the differential, the Chamber would point out that goods and services of a largely private good nature (such as public transport) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems).

The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods.

Public transport, by contrast, is still largely in the nature of a private good, where users can be charged for using it.

While the beneficiaries of subsidised public transport will principally be the users of such services, it is accepted there are others who will also benefit, for example, from potentially fewer private vehicles on the road, possibly reducing congestion and improving travel times.

Similarly, there will perhaps be some minor benefits for businesses in the CBD in that an effective and efficient transport sector could provide certainty (although past experiences with public transport make this debatable) for their employees and other individuals travelling to and from the central city. However, as stated earlier, the principal beneficiary is the user of such services and hence, as a largely private good, it is they who should pay the majority of the costs associated with public transport use.

It should be noted that businesses already face considerable financial demands, including commercial rating charges, down-town levies etc. This proposal by the GWRC is simply another inappropriate cost imposition on CBD businesses."

Introduction of a tourism targeted rate

The Chamber's concerns are well on the record⁵ with respect to a 'tourism targeted rate' or a 'bed tax'. From the Council documents we have reviewed we understand that the "targeted accommodation rate" won't have a rates impact in year one and two, but that the collection of rate/impact on rates would be 2.8 per cent in 2020/21 – just three years away. There are no details yet, so we can't work out what the impact on the accommodation/tourism sector will be, but there seems little doubt that if the rate goes ahead that impact will be significant.

We are very encouraged that the Council agreed to consult further on the proposal, and possibly broaden the impost, it's still not clear what the targeted rate might be spent on. With possible negative and perverse consequences like seen in Auckland, the council needs to think this whole idea through very carefully indeed. We would invite the Council to include the Chamber in such discussions.

Resilience and Environment (p.12)

“Investing in core infrastructure, looking after the environment and making our city more resilient against future shocks” (Consultation Document p.11)

⁵ <https://www.stuff.co.nz/business/102098229/targeted-rate-could-choke-off-needed-hotel-investment-in-wellington>

The Chamber notes that under this section of the Consultation Document (p.13) the WCC is proposing to increase investment – and levels of service – in our “three waters” infrastructure by improving water storage and wastewater capacity and upgrading storm water infrastructure.

The Chamber supports this increased investment and therefore supports Option 1 (the preferred option – p.16).

Discussion

It is important to ensure key infrastructure (transport, water and waste, energy etc.) is designed in such a way that it can still be functional and resilient if adverse events occur.

While no one is suggesting a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important the infrastructure system is designed and delivered in such a way that it can still be functional if adverse events (e.g. earthquakes etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but particularly for Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.

Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish.

The economic perspective of risk stresses two ideas:

- a. more resources, including time and money, are needed to reduce risk; and
- b. people (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or for other desirable considerations.

It is not a case of eliminating risk, to do so would be to effectively close down all productive activity.

It is important to understand there is an optimal amount of resource which should be utilised in reducing risk of failure in, say, earthquake-prone buildings, just as there is an optimal amount of resource that should be spent on crime prevention, health interventions etc. The sobering and undeniable fact is that resources are limited and risk cannot be completely eliminated, not even at great cost. In this respect the WCC’s press release accompanying the release of the Consultation Document (Sunday 15 April 2018) was mischievous in stating that: *“I want a city that can withstand anything nature throws at it”*.

While risk reduction may be possible, beyond a certain point the marginal cost of taking action becomes progressively greater, while the potential returns decrease. It is therefore in

companies' and individuals' interests to invest in risk minimisation strategies up to the point at which the marginal cost equals the marginal benefit.

Often market-based mechanisms for determining risk will be far more effective than council-controlled outcomes and will fairly reflect the actual risk associated with hazards. For example, in a competitive insurance market, individuals and businesses seek competitive quotes when dealing with hazardous situations. In some cases insurers may be unwilling to insure a building at all if the situation is considered too hazardous. This approach naturally incentivises people to assess the costs and benefits of building in areas where natural hazards have been identified.

With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether individuals and businesses can manage the risk.

Given the above, it is important that individuals and businesses are fully aware of the risks associated with their actions (or non-actions) to ensure they make informed decisions in respect to risk management. This requires scientific, soundly-based information so known hazards can be successfully managed and the costs associated (in hindsight) with bad decisions are not simply passed on to, and ultimately paid for, by the wider community (ratepayers generally).

Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirements on top of this situation – giving building owners time limits to upgrade or demolish – are proving extremely costly and difficult for some building owners - including local councils and smaller communities with older, heritage or low-yield buildings – to meet, despite some assistance from local and central government.

The Chamber considers there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid.

Housing (p.20)

***“Investing in quality and affordable housing to accommodate our growing population”
(Consultation Document p.11)***

The Chamber notes that under this section of the Consultation Document (p.21) the WCC is proposing to play a greater role in the provision of housing, including social and affordable housing.

The Chamber does not support the WCC getting involved in social and so-called affordable housing given that housing is essentially a private good. This is not an appropriate core role for local government as outlined earlier. Notwithstanding the above, there is a significant role for Council in ensuring developers can provide much needed housing in a timely manner without being unduly constrained by regimented and inappropriate housing regulations (including land supply). Of the 2 Options provided, the Chambers would be more supportive of Option 2 (p.23) although as stated above, the Chamber does not believe it is appropriate for local government to get into housing supply and ultimately expose ratepayers to unnecessary risk for what are, in essence, private goods.

Notwithstanding the above, the Chamber strongly supports freeing up Council owned land for housing, preferably by selling it off in a timely managed fashion to maximise the return to ratepayers.

Discussion

Planners and regulators cannot be expected to keep up with market changes as quickly as market participants can. The Chamber advocates the need for a more market-based approach to housing provision, as a market-based approach is more responsive and flexible than a planning approach. Home-owners and businesses are best placed to make choices reflecting their needs and wants rather than having planners make decisions for them. A basic test of any useful regulatory regime is that it is resilient and can automatically respond to changes in supply and demand conditions. As long as developers pay the economic and environmental costs of associated infrastructure, development should be allowed wherever businesses and homeowners choose to build.

The Chamber considers householders should have greater responsibility for identifying and managing the risks associated with land use, rather than spreading the risks across all ratepayers and in some cases, central government. This would allow for increased housing development and in time should result in increased affordability.

For many years there has been a clear case of regulatory failure with planning causing much of the current cost escalation of sections and the rapid decoupling of land values inside and outside metropolitan urban limits.

The shortage of appropriately zoned and serviced land for both residential and business development has been decades in the making; it is not necessarily the result of current council activity but of successive councils using the 25-year-old Resource Management Act (RMA) in a way contrary to that intended. The Act was to have been enabling. Instead it has been used to restrict.

The real problem is that as long as planners constrain land supply, the price of land zoned urban will remain well above that of the same or equivalent rural-zoned land. Consequently, their many “planning” dislocations and unintended absurdities will continue.

Land use allocation can be developed according to any number of principles but ideally, like any allocation of natural resources, the underlying principles should encourage efficient allocation (i.e. encouraging land use to gravitate to its most highly valued use).

Transport (p.26)

“Investing in transport options to maintain easy access in and out and around our city, promoting alternatives to private car usage, and reducing congestion” (Consultation Document p.11)

The Chamber considers benefitting national economic growth and productivity should be key factors driving the determination of transport options. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or government (taxpayers) to fund the types of services, including health and education NZ has become accustomed to.

The Chamber has been closely following improvements made to Wellington’s transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both for the city itself and for the broader movement of freight and people within the Wellington region.

In our recent survey to the Let’s Get Wellington Moving (LGWM) Working Group proposals (December 2017), 96.86% (more than 600 respondents) agreed that Wellington’s transport system needs further development and investment. While we know there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D (the most comprehensive scenario), with 90% supporting a solution that includes resolving the problems at the Basin Reserve and introducing grade separation.

A media release accompanying the launch of the scenarios on 15th November 2017 was headed: “Scenarios aim to move more people without more vehicles.” While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington’s transport problems by just building more roads because we don’t have the space, we need to accept there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more importantly, a number of roading projects currently underway that will facilitate more vehicles entering Wellington city whether officials and planners like it or not.

While the proposals stop at the Ngauranga Gorge, we know what happens beyond this area affects the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work given the central city has the highest concentration of jobs. As the Consultation Document correctly states, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or the hospital. What happens in the central city has an impact on people and communities throughout the region. A number of wider regional transport improvements are also required

to maximise the efficiency of the entire regional transport network, and we would support progress on the respective routes.

The Chamber notes that under this section of the Consultation Document (p.21) the WCC, with its “Cycling Master Plan” (and the introduction of weekend parking fees), is proposing that cycling should have a greater role to play.

The Chamber is opposed to Option 1 in respect to the “Cycling Master Plan” but, on balance, supports the introduction of weekend parking fees. Option 2 would see the WCC delivering the Cycling Master Plan over a longer period of time (35-year period) and retaining free weekend parking. The Chamber is opposed to Option 2.

Outlined below are the Chamber’s thoughts on the Cycling Master Plan and also the proposals to introduce weekend parking fees (p.29)

Discussion

As previously noted, Wellington’s transport problems cannot be solved simply by building more roads, there is not the space. However, there is also little likelihood the number of cars entering Wellington will diminish any time soon. Therefore, recognising the inevitable, the Chamber has grave reservations the Cycling Master Plan could prove a practical solution to Wellington’s traffic woes!

Cyclists - Cost contribution and ACC levies

In a submission to the WCC on its Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that:

“On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber’s support of the overall proposal.”

In our 2015/16 LTP submission we again suggested the introduction of some form of user pays or contribution system “such as bike parking discs or through a localised bike registration system.”

In addition to the above, the Chambers also notes many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The Consultation Document clearly advocates for greater use of

cycling and other transport modes, such as walking. However, it is important the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than funded by other transport modes.

Over the past few years there have been moves to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles) rather than dealing with motorists' cross-subsidisation of motorcyclists per se. Given the severity of many bicycle and motor cycle accidents, it is incumbent on ACC to investigate suitable ways to ensure all cyclists also pay their fair share of costs associated with road-related accidents.

ACC, correctly risk rates activities in the Work Account based on actual risk (not fault, as ACC is a no-fault scheme). This means a professional rugby player will pay significant ACC levies for ACC-related claims, given the relatively higher risk of injury to professional rugby players compared with individuals working in less risky environments, e.g. office workers.

A graphic from the ACC 2017-19 Levy Consultation document (see below) makes the degree of cross-subsidisation abundantly clear, something ACC itself acknowledges.

".....most of the funding for motorcycle injuries still comes from levies paid by other road users. The graphic below shows that in 2017/18 levy period, when the overall costs associated with motorcycle-related injuries are expected to be \$131 million, only \$28 million will be funded directly from levies paid by motorcyclists. The remaining \$103 million will be funded by other motor vehicle owners. On average this adds \$30 to the rego for all other vehicle types"



While the levy applying to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners.

Continuing to cross-subsidise motorcyclists and cyclists or any other road users through increased levies on motorists, when it is possible for the former to pay for their behaviour, is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which the previous Government promoted as a game changer in respect to ACC levy setting transparency.

The second part of Option 1 is: *“replace free on-street parking in the city centre during the weekend with a discounted (\$2.50 per hour) user pays weekend parking fee”*.

As the Discussion Document correctly states, “free” weekend parking was put in place some years ago to support the Wellington retail sector, as malls in Porirua and Lower Hutt offered free parking. In order to offset any resulting parking revenue losses, a special rate (Downtown Targeted Rates) of \$1.4 million is charged to city centre businesses. According to the WCC, the special rate is not fully recovering lost parking revenue through the special rate. The reality is the weekend ‘free’ parking isn’t actually free either – its paid for by all Wellington CBD businesses, even those that don’t benefit from it and who aren’t open on the weekend.

Before commenting specifically on the Downtown Targeted Rate, the Chamber would point out that goods and services of a largely private good nature (such as public carparks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems).

The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person’s consumption does not reduce others’ consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods.

Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

But while the beneficiaries of “free” public carparks will principally be the users of the service, it is accepted there are others who will also benefit, for example, from potentially more people coming into Wellington to shop. This might benefit the local shops, although the benefit will more likely be on the margin.

However, the targeted rate currently applies to all businesses within the targeted region meaning many CBD businesses currently pay the targeted rate for no personal benefit at all.

Free parking therefore is a direct subsidy for those currently able to access “free parking” on weekends, funded by the business community, often with little or no relationship to the person using the free carpark.

The free car parking issue also has implications for private sector investors in car parking facilities and makes it difficult to plan ahead with any degree of confidence if WCC policies are going to change.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will over-consume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options.

On balance, and in principle, the Chamber would support the introduction of charging for weekend parking, AND at the same time, the removal of the current Downtown targeted Rate of \$1.4 million for city centre businesses currently, and unjustifiably in most cases, subsidising free car parking.

We would strongly encourage officers to thoughtfully consider proposals as part of a wider CBD parking strategy and look to model pricing and time allocations based on the 'smart' parking data information that WCC has heavily invested in, as well as looking at other examples of how cities use their parking more flexibly in the weekend and after hour times. The Chamber would be interested to know how the parking charges in Auckland (where you can pay longer in some places) have taken and whether these ought to be considered for some places in Wellington/evening parking, for example for Friday night parking, and possible looking to extend this to a Saturday night, perhaps looking at a flat rate.

At the time free weekend parking was introduced there were serious attraction issues for people to come into the city, which is why it made some sense to have the down town levy (paid for by all businesses, not just hospitality and retail) pay for customer's parking. Now, we have the opposite issue – people want to visit and be in the city. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces.

On the issue of car parking shortages, the Chamber was disappointed in the recent outcome of the Whitmore Street traffic resolution, given there were viable options to retain car parking while introducing greater safety and traffic flow improvements. As we said in our submission to WCC on the matter, the Chamber will not support the removal of any more car parks until the council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage.

Sustainable growth (p.32)

“Investing in economic projects that stimulate growth and diversification, and planning for population growth in ways that recognise the city's special character” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.34) the WCC is proposing (under Option 1) to increase the level of service in planning for growth (Strategic Planning, Comprehensive District Plan Review and Streamlined Consenting). The Chamber supports this increased investment and therefore supports Option 1 (p.16).

The second option concerns the key project of continuing with the proposal to develop a Movie Museum and Convention Centre on land adjacent to Te Papa. The projected construction cost is \$165 million, with \$25 million of funding support requested from central government.

The Chamber has actively supported the concept of a Movie Museum and Convention Centre but is concerned about apparent cost escalation over time.

While earlier costs associated with this project were projected to be lower and some involvement of the private sector would lower costs further, this appears to have changed with the ratepayer now seemingly projected to bear most of the burden (with strictly limited funding possible from central government).

The Chamber considers there is plenty of opportunity for the WCC to divest some of its asset base (e.g. share in the airport) and recycle it to pay for the Movie Museum and Convention Centre.

Notwithstanding the above, the Chamber would wish to see a lot more detail on how the Movie Museum and Convention Centre will be funded and the payback period for same (the business case) before actively supporting this proposal.

Discussion

It is no coincidence that those countries with the highest increase in economic growth rates and in particular, the highest per capita incomes generally, are able to address environmental issues and develop technologies aimed at improving both environmental and social outcomes. Economic growth provides countries with choices that those with low levels of growth simply do not have.

The importance of enhanced and fit for purpose infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move people between home and work and business-produced goods and services from farm gate and factory to point of embarkation efficiently, good infrastructure creates clear economic and social value for NZ. This applies equally in urban and rural environments as in national and local environments.

An emphasis on improving economic growth is fundamental if Wellingtonians in the future are to have the sort of lifestyle and standard of living most aspire to.

Notwithstanding the above, Council's role in sustainable growth should be ensuring barriers to growth, particularly regulatory barriers, are removed as far as possible, enabling the private sector to invest in sustainable development.

There is a two-fold problem with WCC investment in sustainable growth:

First, it may tend to crowd-out private sector investment;

Second, and perhaps even more importantly, it does not eliminate but simply transfers risk from the private sector to ratepayers or in some cases taxpayers.

Given the above, WCC should confine itself to ensuring remaining blockages to growth are reduced as far as possible, focusing rather on the core public good aspect of local council activity e.g. water, sewage and transport.

Notwithstanding the above, the Chamber believes local government has a crucial role in local and regional economic development and that within this there is a role for entities such as economic development agencies (EDAs).

In practice, the local government sector takes a variety of approaches to economic development. Some councils confine themselves to facilitation and advocacy, while others fund the generic promotion of cities/districts/regions and/or business and tourism.

The Chamber's view is that local government should focus on providing a better business environment in terms of the efficient and effective provision of infrastructure, regulation and public services, keeping the rates burden down. The emphasis should be on removing or reducing barriers to growth and development rather than picking winners for special treatment.

Generic promotion of business and tourism should be undertaken with the consent of business and tourism interests and funded by those sectors through targeted rates. Where economic development agencies are funded through targeted rates and/or business differentials, the funding sector(s) should be represented in both governance and decision-making when determining how the money will be spent.

We do not favour WCC providing support and services to business, especially in competition with the private sector. With EDAs, the starting point should be a focus on the future platform from which businesses might operate; economic development agencies should not step into a business development role that competes with the private sector. If there are gaps in the market, they should look to partner with the private sector rather than compete.

Where economic development agency activity extends beyond the "future platform" and specific sectors are pursued, this should be done in association with the sector. Some agencies are more activist in providing business support and/or picking winners, including providing services directly to businesses and/or running events often in competition with the private sector. If services are provided or business development pursued, this should be done in partnership with the private sector or in a way that helps the private sector build its capability in the region.

The Chamber notes that New Zealand-wide, several hundred million is spent on regional development but with little information as to whether ratepayers are getting value for money or, more importantly, whether what EDAs are doing is crowding-out private sector initiatives.

Not only must EDAs be joined up in a more coordinated fashion, their role and key Performance Indicators (KPI) must be rigorous, measured and clearly understood by ratepayers. Current indicators, e.g. measures of GDP per capita per region, do not necessarily relate well to EDAs' degree of involvement in the region (or lack of it).

The Chamber believes local EDAs should be encouraged to build scale and capability through shared services within the macro region and/or regions with compatible geographical areas. This might be something the Local Government Commission (LGC) could help to facilitate.

The Chamber also considers The Treasury (perhaps assisted by the Office of the Auditor General and/or NZ Productivity Commission) should develop a set of benchmark indicators relevant to the role of EDAs. The Chamber could assist in testing these indicators.

Arts and Culture (p.40)

“Investing in arts and culture to maintain our position internationally as a vibrant, edgy capital” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.42) the WCC is proposing (under Option 1) to invest in earthquake strengthening Council cultural facilities so they can support the arts and culture sector. These are St James Theatre (\$11.5 million), Town Hall (\$88.7 million), Wellington Museum (\$10 million) and other venues (\$7.5 million).

The Chamber partially supports Option 1, but questions the upgrade of the Town Hall. The Chamber is concerned about the potential cost escalation of this project over time to date and the potential payback, compared with the upgrade of the other facilities mentioned above.

Discussion

The Chamber believes there is some role for local government in advancing arts and culture as long as this role is not all-encompassing but is established on a principled basis and properly circumscribed. Any activity should relate directly back to the purpose statement in the Local Government Act 2002. As set out above, WCC must ensure it is not taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

Council must meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

With this in mind, the Chamber supports efforts to maintain Wellington’s reputation as the arts, cultural and events capital. A good example of this may be the dual purpose convention centre/movie museum project. The Chamber has previously said it sees the benefit of projects that increase visitor numbers in the region and strengthen Wellington’s cultural attractiveness. We are also conscious that feedback from the WCC/Chamber Business Forum,

held in March 2014, wanted Wellington to 'sweat its assets more', referring to the city's exhibitions and museums. Therefore consideration needs to be given to what will encourage an increase in bed nights and other tourist spending: adding more buildings to the offering or simply providing more exhibitions?

However, as we have said previously, care will need to be taken. WCC has a very good record with events attractions to-date but as competition from other cities increases, Wellington needs to be more strategic about how - and which - events it attracts. Wellington must avoid entering into a bidding war. With its central location and domestic flights, Wellington has a genuine advantage without resorting to an expensive attraction budget. Often relatively low-key events can be lucrative. We support continued tourism promotion and investment in key recreational and cultural attractions.

Conclusion

As businesses are the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money. The Chamber has outlined a number of considerations in respect to the Council's five priority areas. The Chamber welcomes the opportunity to discuss our submission with the Council.

APPENDIX 1:



Wellington Chamber of Commerce Submission to the Wellington City Council on the 10-year Plan pre-consultation activity April 2018

Introduction

The Wellington Chamber of Commerce (the Chamber) welcomes the opportunity to make a submission on the Wellington City Council (the Council) 10-year Plan pre-consultation activity.

The Chamber has been the voice of business in the Wellington region for 161 years since 1856 and advocates policies that reflect the interests of the business community, in both the city and region, and the development of the region's economy as a whole. The Chamber advocates the views of its members and obtains that view through regularly surveying members.

For the purposes of this submission, it is important to note that Wellington region businesses contribute significantly to the city and region's rate-take. Businesses pay 46 per cent of the total rates collected by Wellington City Council while making up only 21 per cent of the total rateable property. Regionally, businesses pay around one-third of the region's rates collected by Greater Wellington Regional Council. Further, Wellington businesses pay the highest proportion of rates of any town, city, or region in New Zealand, nearly 50 per cent higher than Auckland and nearly 100 per cent more than in Hamilton. Therefore as the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money.

The Chamber notes that the Council is seeking feedback on 5 issues on their pre-consultation activity, notified through the consultation and engagements tab on the Wellington City council website.

While the Chamber obviously welcomes the opportunity to have input before a draft 10-year plan goes out for wider consultation, it is disappointed that the pre-consultation provides little or no context for the 5 issues raised nor, perhaps more importantly, is there any discussion on the appropriate role of local government nor funding arrangements, both of which are crucial in the Chamber's view to ensuring that Council involvement in infrastructure and potential delivery of services is efficient. This is despite previous feedback provided to the Council on the "pre-pre" consultation exercise, undertaken over the December to January break.

The pre-consultation simply states that the following are the Council's priorities:

"Transport - *we need a balanced, efficient and reliable transport system. It must work well with our natural and built environment, reduce congestion and pollution, and cope with rising numbers of commuters.*

Resilience and environment - *The November 2016 earthquake highlighted the importance of resilience. We are also vulnerable to the effects of climate change, in particular rising seas levels. We need to be stronger and better prepared.*

Arts and culture – *We need to secure our reputation as a centre of arts and culture. Cities compete globally for talent, and to continue to attract and support the best creative people and businesses, we must build on our strength and improve what we offer.*

Sustainable growth – *While our economy is in better shape than it was 3 years ago, we are still behind the New Zealand average and other major cities. We need to keep investing in areas that boost our economy, while also managing the impact of this growth. We must plan for a bigger population without losing the city's special character.*

Housing – *We want everyone to have access to quality affordable housing. With 50,000 to 80,000 more people expected to move here over the next 30 years, we need to find ways to increase and improve Wellington's housing stock."*

Given the above, the Chamber will also specifically include sections on the context of local government and funding arrangements, as it is important that these issues are addressed in an economically rational manner. As mentioned above, as the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money.

The Chambers would welcome the opportunity to discuss our pre-consultation submission with the Council. And the Chamber also looks forward to making submissions on the 10-year plan when it is released.

For ease of reference, this submission is divided into several sections, namely:

- *The context of local government*
- *Local government funding tools*
- *Transport*
- *Resilience and environment*
- *Sustainable growth*
- *Housing*
- *Arts and culture*

Section 1: The context of Local Government

Local government is an important part of New Zealand's economy. The 78 local authorities make up 4% of GDP. Local government is funded from a mixture of sources, with rates still being the predominant source of income. Currently, local government operating revenue amounts to around \$9.4 billion annually. Over \$5.5 billion (well over half) comes from rates.

The size of local government demands that it is financially responsible, transparent, and accountable to ratepayers.

Local government has a vital role to play in advancing the overall well-being of New Zealanders. However, that role is not all-encompassing but needs to be established on a principled basis and properly circumscribed.

The purpose statement under the Local Government Act 2002 required local government to focus on economic, social, environmental and cultural issues (the four "well-beings") and arguably resulted in a number of councils taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

More recent amendments to the Act (December 2012) removed the focus on the four well-beings and introduced instead a new purpose statement, namely: to meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

While there will always be debate around the words used in the purpose statement, the clear intention is that local government should stick to core activities to the extent practicable, with the emphasis on providing the goods and services (including infrastructure) that only local government can provide.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is that their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

Section 2: Local Government Funding Tools

The Chamber notes that several reports have identified problems with the future funding of local government infrastructure both in high population growth areas and areas where populations are either stagnant or declining and the rating base does not provide adequate funding.

In some respects this is a nice problem to have and shows that the NZ economy is delivering growth and employment opportunities for New Zealanders. However, such infrastructure does have to be funded. The 64 million dollar question (or should that now be the 64 billion dollar question) is how?

The business sector in Wellington pays just under half the city's rates bill and regionally business pay around a third of the region's rates bill, with the level of rates paid often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the council has agreed to reduce such differentials, they have often been tardy in doing so, tending towards incremental change due to "expenditure pressures". Or conversely, other rating charges that fall on the business sector have been introduced or increased, with no or little reduction overall.

While rates will likely be the 'cornerstone' of local government for some time, they will need to be complemented and possibly eventually displaced by other revenue sources. This is to ensure that they better reflect the needs and costs of communities, noting that pricing mechanisms and availability of real-time data is improving by the day. Moreover, rating mechanisms are often a poor measure of costs imposed on (or benefits received from) local government.

Council should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following:

Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils

charge for water and waste on a user-pays basis, many still fund such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour.

Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods.

An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting.

Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges.

Rates, including targeted and differential rating.

Rates increases have many of the problems outlined in respect to regional fuel taxes (see below), including little relationship to the beneficiaries of transport networks. They would also impact adversely on the business sector given the significant rates differential the Wellington Council currently applies.

The business differential set by the Wellington Council is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand.

Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to 'benefits received' to ensure consistency of approach. However, in general, rates differentials, if used at all, should be used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds.

Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being

mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates' burden courtesy of the business sector.

In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. The net GST collected is paid to Inland Revenue so there is no advantage for businesses.

Divestment of Assets

According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information – p.2) “Collectively, the city has \$6.5 billion invested in physical assets – everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets.”

Wellington Airport is 34% owned by Wellington City Council. Of Wellington City ratepayers, the business community owns 21% of the total rateable property, and pays 46% of the total rate-take.

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak. Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should returns on assets be less than expectations. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales.

Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risks of low investment returns. It is important to accept that local authority funding does not

eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers.

There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government.

Other alternative funding mechanisms

The public-private partnership (PPP) model is well suited to meeting infrastructure needs – private partners can cover a project’s upfront costs while recovering them over time from those who use it. Consideration should be given to greater private sector participation in the role of infrastructure development, operation and service provision.

Local councils could also make much more use of debt since existing ratepayers should not be required to fund future users (beneficiaries) who will also derive benefits from current “lumpy” investments such as roads as these often span more than the present generation of ratepayers. Clear funding principles based on intergenerational equity are required to ensure funding reflects the real costs and benefits derived from assets which have a long-life and high sunk costs.

Other options could include greater use of council balance sheets to fund new expenditure. It appears councils are currently constrained on debt financing where a local authority owns the infrastructure. In such cases new infrastructure can be debt-funded only on the basis of a multiple of existing income. But the development of long-life assets is not necessarily constrained to the same degree if infrastructure is in a Council Controlled Trading Organisation (CCTO) or other commercial structure.

It might also be possible to provide for more, what are in effect, “government to government” joint funding initiatives, where assets are transferred between government agencies to boost balance sheets, e.g. the Accident Compensation Corporation (ACC) and the New Zealand Superfund purchasing a stake in KiwiBank. It is possible some local government assets could be commercially acceptable to private sector investors. However, given general public resistance and the Government's effective commitment to no more substantial asset sales, “government to government” transfer might be another mechanism officials could explore further.

Greater private sector participation in infrastructure development, operation and service provision should also be considered in this context.

Section 3: Transport

The Chamber consider that one of the key issues which should drive determination for transport options should be on bringing benefits for national economic growth and productivity. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or for Government (taxpayers) to fund the types of services, including health and education that NZ has become accustomed to.

The Chamber have been closely following developments to improvements to Wellington's transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both in the city and in terms of the broader movement of freight and people within the Wellington region.

In our recent survey to the Let's Get Wellington Moving (LGWM) Working Group proposals (December 2017), 96.86% (more than 600 respondents) agreed that Wellington's transport system needs further development and investment. While we know that there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D (the most comprehensive scenario), with 90% supporting a solution that includes resolving the issues at the Basin Reserve and introducing grade separation.

Scenario D would deliver the most benefits, including travel time savings and opportunities to regenerate and develop the city, and builds the infrastructure that Wellington needs to make our transport network work. There is a clear need to fix the current issues that under-investment and poor planning has created to date, and gets it right going forward by planning ahead.

To further understand the support for scenario D, members were asked a range of questions, including the potential benefits to their own businesses, along with other businesses in the region. In total, 642 responses were received. The Chamber would be happy to send the Council copy of the survey questionnaire, and Analysis of the Survey results if they would find that helpful.

Chamber members emphasised the following points in the survey responses received:

- Ensure there is a balance so there is adequate accommodation for the movement of all modal users, in particular for the movement of goods and services.

- Reduce congestion.
- Ensure the growth and development of Wellington.
- Encourage use of and ensure that Public Transport is efficient and quick.
- Ensure better access to the Airport both northbound and southbound.
- Ensure better access around the Basin.
- Acknowledge that trade-offs may be 'car parking close to destination' and 'private vehicle access to the inner city'.
- Have a focus on the longer term.
- Ensure that options are future-proofed for mass transit, vehicles and automation.
- There is no doubt a need for a more robust benefit/cost analysis is required to provide for greater transparency and consistency.

One of the media releases that accompanied the launch of the scenarios on 15th November 2017 basically outlined this fact by stating in the title: "Scenarios aim to move more people without more vehicles." While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington's transport problems by just building more roads because we don't have the space, we need to accept that there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more importantly, a number of roading projects currently under way that will facilitate more vehicles entering Wellington city whether officials and planners like it or not.

While what's proposed stops at Ngauranga Gorge we know what happens beyond this area impacts the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work, given that the central city has the highest concentration of jobs. As the consultation documents correctly state, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or hospital. What happens in the central city has an impact on people and communities throughout the region. There are also a number of wider regional transport improvements that are required to maximise the efficiency of the entire regional transport network, and we would support the progress of these routes.

Given the need to plan ahead, given lead times for projects – up to 10 years plus for Scenario D, this would suggest that Scenario D is probably the minimum that is required to try and future proof Wellington's transport network to cope with further population growth and associated services which will be required. Ad hoc and minimalist approaches are unlikely to cut the mustard which suggests a bold approach is required, despite the higher price tag associated with a more comprehensive solution such as proposed in Scenario D. Leaving the opportunity for future mass transit (including the possibly of light rail in the future) would seem to make logical sense when implementing the corridor of change as outlined in Scenario D. Scenario A is for all intents and purposes minor tinkering with the status quo, while

Scenario's B and C are only really band-aid approaches to the wider concerns of moving through the corridor from the Ngauranga Gorge through to the airport.

In summary, the Chamber LGWM submission supported the following:

- The intention to prioritise public transport, while ensuring that there is a balance to adequately accommodate movement of all modal users, in particular for the movement of goods and services.
- Reduce speed limits in the central city, while noting that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation.
- Prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the city for all modal users.
- Build an extra Mt Victoria tunnel and separate east-west traffic from other movements at the Basin Reserve to deliver faster and more reliable public transport connections, including mass transit to Newtown and the airport.
- Build a new city tunnel under parts of Te Aro to reduce modal conflicts
- Build an extra Terrace Tunnel to improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront.
- The need to ensure that the opportunity for future mass transit (including the possibly of light rail) when implementing the corridor of change as outlined in Scenario D of the LGWM consultation papers.

Respondents to the Chamber survey were also asked about how they would fund the project scenarios outlined in the LGWM consultation papers. Suggestions were provided and respondents could answer more than once. Just over three quarters opted for a model that included some form of taxpayer funding. Other funding options were supported, with 48.35% of responses supporting road tolling, 36.58% a regional petrol tax, 33.59% congestion charging, 25.27% divestment of council owned assets and 22% supported an increase to rates. Other responses included incentivising car-pooling, PPPs, council-backed bonds, more efficient public expenditure. Reasons respondents supported a mix of funding options. We believe that this was driven by the view that it was better to spread the additional funding impost most broadly. Respondents also supported changes that would incentivise motorists to switch to mass transit modes or vehicle share. Respondents also accepted that the purported benefits of the scenarios justified the collection of additional funding, such as rates or other levies.

It is noted that in respect to transport, some modes currently pay a disproportionate share of the costs associated with transport, while others pay very little.

In a submission to the Wellington City Council on their Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that:

“On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber’s support of the overall proposal.”

In addition to the above, the Chambers also note that many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The consultation documents clearly advocate for greater use of cycling and other transport modes, such as walking. However, it is important that the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than being funded by other transport modes.

There have been moves over the past few years to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles) rather than dealing with motorists’ cross-subsidisation of motorcyclists per se. Given the severity of many cycle accidents on our roads, it is incumbent on ACC to investigate suitable ways to ensure cyclists also pay their fair share of costs associated with road-related accidents.

While the levy that would apply to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners.

Continuing to cross-subsidise motorcyclists, or any other road users (e.g. cyclists) where it is practicable for them to pay for their behaviour, through increased levies on other motorists is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which was promoted by the previous Government as a game changer in respect to ACC levy setting transparency.

Tolling and congestion charges

The Chamber has long supported moves to allow tolling, public private partnerships (PPPs), and other investment options for urgently-needed high cost road transport for which there is significant community support. The Independent Inquiry into Local Government Rates recommended that central government remove legislative barriers to the funding of transport projects through the use of tolls⁶. Furthermore, as noted earlier, 48.35% of Chamber responses supported road tolling as part of the LGWM survey mentioned earlier.

Tolling would likely ensure that people (particularly road users) could seriously question the value of particular projects since the cost would be transparent and up-front. This would put more heat on decision-makers to ensure only efficient transport options made the grade rather than 'nice to have' projects.

There can be misunderstanding on the nature of tolling in respect to congestion charging and tolling in respect to paying for new roads. Tolling for new roads and congestion charging are, in effect, two totally different concepts and need to be treated as such rather than lumped together.

In effect, congestion charging is a system of charging users to effectively manage demand (the same as peak pricing in respect to the electricity sector). This pricing strategy makes it possible to manage congestion without increasing supply. Market economic theory, which encompasses the congestion pricing concept, believes that users will be forced to pay for the negative externalities they create, making them conscious of the costs they impose upon each other when consuming during peak demand. It is not, as such, a pricing mechanism that should necessarily be used to pay for new roads. This has been one of the main concerns of road users and taxpayers around the world in the use of congestion charging regimes.

Notwithstanding general support for tolling as the most efficient mechanism for funding new roads, we would oppose the use of tolling on existing roads to subsidise new roads, because to all intents and purposes this would be double taxation (paying twice for assets that have arguably already been paid for). Tolls should apply only to new roads so that the public and road users are well aware in advance of total costs and understand the trade-offs required for infrastructure development. Funding cost through the use of a wide range of funding mechanisms well beyond tolling new roads (e.g. rates hikes, regional fuel taxes etc.) waters down the signals that should be sent to road users as to the true costs associated with various transport options.

⁶ *Funding Local Government*, report of the Local Government Rates Inquiry (August 2007). See discussion on pages 157-158 of the Report and Recommendation 21.

Regional fuel taxes

Regional fuel taxes have significant problems, potentially raising compliance issues for business (particularly in seeking the claim refunds for diesel used for industrial purposes), while regional boundaries could affect suppliers of fuel by encouraging some businesses to avoid the tax by refuelling outside the boundary. Moreover, there is the possibility that not all the fuel tax will be available for roading projects with some going to other transport options. Greater clarity is required as to how the money collected would be spent. We believe robust processes and consultation are needed to ensure that any funding spent be soundly based.

Fuel taxes (and also rates) would not necessarily signal to motorists the costs associated with new infrastructure but rather blur them significantly. This is unlike tolling, where the costs would be front of mind for the motorist rather than hidden and not necessarily paid for by those benefitting most from the roading network.

Furthermore, using national fuel taxes only in one region would undermine a key policy of ensuring tax neutrality and would benefit that region at the expense of all other regions.

Despite their significant weaknesses outlined above, in the absence of tolling, congestion pricing and the like, regional taxes are likely to be better than expanding the rates tax. Rates tax expansion would disproportionately impact on the business sector, principally because of the wide use of rates differentials as outlined earlier.

Section 4: Resilience and Environment

It is important to ensure that key infrastructure (transport, water and waste, energy etc) designed in such a way that it can still be functional and resilient if adverse events occur.

While no one is suggesting that a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important that the infrastructure system are designed and delivered in such a way that it can still be functional if adverse events (e.g. earthquake etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but also particularly in respect of Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.

Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish.

As a general principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will over-consume resources if they can shift costs on to third parties. Management of risk is no different in this respect. If individuals are to make rational decisions in respect to risk, they should ideally bear the associated costs (and benefits). However, it is accepted that just about every activity in life has some externalities (either positive or negative) and it is impossible in most respects to totally internalise costs (and benefits) at least with greater cost. The key is to ensure that costs and benefits are internalised to a reasonable degree.

With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether or not those risks can be managed by individuals and businesses.

Given the above, it is important that individuals and businesses are fully aware of the risks associated with their actions (in non-actions) to ensure that they make informed decisions in respect to the management of risk. This requires scientifically soundly based information in order to successfully manage known hazards and to ensure that individuals and businesses do not simply pass on the costs associated with (in hindsight) bad decisions which have ultimately paid for by the wider community (ratepayers generally).

Given that markets are generally faster at self-correcting than government intervention, the onus of proof must be on government to prove beyond doubt that the benefits of intervention exceed the costs, including unintended costs associated with regulation (such as cost escalation).

Without sound information based in known science, there will be a tendency for local authorities to take an unduly cautious approach to the management of hazards which may have unintended consequences, including restricting the ability of individuals and firms to engage in productive activity. This is entirely natural given the incentives facing local councils, particularly if liability of adverse outcomes falls back on councils as has been the case in respect to a number of activities. A number of examples to date (some of which are outlined below) would suggest that local authorities are taking a much more precautionary approach to the management of risk and hazards, mainly because of the fact that at the end of the day, if anything goes wrong, individuals and businesses are inclined to point the finger at councils for allowing them to undertake certain activities and hence compensation for loss (or remedial action) tends to get placed on Councils (ratepayers rather than on the individual and business making particular decisions).

It should be noted that regulators generally have strong incentives to minimise their own risk by imposing higher standards than might arguably be justified. Because regulators do not

bear the costs associated with their decisions (costs will ultimately be passed on to consumers), they may well over-regulate rather than be aware of, or adequately consider, the cost/quality trade-offs consumers are willing to make. Given that each individual is unique, individuals will generally have different risk profiles, with some willing to pay considerable amounts of money to minimise risk while others will want to invest little in reducing real or perceived risk.

The economic perspective of risk stresses two ideas:

- c. more resources, including time and money, are needed to reduce risk; and
- d. people (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or of other desirable considerations.

It is not a case of eliminating risk, to do so would be to effectively close down all productive activity.

Often market-based mechanisms for determining risk will be far more effective than council-controlled outcomes and will fairly reflect the actual risk associated with hazards. For example, in a competitive insurance market, individuals and businesses seek competitive quotes in dealing with hazardous situations. In some cases insurers may be unwilling to insure a building at all if the situation is considered too hazardous. This approach naturally incentivises people to assess the costs and benefits of building in areas where natural hazards have been identified.

There are a number of instances in the hazard management area where local government controls will not only impact on the property rights of existing landowners but will seriously restrict available land for housing development, increasing the cost of available housing and as a result, rental prices. But it doesn't end there, as concerns about housing prices will ultimately be reflected in higher interest rates as the Reserve Bank attempts to ensure that inflation remains within its target band of 1-3 percent.

Residents in the Kapiti Coast District Council area fought proposals to place new "hazard lines" (from the Lim report) on about 1800 properties along the coast, sparking fears that the lines will affect valuations and insurance.

If implemented, these proposals would not only have seriously impacted on the value of the land in question due to questionable analysis, but by placing restrictions on the ability of affected residents to expand beyond their current property footprint.

Putting aside the debate as to whether the erosion hazard identified by the Council is within the reasonable bounds of probability, even if the erosion eventuates, the risks will largely be borne by people whose residences are on or close to the foreshore. Arguably, the “risks” of further erosion will affect these individuals in the sense that their property values may decline and/or they will no longer be able to secure insurance, at least not without greater cost. It is hard to see how such an outcome (even if unlikely, according to some sources) would involve adverse effects on external parties of such a magnitude as to justify the Council’s draconian response.

Notwithstanding the above, in order for individuals and business to make rational decisions in respect to risk and hazards they need to have sound information in order to assess risk, and how best to manage that risk. Incomplete or sub-standard information is likely to result in sub-optimal decision-making, by individuals, businesses, and insurance companies.

The nature of insurance is to price insurance according to risk while the nature of insurance is to pool risk within similar risk categories. In order for insurance markets to operate effectively, it is important that the nature of risk is well understood so that it can be priced accordingly.

There is no reason why councils should be unnecessarily concerned about hazard issues in respect to land use provided the externalities associated with any adverse event will be internalized as much as possible (e.g. the parties involved in building on flood plains or whatever are responsible for any adverse impacts associated with their behaviour).

This general principle has been upheld in a decision of the Environment Court where essentially the property-owners wished to build a house on land which could be prone to flooding. The view of the court was that:

“We have thought carefully about the way in which Mr and Mrs Holt have said they understand and will accept the risk of flooding of their property at 96 Stornoway Street, Karitane. We do not believe they are being foolhardy in proposing to build and live in a house on the property, but have assessed the probabilities rationally. There comes a point where a consent authority should not be paternalistic (at least not under the RMA) but leave people to be responsible for themselves, provided that does not place the moral hazard of things going wrong on other people.”⁷

⁷ Judge Jackson and Commissioner Manning in the case of Otago Regional Council v Dunedin City Council and BS and RG Holt [2010] NZEnvC 120, page 4.

Notwithstanding the above, the importance of having sound information to assess risk and manage hazard is fundamental. With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether or not those risks can be managed by individuals and businesses. Any role of local councils in the management of risk and hazards need to be clearly targeted at those issues clearly identified where the costs and benefits are not internalised. Many current examples, as outlined above do not meet this test.

Earthquake risk and readiness

While it goes without saying that the “benefits of regulation must outweigh the costs” if regulation is to be justified, it is also important to analyse not only total costs and benefits (including potential unintended costs and/or benefits) but also where these expected costs and benefits might fall. For example, if the benefits are widely dispersed but the costs fall disproportionately on one group (in this case building owners), there may be a case for compensation for that particular group or at least for the provision of a reasonable length of time in which to change systems, processes or whatever may be causing significant externalities. Therefore, the impact of regulations on particular industry sectors and firms within sectors needs careful consideration.

Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirement on top of this situation – giving building owners time limits to upgrade or demolish – are proving extremely costly and difficult for some building owners, including local councils and smaller communities with older, heritage or low-yield buildings – despite some assistance from local and central government.

The Chamber considers that there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid.

Energy

A number of countries and companies are looking at different alternatives to traditional supplies of energy such as micro grids and virtual power plants for areas at risk from natural disaster or operating at the fringe of the grid, where infrastructure costs are prohibitive. Other approaches such as testing battery storage systems and advanced solar inverters are also taking place as trials in parts of Australia and also Japan. No doubt other countries will

also be investigating in such alternatives as a means of managing risk, whether that be in relation to natural disasters (earthquakes, floods etc) or to manage growth in isolated areas.

It is noted that locally, energy generator and retailer, Contact Energy, has joined forces with Wellington Electricity and the Council to install solar and battery systems in a number of homes so residents can continue to use electricity even if the electricity grid suffers an outage.

The technology will allow the resident to harness the power of the network of solar generation and batteries and be rewarded for the energy they produce when the electricity grid is under pressure at peak times. It could also be used as a community asset in case of emergencies such as a major earthquake.

Water

Of great concern to the Chamber is the resilience of Wellington's water infrastructure. As recently reported, Wellington faces up to 100 days' water loss should an earthquake occur. This is a hugely significant risk for Wellington, its businesses and citizens alike.

First and foremost, human life is dependent on water supply. From the Chamber's perspective, Wellington's business community would be detrimentally harmed should a major water infrastructure event occur. Wellington's commercial existence is somewhat reliant on the eco-system which has been built around central government.

In the event of such a significant water infrastructure disaster, government would likely be relocated, and with it would go a large portion of consumers which fuel the surrounding business community. Government aside, without water businesses must cease to operate for health and safety reasons.

Ports

There is potential for the Wellington Port to act as a crucial hub in which it is linked to both the interisland ferries, the railway station and other related infrastructure. Given the fact that seismic activity particularly affected port activity requires careful consideration to ensure that links to the port are enhanced and resilient to, in particular, natural risks (e.g. earthquakes). Again, lessons can probably be usefully learned from other ports which suffered significant damage as a result of earthquakes (e.g. Lyttleton), along with best practice approaches to dealing with access issues.

The port is a key connector as the interisland hub, connecting New Zealand's North and South Islands. There is also an ongoing need to improve roading and rail access to the port in order to enable this movement of shipping cargo, and we encourage that a solution be worked

towards. There is potential for the port to act as a crucial hub given how it is linked to both the interisland ferries, the railway station and other related infrastructure.

Section 5: Sustainable growth

It is no coincidence that those countries with the highest increase in economic growth rates and in particular, the highest per capita incomes generally, are able to address environmental issues and develop technologies aimed at improving both environmental and social outcomes. Economic growth provides countries with choices that those with low levels of growth simply do not have.

The importance of enhanced and fit for purposes infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move, efficiently, people between home and work and business-produced goods and services from farm gate and factory to point of embarkation, good infrastructure creates clear economic and social value for NZ. This equally applies in urban and rural environments, and national and local environments.

An emphasis on improving economic growth is fundamental if Wellingtonians are to have the sort of lifestyle and standard of living in the future that most aspire to.

Role of Economic Development Agencies (EDAs)

In its deliberations and discussions with various groups the Chamber has found collaboration between central and local government is not necessarily at the level it should be (although the reasons for this are not necessarily obvious or always the same). Within regions, agencies assisting in regional development are often fragmented, lacking in scale and often have ill-defined or even non-existent objectives. Either that, or objectives that cannot be measured to determine if ratepayers and taxpayers are getting value for money.

Clearly, local government amalgamation is off the political radar for the foreseeable future but there is significant potential for the sharing and choreographing of services, ensuring ratepayers are getting value for money but also ensuring that the private sector is not crowded-out.

The Chamber notes that New Zealand-wide, several hundred million is spent on regional development but with little information on whether ratepayers are getting value for money or, more importantly, what EDAs should be doing that does not “crowd-out” private sector initiatives.

Not only must EDAs be joined up in a more coordinated fashion, their role and key Performance Indicators (KPI) must be rigorous, measured and clearly understood by ratepayers. Current indicators, e.g. measures of GDP per capita per region, do not necessarily relate well to EDAs' degree of involvement (or lack of it).

The Chamber believes that the local EDA should be encouraged to build scale and capability through shared services within the macro region and/or regions with compatible geographical areas. This might be something the Local Government Commission (LGC) could help to facilitate.

Secondly, the Chamber considers that The Treasury (perhaps assisted by the Office of the Auditor General and/or NZ Productivity Commission) should develop a set of benchmark indicators relevant to the role of EDAs. The Chamber could assist in testing these indicators.

Section 6: Housing

Planners and regulators cannot be expected to keep up with market changes as quickly as market participants can. The Chamber advocates the need for a more market-based approach to housing provision, as this is more responsive and flexible than a planning approach. Home-owners and businesses are best placed to make choices reflecting their needs and wants rather than having planners make decisions for them. A basic test of any useful regulatory regime is that it is resilient and can automatically respond to changes in supply and demand conditions.

The Chamber considers that as long as developers pay the economic and environmental costs of associated infrastructure, development should be allowed wherever businesses and homeowners choose to build.

The Chamber considers householders should have greater responsibility for identifying and managing the risks associated with land use, rather than spreading the risks across all ratepayers and in some cases, central government. This would allow for increased housing development and in time should result in increased affordability.

For many years there has been a clear case of regulatory failure with planning, causing much of the current cost escalation of sections and the rapid decoupling of land values inside and outside metropolitan urban limits.

The shortage of appropriately zoned and serviced land for both residential and business development has been decades in the making; it is not necessarily the result of current council activity but of successive councils using the 25-year-old Resource Management Act (RMA) in a way contrary to that intended. It was to have been enabling. It has been used to restrict.

The real problem is that as long as planners constrain land supply, the price of land zoned urban will remain well above that of the same or equivalent rural-zoned land. Consequently, their many “planning” dislocations and unintended absurdities will continue.

Land use allocation can be developed according to any number of principles but ideally, like any allocation of natural resources, the underlying principles should encourage an efficient allocation of resources (i.e. encouraging land use to gravitate to its most highly valued use).

Section 7: Arts and Culture

The Chamber believes there is some role for local government has to play in advancing arts and culture, so long as the role is not all-encompassing but needs to be established on a principled basis and properly circumscribed. Any activity should directly relate back to the purpose statement under the Local Government Act 2002. As set out above, council must ensure that is not taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

Council must meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is that their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

With this in mind the Chamber supports efforts to maintain Wellington’s reputation as the arts, cultural and events capital. A good example of this may be the dual purpose convention centre/movie museum project. The Chamber has previously said that we see the benefit of projects to will increase visitor numbers for the region and strengthen Wellington’s cultural attractiveness. We are also conscious that feedback from the Business Forum, held in March 2014 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.

However, care will need to be taken. The council has a very good record with events attractions to-date but as competition from other cities to host events increases, Wellington needs to be clever in how and which events it attracts. With Auckland having recently announced increased expenditure on events attraction, Wellington must avoid entering into

a bidding war. With Wellington's central location and domestic flights, Wellington has a genuine advantage without resorting to an expensive attraction budget. Often relatively low-key events can be lucrative. We support continued tourism promotion and investment in key recreational and cultural attractions.

Conclusion

As businesses are the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money. The Chamber welcomes the opportunity to discuss our pre-consultation submission with the Council. And the Chamber also looks forward to making submissions on the 10-year plan when it is released.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jet Patel		Kanteen	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	Sustainable growth, Transport, Resilience and environment, Housing, Arts and Culture

Resilience and environment summary

Water storage capacity and network improvements	Strongly support
Wastewater network improvements	Strongly support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	Strongly oppose
Building accelerometers	Neutral
Predator Free Wellington	Strongly oppose
Community-led trapping	Support
Resilience of the transport corridor	Support
Security of water supply	Support
Waste management and minimisation	Support
Storm clean-up	Support
Adding land to the Wellington Town Belt	Neutral
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	Support
Special Housing Areas	Support
Inner City Building Conversion	Support
Special Housing Vehicle	Support
Rental Warrant of Fitness	Support
Te Whare Oki Oki	Neutral

Do you have any other comments?

Transport summary

Cycling Master Plan	Support
Introduction of weekend parking fees	Oppose
Let's Get Wellington Moving	Support
Transport-related initiatives	Oppose

Do you have any other comments?

We need to keep/or minimize cars out of the inner city

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Neutral
Kiwi Point Quarry life extension	Support
Wellington Zoo upgrades	Support

Do you have any other comments?

The extension of the airport runway needs to happen as well to encourage more tourists

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Support
Investment in the arts	Support

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Submission form

*2,067

Have your say on Our 10-Year Plan | **Kōrero mai** mō te mahere 10-tau

All submissions must be received by **midnight 15 May 2018**.

This submission form takes about 10 minutes to fill in. You don't have to give feedback on every priority area – just choose the ones you're interested in. You can only submit once. You can include supporting information along with your submission.

Before you start, read about our priorities and projects in our consultation document. There are copies available at your local library and our Service Centre at 101 Wakefield Street, or visit 10yearplan.wellington.govt.nz.

Why we're collecting this information

Your feedback matters. This plan is about the future of Wellington, and it affects everyone who lives and works here. That's why we want to hear from as many people as possible. Your views will inform the next steps we take.

Privacy statement

All submissions (including names and contact details) are provided in their entirety to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website.

Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation.

All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Your name: (required)	Jet Patel		
Your email address/phone number: (required)	kanteen.post@gmail.com		
Which suburb do you live in?	Petone		
You are making a submission: (please tick one)			
<input type="checkbox"/> as an individual			
<input checked="" type="checkbox"/> on behalf of an organisation.			
Your organisation's name:	kanteen		
Which of the following age groups do you belong to? (please tick one)			
<input type="checkbox"/> 18 or younger	<input type="checkbox"/> 19-30	<input type="checkbox"/> 31-40	<input checked="" type="checkbox"/> 41-50
<input type="checkbox"/> 51-60	<input type="checkbox"/> 61-70	<input type="checkbox"/> 71-80	<input type="checkbox"/> 81 or older
Please choose the ethnicity that best identifies you:			
<input type="checkbox"/> NZ European	<input type="checkbox"/> Māori	<input type="checkbox"/> Samoan	<input type="checkbox"/> Cook Island Māori
<input type="checkbox"/> Tongan	<input type="checkbox"/> Niuean	<input type="checkbox"/> Chinese	<input checked="" type="checkbox"/> Indian
<input type="checkbox"/> Other e.g. Dutch, Japanese, Tokelauan, please state:			
Please choose the gender that best identifies you:			
<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Prefer not to say	
<input type="checkbox"/> Gender diverse/gender non-binary:			



Resilience and environment | Te manahua me te taiao

We need to prepare our city to better cope with natural events such as storms, floods and earthquakes. By investing in our environment and strengthening our infrastructure, we can help create more resilient communities. We're proposing a range of initiatives that are at different stages of advancement. Let us know what you think.

For more information visit 10yearplan.wellington.govt.nz. You can answer as many questions as you wish. **Circle your preference.**

Water storage and network improvement						
We propose to increase our water storage capacity and strengthen the water pipe network in the central city, Upper Stebbings and Horokiwi.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Wastewater network improvements						
We propose to upgrade parts of the wastewater network to make it more resilient and able to accommodate population growth.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Tawa and Miramar Peninsula stormwater network improvements						
We propose to upgrade stormwater networks in Tawa and the Miramar Peninsula and to invest in core infrastructure in Shelly Bay, to better cope with storms and flooding.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Built Heritage Incentive Fund						
We propose to increase the amount the Council currently budgets to help owners maintain their heritage buildings.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Building accelerometers						
We propose to install accelerometers in buildings across the city to help us access better information immediately after an earthquake, which would allow us to respond more quickly.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Predator Free Wellington						
We propose to gradually eradicate predators across the city and create the world's first predator-free capital city.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Community-led trapping						
We propose to fund community groups installing and managing traps in Wellington's reserves, and to provide compost subsidies to manage the impact of poor food waste management.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Resilience of the transport corridor						
Much of Wellington's transport network is on steep hills that require substantial retaining walls below and above the road. We propose to strengthen a number of these in the coming years.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	
Security of water supply						
We propose to spend more to improve the resilience of the city's water supply network and accommodate population growth.						
1 I strongly oppose this project	2 I oppose it	3 Neutral	4 I support it	5 I strongly support this project	X Not sure	

Waste management and minimisation

We propose to reduce the region's waste to landfill by one third over the next 9 years, in partnership with all councils in the Wellington region.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Storm clean-up

We propose to spend more on reducing the impact of erosion from last year's storms, supporting storm clean-ups, and undertaking coastal resilience work.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Addition of land to the Wellington Town Belt

In 2017, the Council acquired a vegetated gully between Aro Street and Devon Street to add to the Wellington Town Belt. The Council requires feedback on this proposal as required under the Wellington Town Belt Act 2016.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Your comments on the resilience and environment proposal and projects.



Housing | Ngā kāinga

As our population grows, we need to make sure everyone has access to safe and affordable quality housing. We're proposing a range of initiatives that would see the Council take a more active partnering role in this area. Let us know what you think.

For more information visit 10yearplan.wellington.govt.nz. You can answer as many questions as you wish.

Circle your preference.

The Strategic Housing Investment Plan (SHIP)

We propose to make better use of existing Council housing sites to increase the number of social and affordable housing units in Wellington.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Wellington Housing Strategy

We have developed a draft housing strategy, which aims to make sure that all Wellingtonians are well housed. The strategy provides a framework for how we will resolve housing issues in the city.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Special Housing Areas (SHAs)

We propose to work with central government to explore opportunities for developing Special Housing Areas in Wellington. Qualifying developments could benefit from quicker consenting processes and other incentives.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Inner-city building conversions

We propose to look more closely at how we can make better use of the inner city for housing by working with commercial building owners on a pilot project to convert properties for residential use.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Special Housing Vehicle (Urban Development Agency)

We're proposing to take a more active approach towards delivering both major housing capital projects and urban regeneration initiatives in the city.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Rental warrant of fitness

We propose to evaluate the results of a rental warrant of fitness system we trialled last year in partnership with the University of Otago, to see whether Wellington needs a standard to lift the quality of housing.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Te Whare Oki Oki

We propose to establish supported living options for our most vulnerable homeless population, in partnership with others.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Your comments on the housing proposal and projects.



Transport | Ngā waka haere

Our population is growing, and this is putting pressure on our transport system. We need to invest in a more efficient network to reduce congestion and the city's carbon emissions. We're proposing a range of initiatives that are at different stages of advancement. Let us know what you think.

For more information visit 10yearplan.wellington.govt.nz. You can answer as many questions as you wish.

Circle your preference.

Cycling Master Plan

We propose to deliver the Cycling Master Plan, which relates to cycling improvements outside the city earlier than planned, in 20 years instead of 35.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Introduction of weekend parking fees

We propose to introduce weekend parking fees to offset parking revenue losses and encourage the use of public and active modes of transport.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Let's Get Wellington Moving (LGWM)

We propose to improve transport in the city to accommodate a growing population and address congestion issues, in partnership with others. Four possible scenarios have been presented to the public for feedback.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Transport-related initiatives

We propose to invest in transport-related initiatives including a range of renewal and resilience projects and improvements to bus routes and shelters.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Your comments on the transport proposal and projects.

We need to keep/cars out of the city. or minimise inner.



Sustainable growth | Te kauneke tauwhiro

We need a sustainable economy to support our quality of life and provide jobs for our growing population. We're proposing a range of initiatives that are at different stages of advancement. Let us know what you think.

For more information visit 10yearplan.wellington.govt.nz. You can answer as many questions as you wish.

Circle your preference.

Planning for growth

We propose to invest in a major review of where and how the city will grow over time to meet population growth. This includes a review of our District Plan, Urban Growth Plan and steps to make consenting and compliance easier and faster.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Kiwi Point Quarry life extension

We propose to open up and develop a new section of Kiwi Point Quarry to access additional rock resources.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Wellington Zoo upgrades

We propose to upgrade facilities at Wellington Zoo to accommodate new attractions.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Movie Museum and Convention Centre

We propose to continue to work in partnership to construct and support a Movie Museum and Convention Centre on land adjacent to Te Papa.

1 I strongly oppose this project 2 I oppose it 3 Neutral 4 I support it 5 I strongly support this project X Not sure

Your comments on the sustainable growth proposal and projects.

The extension of the airport runway needs to happen as well to encourage more tourists



Arts and culture | Ngā toi me te ahurea

Wellington is known as the cultural capital of New Zealand. But we face increasing competition from other cities that invest in the arts. We need to do more to maintain our reputation. We're proposing a range of initiatives that are at different stages of advancement. Let us know what you think.

For more information visit 10yearplan.wellington.govt.nz. You can answer as many questions as you wish. **Circle your preference.**

Strengthening cultural facilities					
We propose to invest in earthquake strengthening Council cultural facilities including the Town Hall, St James Theatre and Wellington Museum.					
1	2	3	4	5	X
I strongly oppose this project	I oppose it	Neutral	I support it	I strongly support this project	Not sure
Additional support for the arts					
We propose to support a coordinated programme of events, activities, theatre and public art to position ourselves as a globally competitive cultural destination.					
1	2	3	4	5	X
I strongly oppose this project	I oppose it	Neutral	I support it	I strongly support this project	Not sure
Investment in arts and cultural projects					
We propose to continue to support an international artist residency programme and a range of arts organisations.					
1	2	3	4	5	X
I strongly oppose this project	I oppose it	Neutral	I support it	I strongly support this project	Not sure
Your comments on the arts and culture proposal and projects.					
<div style="text-align: center; margin-top: 50px;">/</div>					

Summary questions

Overall, do you agree with spending more on these priority areas?
(Resilience and the environment, housing, transport, sustainable growth, and arts and culture)

Yes No Not sure

In what order would you tackle these priority areas?
Place a number from 1 to 5 below each of the priority areas, with 1 being the priority area you would tackle first and 5 being the priority area you would tackle last.

Resilience and environment	Housing	Transport	Sustainable growth	Arts and culture
3	4	2	1	5

Tell us if you think there's anything else the Council should be prioritising over the next 10 years:

Please note the core services the Council already provides are not going to change.

Would you like to include a document in support of your submission? If yes, please enclose with this form

No Yes

If there is an opportunity, do you want to speak to Councillors about your submission?

No Yes

We are offering two ways of speaking to Councillors about your submission.
Please tick the option you would prefer.

An **oral forum** will provide submitters with the opportunity to openly discuss their submission with elected members and other submitters. It is designed to be more engaging and will happen during lunch breaks or after work.

An **oral hearing** will provide submitters with the opportunity to speak to all elected members for a set length of time.

Does morning or afternoon suit you better to speak to Councillors?

Morning Afternoon

Thank you for taking the time to complete this form.

Please seal and return to Wellington City Council before midnight on 15 May 2018.

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