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**ORDINARY MEETING  
OF  
ANNUAL PLAN/LONG-TERM PLAN COMMITTEE  
AGENDA**

**Time:** 1:30 pm  
**Date:** Wednesday, 19 May 2021  
**Venue:** Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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**MEMBERSHIP**

Deputy Mayor Free (Chair)  
Councillor Calvert  
Councillor Condie  
Councillor Day  
Councillor Fitzsimons  
Councillor Foon  
Mayor Andy Foster (Deputy Chair)  
Councillor Matthews  
Councillor O'Neill  
Councillor Pannett  
Councillor Paul  
Councillor Rush  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **AREA OF FOCUS**

The Long-term Plan and Annual Plan give effect to the strategic direction and outcomes set by the Strategy and Policy Committee by setting levels of service and budget.

The Committee is responsible for overseeing the development of the draft Annual Plan and Long-term Plan for consultation, determining the scope and approach of any consultation and engagement required, and recommending the final Long-term Plan and Annual Plans to the Council.

To read the full delegations of this Committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 8 members

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

<b>Whakataka te hau ki te uru, Whakataka te hau ki te tonga. Kia mākinakina ki uta, Kia mātaratara ki tai. E hī ake ana te atākura. He tio, he huka, he hauhū. Tihei Mauri Ora!</b>	Cease oh winds of the west and of the south Let the bracing breezes flow, over the land and the sea. Let the red-tipped dawn come with a sharpened edge, a touch of frost, a promise of a glorious day
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At the appropriate time, the following karakia will be read to close the meeting.

<b>Unuhia, unuhia, unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, te tinana, te wairua I te ara takatū Koia rā e Rongo, whakairia ake ki runga Kia wātea, kia wātea Āe rā, kua wātea!</b>	Draw on, draw on Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Oh Rongo, above (symbol of peace) Let this all be done in unity
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### 1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### 1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### 1.4 Confirmation of Minutes

The minutes of the meeting held on 18 May 2021 will be put to the Annual Plan/Long-Term Plan Committee for confirmation.

### 1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

***Matters Requiring Urgent Attention as Determined by Resolution of the Annual Plan/Long-Term Plan Committee.***

The Chairperson shall state to the meeting:

- 
1. The reason why the item is not on the agenda; and
  2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Annual Plan/Long-Term Plan Committee.

***Minor Matters relating to the General Business of the Annual Plan/Long-Term Plan Committee.***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Annual Plan/Long-Term Plan Committee for further discussion.

### **1.6 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

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## **2. General Business**

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### **LONG-TERM PLAN HEARINGS**

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#### **Purpose**

1. This report asks the Annual Plan/Long-term Plan Committee to recognise the speakers who will be speaking to their submissions regarding the 2021-2031 Long-term Plan.

#### **Recommendations**

That the Annual Plan/Long-Term Plan Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

#### **Background**

2. On 4 March 2021 the Annual Plan/Long-term Plan Committee approved the proposed draft consultation document for community consultation using the Special Consultative Procedure (section 83 of Local Government Act 2002).
3. Wellington City Council consulted the community on the city's 10-year plan proposals from 6 April 2021 to 10 May 2021.
4. Submitters who indicated that they wished to speak at oral hearings have been scheduled to speak to elected members during a three-week period in May 2021.

#### **Discussion**

5. Attachment 1 comprises the submissions of confirmed submitters who have indicated they wish to speak to their submissions in this meeting of the Annual Plan/Long-term Plan Committee.

#### **Next Actions**

6. Following Long-term Plan oral hearings and forums, elected members will deliberate on the information received from these hearings and all other submissions on 27 May 2021. The committee will recommend the final Long-term Plan document to Council for adoption on 30 June 2021.

#### **Attachments**

Oral submitters' written submissions

Author	Cyrus Frear, Senior Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

### **Financial implications**

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

### **Policy and legislative implications**

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

### **Risks / legal**

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

### **Climate Change impact and considerations**

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

### **Communications Plan**

Not applicable

### **Health and Safety Impact considered**

Participants are able to address the committee either in person or via virtual meeting. Democracy Services staff have offered full assistance to submitters in case of any unfamiliarity with using Zoom.

# Tō mātou mahere ngahuru tau

## Our 10-year plan

Oral submissions – 19 May 2021





Respondent No: 454

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- Q1. **Full name:** Dr David Tripp
- Q2. **Phone number:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Doctors for Active Safe Transport (DAST)
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** not answered
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** not answered
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** not answered
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** not answered
- Q14. **Which of these options do you prefer? (Central Library decision)** not answered
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** not answered

Q16. **Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

not answered

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Q17. **Your comments on the big decisions (optional)**

not answered

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Q18. **You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/67900edf9fc16dc1db1e123e2fd27fe89c55e99f/original/1620031737/959467e1945ae96949aa8752e8f6d416\\_2021-04\\_DAST\\_Submission\\_on\\_WCC\\_Long\\_Term\\_Plan.pdf?1620031737](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/67900edf9fc16dc1db1e123e2fd27fe89c55e99f/original/1620031737/959467e1945ae96949aa8752e8f6d416_2021-04_DAST_Submission_on_WCC_Long_Term_Plan.pdf?1620031737)

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Q19. **Do you support the proposed budget?**

not answered

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Q20. **You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

not answered

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Q21. **Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

not answered

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# Doctors for Active, Safe Transport



## Submission to the Wellington City Council on the 2021 Long Term Plan

Dr David Tripp

Doctors for Active, Safe Transport (DAST)

April 2021

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**We would like to present orally on this submission.**

### Overview

This submission advocates for a much greater share of current investment to be allocated to active transport, particularly cycling. The health benefits of active transport (cycling and walking) are substantial.

DAST recommends that the WCC:

- Note the significant health benefits from increased active transport, including cycling.
- Note that these benefits will only be realised if there is a significant modal shift from private motor vehicles to active transport modes.
- Note that this shift is contingent on development of a **comprehensive** safe cycling network.
- Agree to increase planning and investment in safe cycling infrastructure in line **with Option 4 – the Accelerated Full Programme.**

## Who is DAST

We are a network of over 130 Wellington and Lower Hutt Hospital doctors advocating for the benefits of active transport.

In our roles as specialist doctors, we are often the ambulance at the bottom of the cliff. We daily see the debilitating and painful – often fatal - health consequences of a national that gets far too little exercise.

We aim to promote the health benefits of active transport for all the people of our region and want to help people make healthy choices.

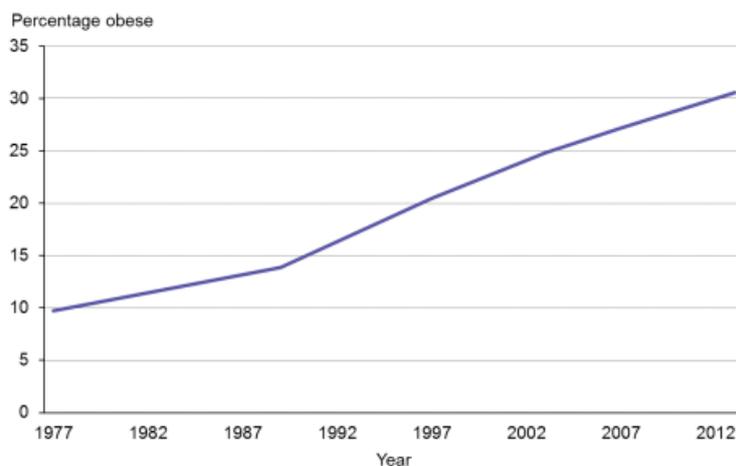
As local political leaders, you can build a fence at the top of the cliff – by leading a paradigm shift from a transport infrastructure focused on private motor vehicles to one which facilitates and promotes active transport.

Despite good intentions, provision for active transport is glacial in terms of progress and consumes a tiny fraction of the budget.

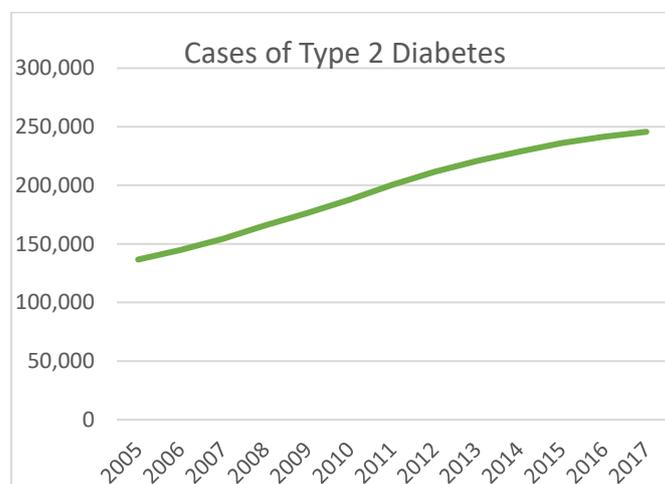
For the sake of the health of the people you lead, and that we care for, this must change.

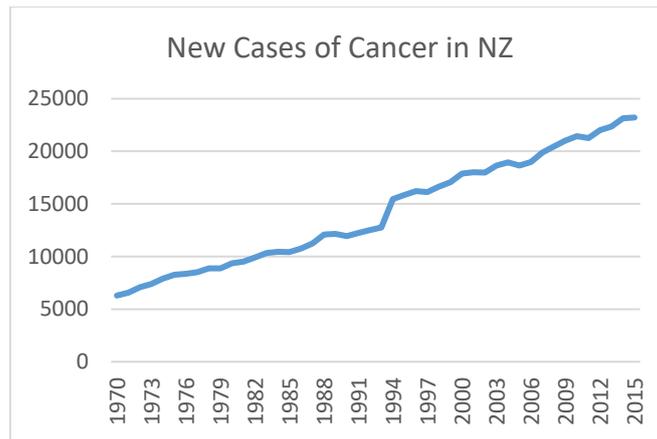
## A Snapshot of Health in NZ

New Zealand faces a dramatic increase in obesity, and the consequent health problems:



Similarly, NZ faces dramatic increases in the number of people with diabetes and cancer:





### Health Benefits of Active Transport

In high- and middle-income countries physical inactivity has become the fourth leading risk factor for premature mortality.<sup>1</sup> Declining rates of functional active travel have contributed to this population-level decrease in physical activity, and evidence suggests that rising levels of obesity are more pronounced in settings with greater declines in active travel.<sup>2,3</sup>

Evidence for the considerable health benefits of cycling continues to grow.

A recent 5-year prospective study of over 250,000 people (median age 52)<sup>4</sup>, published in the British Medical Journal, found cycling reduced:

- The risk of all-cause mortality by 41%
- The risk of any cancer by 45%
- The risk of cardiovascular disease by 46%

Commenting on this study, the Guardian said, “If a magic pill were invented that could generate all of these benefits, we would be falling over ourselves to buy it.”<sup>5</sup>

A summary of 174 individual studies have given us insight into how the risk of cancer, diabetes, and ischaemic heart disease reduces with exercise. The message is clear: the more the better<sup>6</sup>:

<sup>1</sup> UK Department of Health. Start active, stay active: a report on physical activity from the four home countries’ chief medical officers. DoH, 2011.

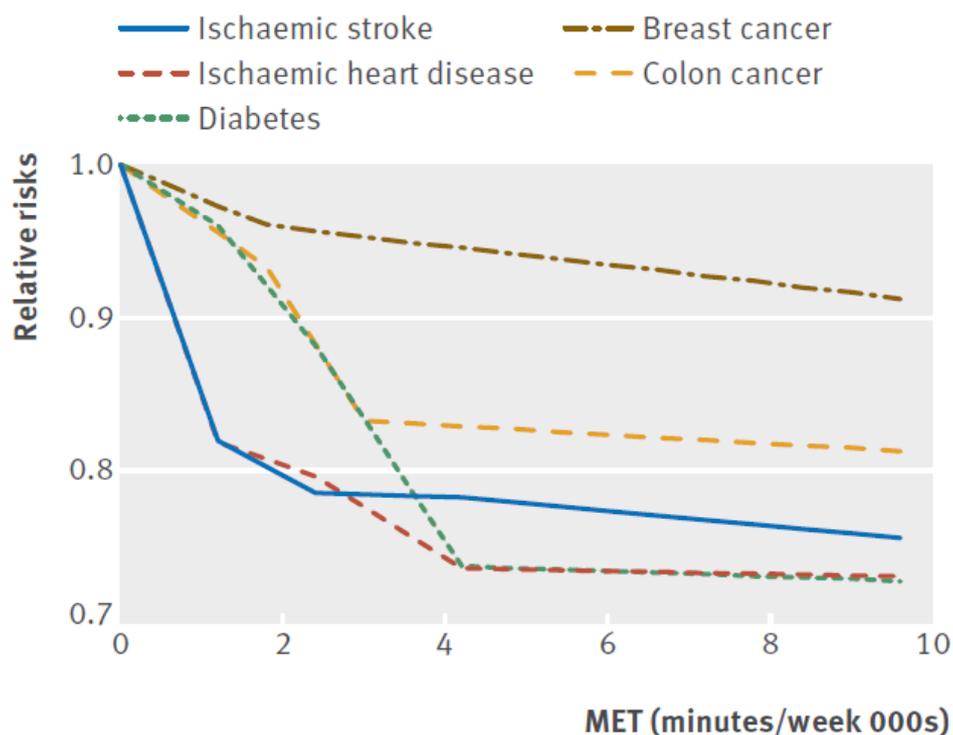
<sup>2</sup> Pucher J, Buehler R, Bassett D, Dannenberg A. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health* 2010;100:986-1992

<sup>3</sup> Bassett D, Pucher J, Buehler R, Thompson D, Crouter S. Walking, cycling and obesity rates in Europe, North America, and Australia. *J Phys Act Health* 2008;5:795-814.

<sup>4</sup> Celis-Morales CA, Lyall DM, Welsh P, et al. Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study. *BMJ* 2017;357:j1456. doi: 10.1136/bmj.j1456

<sup>5</sup> <https://www.theguardian.com/environment/bike-blog/2017/apr/20/its-good-to-hear-cycling-to-work-reduces-your-risk-of-dying-but-thats-not-why-i-do-it>

<sup>6</sup> Kyu HH, Bachman VF, Alexander LT, et al. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *BMJ* 2016;354:i3857. doi: 10.1136/bmj.i3857



Exercise in general has been shown to reduce the risk of stroke by 25%.<sup>7</sup>

Cycling has clear benefits to business. A 3-year study in Cambridge, UK, found a 54% in sickness absence from work each year<sup>8</sup>.

A recent, large study published in the British Medical Journal examined the effect of active transport (cycling and walking) on the obesity epidemic and compared this affect with sport involvement.<sup>9</sup>

	Reduction in BMI		Reduction in Percentage Body Fat	
	Men	Women	Men	Women
Attributable to active transport	-0.97	-0.87	-1.35	-1.37
Attributable to involvement in sport	-0.10	-0.26	-0.19	-0.34

These findings show a robust, independent association between active commuting and two objective markers of obesity, BMI and percentage body fat. Those who used active modes had a lower BMI and percentage body fat compared with those who used private transport.

<sup>7</sup> Lee CD, Folsom AR, Blair SN, "Physical Activity and Stroke Risk", Stroke. 2003;34:2475-2482

<sup>8</sup> Mytton OT, Panter J, Ogilvie D. Longitudinal associations of active commuting with wellbeing and sickness absence. Prev Med 2016;84:19-26. doi: 10.1016/j.ypmed.2015.12.010

<sup>9</sup> Associations between active commuting, body fat, and body mass index: population based, cross sectional study in the United Kingdom, BMJ 2014;349:g4887 doi: 10.1136/bmj.g4887 (Published 19 August 2014)

These differences are larger than the effect sizes seen in most individually focused interventions based on diet and physical activity to prevent overweight and obesity.<sup>10</sup> They are also approximately four times larger than the reductions in obesity due to involvement in sport.

Active commuting to work has been strongly recommended by the UK National Institute for Health and Care Excellence (NICE) as a feasible way of incorporating greater levels of physical activity into daily life.<sup>11</sup> Policies designed to effect a population-level modal shift to more active modes of work commuting therefore present major opportunities for public health improvement.

Studies consistently suggest that use of active commuting modes translates into higher levels of overall individual physical activity.<sup>12 13 14</sup> A recent UK study provided 103 commuters with accelerometers for seven days and found that total weekday physical activity was 45% higher in participants who walked or cycled to work compared with those who commuted by car, while no differences in sedentary activity or weekend physical activity were observed between the two groups.<sup>9</sup>

### **Is Cycling Safe?**

A New Zealand study of ACC injury risks of road cycling 3 times a week, compared to various other activities, found cycling had similar risks to DIY twice a month, 140-fold fewer injuries than skiing 4 – 5 times a year, and 530-fold fewer injuries than playing rugby every 3 weeks.

The study concludes that fear of cycling in car-dependent NZ arise from causes other than the actual risk of injury.<sup>15</sup>

### **The Wellington Context**

You have the vision – this has all been agreed in policy statements by council for some years. You even have had the budgets. However, it's still not happening. This is a complex process and a “new way of doing business” for council staff, engineering consultants and contractors, community consultation processes, and local businesses.

We are saddened – and your people's health has suffered as a result – that the development of cycling infrastructure remains subject to frequent delays. We note the addition of some cycle lanes – but also note that \$16 million has gone unspent from Newtown Connections, the Parade upgrade and the Mirimar networks.

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<sup>10</sup> Stephens K, Cobiac J, Veerman J. Improving diet and physical activity to reduce population prevalence of overweight and obesity: an overview of current evidence. *Prev Med* 2014;15:167-78.

<sup>11</sup> National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (public health guidance 41). NICE, 2012. [www.nice.org.uk/guidance/ph41](http://www.nice.org.uk/guidance/ph41).

<sup>12</sup> Faulkner GE, Buliung RN, Flora PK, Fusco C. Active school transport, physical activity levels and body weight of children and youth: a systematic review. *Prev Med* 2009;48:3-8.

<sup>13</sup> Ogilvie D, Foster CE, Rothnie H, Cavill N, Hamilton V, Fitzsimons CF, et al. Interventions to promote walking: systematic review. *BMJ* 2007;334:1204.

<sup>14</sup> Audrey S, Procter S, Cooper AR. The contribution of walking to work to adult physical activity levels: a cross sectional study. *Int J Behav Nutr Phys Act* 2014;11:37

<sup>15</sup> Chieng M, Lai H, Woodward A. How dangerous is cycling in New Zealand? *Journal of Transport & Health* 2017 doi: 10.1016/j.jth.2017.02.008

This is also about much more than capital works projects. It is about changing culture and behaviours. It is about changing the choices each of us make each time we leave our homes to go anywhere.

This requires leadership – looking at this evidence and making our cities and roads the best they can be for everyone – not just motorists.

We need to – urgently – *reduce* our dependence on private motor vehicles – they are the key driver of congestion, they are bad for our fragile environment, and they are bad for our health. This plan does little more than advance the status quo at a glacial pace.

Instead, the heart of our transport plan must be to facilitate and promote rapid modal shift.

Put simply, we must change. And quickly.

We therefore strongly support **Option 4: Accelerate Full Programme**.

We note with concern the prioritisation of the Great Harbour Way over the development of cycle networks in the northern suburbs. Again – put simply – we must get our children onto bikes. This is more important than a largely recreational route – attractive though that is. We are concerned that cycling budgets are being frequently used to undertake projects providing road resilience – for example Cobham Dr, Te Are Tupua (Petone to Ngauranga) and the Eastborne Path. This implicit subsidy to road users should not be at the expense of the health benefits of cycling.



Respondent No: 613

[Redacted]  
[Redacted]  
[Redacted]

[Redacted] [Redacted]  
[Redacted] [Redacted]  
[Redacted] [Redacted]

- Q1. **Full name:** Janet Halls
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Afternoon
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** None of these options.
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. **Which of these options do you prefer? (Central Library decision)** Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Investment in three waters infrastructure  
Wastewater laterals  
Cycleways  
Te Atakura (climate change)  
Central Library  
Sludge and waste minimisation  
Te Ngākau funding for future work

Q17. Your comments on the big decisions (optional)

not answered

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

[REDACTED]

Q19. Do you support the proposed budget?

I strongly oppose the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

I support decreasing spend in the current budget.

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

14.5% rates increase - you bastards are mad!! VTAO - executive member - out you go!!

# The Garden of Beneficence

## Long-term Plan Submission 2021/31

### We wish to speak to our submission

We are writing regarding a long-term plan submission; for \$504K to be reinstated to the waterfront renewal budget, \$6.3m Year Three and \$50,000 in Year One of the budget to reaffirm the Wellington City Council's commitment to the Garden of Beneficence, as part of the Frank Kitts precinct redevelopment.

### Background

Following the arrival of European settlers, the Chinese community is one of the longest established communities in New Zealand, first arriving in 1853. Their presence is represented by arches and gardens in other New Zealand cities and towns but nothing yet exists in Aotearoa's capital.

The Garden of Beneficence has been part of the Wellington City Council's vision since 2001 to redevelop the Frank Kitts waterfront, to make the city more attractive and vibrant, and provide valuable recreation opportunities, benefiting the whole community.

A Memorandum of Understanding (MoU) was signed 7 June 2010 by the Wellington City Council and the Beijing Municipal People's Government. In MoU clause V11 both parties agree to provide support for the establishment of a "Chinese Garden" in Wellington. Beijing subsequently sent a garden designer and engineer to Wellington to make recommendations on the design and helped fund the resource consent.

In 2014 a MoU was signed with Wellington's sister city, Xiamen, to implement the garden. Essentially works "above ground" would be donated/funded from Xiamen and other sources, meaning there is no impact on rates. The cities of Tianjin (friendly city status) and the province of Zhejiang have also offered their support. Works "below ground" are the responsibility of Wellington City Council.



The current proposed design for the garden has it located between the lower open lawn and upper lawn, replacing the current steps and encroaching slightly on the side of the existing Frank Kitts Park underground carpark.

The carpark has been identified as being earthquake prone and Council is considering options to remove or remediate the carpark.

In the Council's Long-term Plan 2018-2028 there was \$2.6 million budgeted in 2018/19 for the Frank Kitts playground to be built, and waterfront renewal of \$198k in 2018/19 for Frank Kitts park, and \$306k in 2019/20 for the Frank Kitts carpark seismic strengthening. The Council's contribution to the garden was to be \$6.3 million in year 7 (2024/25).

# The Garden of Beneficence

Resource consent for the Garden of Beneficence was finalised 23 December 2018. The requested \$1 million contribution for the garden from the Wellington Chinese Garden Society, representing years of tireless fundraising, was presented to Wellington City Council 22 October 2020.

## The current situation

The Council has recently agreed to proceed with building of Frank Kitts playground at a cost of \$5.5 million, separating it from other redevelopment work.

In March 2021 City Councillors voted to remove \$6.5 million from the long-term budget for the Garden of Beneficence. This seriously undermined the trustworthiness of the Council with the wider Wellington community and years of effort developing relationships that have benefited local businesses working with China.

The Wellington City Council has had talks with the Fale Malae Trust about a fale potentially being located on the waterfront. The Wellington Chinese Garden Society has also been working constructively with the Fale Male Trust.

It has been recommended to Council that Frank Kitts car park be demolished, however the decision on this has yet to be made final by Council.

## Our submission

The Wellington Chinese Garden Society proposes the elegant three arch Pai Lau entrance to the future Garden of Beneficence be erected as a tangible demonstration of the Wellington City Council's commitment to the garden. This would only require four holes to be dug in an area (near the Jervois Quay footpath) where the ground quality is not questionable, with minimal expense to the Council. The Pai Lau arches would be donated to Wellington City Council.

This move would be an appropriate gesture to honour the agreement with the city of Xiamen and could be done in time, with an event, to recognise the 15-year anniversary of the sister city relationship in 2022. The erection of the Pai Lau would also enable resource consent for the Garden of Beneficence to be kept live.

We further request that the Council return \$504K to the waterfront renewal of the Frank Kitts precinct in Year One of the budget to resolve the issue of the carpark, allowing detailed design of the garden to undertaken.



We look forward to better understanding what strengthening work is required to shore up the sea wall and ensure the resilience of Frank Kitts waterfront by the carpark. We can then understand what funding is needed for the Garden of Beneficence to be completed. The original \$6.3m for the Garden of Beneficence needs to be reinstated to confirm the Council's commitment to garden.

# The Garden of Beneficence

## **Support for the Long-term plan**

Progressing with the Garden of Beneficence supports the 2021-2031 Long-term Plan priority objectives 4 and 6.

Priority 4. The city has resilient and fit-for-purpose community, creative and cultural spaces.

Priority 6. Strong partnerships with mana whenua.

Mana whenua have provided their written support to the Garden of Beneficence. To ensure they are appropriately represented in the development of the garden mana whenua will hold two places on the Wellington Chinese Garden Society committee.

Having the Garden of Beneficence included in the Long-term plan with tangible financial commitment to action would demonstrate the Council still has the vision and leadership needed to create a waterfront befitting of Aotearoa's capital.

Thank-you for considering our submission. If you have any further queries or information, please do not hesitate to contact Tina Dome on email [REDACTED]

Warmest regards, Tina Dome and Harvey Wu (Chairperson), Wellington Chinese Garden Society Inc.



Respondent No: 726

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- Q1. **Full name:** Georgia Huisman
- Q2. **Phone number:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Greens at Vic (Green Party Campus Group at Victoria University)
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** No
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** not answered
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** not answered
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 3: High investment programme (\$120m capital investment - Council's preferred option)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Don't know.
- Q14. **Which of these options do you prefer? (Central Library decision)** Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. **Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

None of these

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Q17. **Your comments on the big decisions (optional)**

We would like to see a bigger commitment to urban design in central Wellington. It is important to have safe, warm, and well-lit social hubs for people to gather. It is also important that the streets of Wellington are well-lit, safe, and accessible for people who walk or cycle. In addition to general safety, this would also be more protective from sexual violence in the city.

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Q18. **You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

not answered

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Q19. **Do you support the proposed budget?**

I strongly support the proposed budget.

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Q20. **You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

not answered

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Q21. **Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

We would like to see a plan for dealing with sexual violence in Pōneke. We believe that this is the most important social issue for Wellingtonians, and it can be improved by urban design in areas such as Courtney Place, Manners Street, and all other central locations.

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Respondent No: 826

[Redacted]  
[Redacted]

[Redacted]  
[Redacted]  
[Redacted]

- Q1. **Full name:** Blair Duncan
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Capital Football Federation
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** not answered
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** not answered
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** not answered
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 3: High investment programme (\$120m capital investment - Council's preferred option)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. **Which of these options do you prefer? (Central Library decision)** Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

**Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

not answered

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**Q17. Your comments on the big decisions (optional)**

not answered

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**Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

██  
██  
██  
██

**Q19. Do you support the proposed budget?**

Neutral.

**Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

I support increasing spend in the current budget.

**Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

not answered

10 May 2021

**CAPITAL FOOTBALL'S SUBMISSION | WELLINGTON CITY COUNCIL LONG TERM  
PLAN 2021-2031**



[www.capitalfootball.org.nz](http://www.capitalfootball.org.nz)

To the Wellington City Council,

This submission is made by Capital Football Federation for and on behalf of our affiliated clubs to discuss the quality and cost of the football facilities provided by the Wellington City Council.

Capital Football provides a thriving football community that benefits all participants-players, officials, administrators, families, and supporters in the greater Wellington region.

The contact person at Capital Football is Blair Duncan [REDACTED]

We wish to appear before council to speak to our submission.

Home of Football  
Memorial Park  
Bracken Street  
PO Box 33-283  
Petone  
Wellington

Ph +64 4 586 5814  
Fx +64 4 586 5815

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## **SUBMISSION**

Capital Football is the governing body for football in the Greater Wellington region, including Wellington, Western Zone, Horowhenua-Kapiti, Hutt Valley and Wairarapa. In 2021, Capital Football have 13,000 registered football players. Over 6,000 of these are members to Wellington City Council based clubs, with the majority of the remained using the Council facilities. There are also over 6,500 futsal players, with 5,000 of these primarily based in Wellington City Council venues.

Capital Football is concerned about the following areas and this submission will discuss these concerns in four sections:

1. Appropriate gender neutral facilities.
2. Lack of visibility in Capital Expenditure plans for developments and maintenance (including both fields and facilities).
3. The Cost model of artificial turfs.
4. One of the only large urban council charging ground fees.

### **Part 1: Appropriate gender neutral facilities**

Capital Football is concerned with the appropriateness of the gender neutral facilities in the Wellington region. There are not enough facilities with adequate provisions for both men's and women's players. We have experienced over 3% growth in the female side of the game since 2018

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and after being confirmed as a host city for the 2023 Women's World Cup, we expect even more growth in the female game in the coming years.

Over the last few years, we have also implemented a transgender policy and received several queries from players transitioning genders and from non-binary players. Having adequate facilities for these players is something that is crucial for football to be able to provide an experience that is safe and welcoming for all players.

### **Part 2: Lack of visibility in Capital Expenditure plans for development and maintenance (including both fields and facilities)**

In 2021, Capital Football has budgeted over \$200,000 in field hire (natural and artificial turfs) to the Wellington City Council. Whilst there is excellent communication from the Sportsfields / Parks team around short term maintenance and repairs, more clarity around long term Capital Expenditure plans would be helpful for our planning with clubs and engagement with Council on annual and long term plans.

### **Part 3: Cost model of artificial turfs**

In 2021, Capital Football's budgeted spend on artificial turfs is \$145,000. Capital Football and our affiliated clubs do not believe the proposed fees increase for 2022 are justifiable. With regards to the artificial turfs, we do not think the often repeated reason that capital expenditure needs to be repaid can no longer be used. As we have pointed out football, and of course other sports, have repaid a considerable amount of the initial capital cost of the artificial turfs and therefore (whilst appreciating that money needs to be charged for replacement costs, repairs and maintenance, etc.) the cost of hire-age should be decreasing not increasing. It looks, to us, that this is simply a toll-bridge model which is no longer acceptable.

Our concerns with the artificials are:

- a. We are the owner and responsible for the maintenance of the best artificial turf in Wellington and are the biggest users of artificial turfs throughout Greater Wellington. By some distance, the Wellington City Council owned turfs are the ones that are in the worst condition regardless that they may be the ones that have been in service the longest; their maintenance is not proportionate to others.
- b. The costs of Capital Football maintaining their artificial turf at Petone Memorial Park costs \$50,000. Wellington City Council cost theirs (per turf) at \$80,000; a 60% difference.

Given the above and that Petone Memorial is widely acknowledged as the best artificial in Wellington and those owned by the Wellington City Council are perceived as some of the worst, this raises a key question as to why there is a difference and what is the rationale for the increase?

### **Part 4: One of the only large urban council charging ground fees.**

In 2021, Capital Football have for the first time budgeted over \$500,000 in venue hire fees across our region. This excludes clubs' trainings and non-competition games. This cost falls back on the participants in what is becoming and increasingly expensive sport. Other councils around the

country and particularly those in large urban areas (for example, Auckland and Christchurch) do not charge ground fees for organised sports. Is this a vision for the Wellington City Council to strive for and in so doing make it more affordable for Wellingtonians to participate in sport and get the most out of their communities?

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## **SUMMARY AND RECOMMENDATIONS**

In summary, Capital Football does not see enough progress in the development of inclusive facilities that cater for all players, long term development of facilities, the value for money regarding the quality and cost of the artificial football facilities, and disparity in operating models of similar urban areas. It is recommended that the Council:

- 1) Invests more money into off field facilities, such as changing rooms, toilets, showers etc.
- 2) Provides more clarity and consultation around long term Capital Expenditure.
- 3) Reviews the cost model of artificial turfs and decreases the charges over time, rather than year on year increases.
- 4) Explore the option of alignment with other large urban areas in terms of its ground charges.

Capital Football believes that investing in facilities in the Wellington region will provide a positive experience for our football members and increase the number of people playing sport. This will have a wider impact off the field as it is well known that playing a team sport is a great way for people to improve their health and wellbeing, feel part of a team and strengthen the community.

Thank you for the opportunity to submit.

**Blair Duncan**

Operations Manager | **Capital Football**



Respondent No: 867

[Redacted]  
[Redacted]

[Redacted] [Redacted]  
[Redacted] [Redacted]  
[Redacted] [Redacted]

- Q1. **Full name:** Ellen Blake
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Living Streets Aotearoa
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** not answered
- Q9. **Which of these options do you prefer? (3 waters decision)** not answered
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** not answered
- Q11. **Which of these options do you prefer? (Cycleways decision)** not answered
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** not answered
- Q14. **Which of these options do you prefer? (Central Library decision)** not answered
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** not answered

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

not answered

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Q17. Your comments on the big decisions (optional)

not answered

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Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

[REDACTED]

Q19. Do you support the proposed budget?

I somewhat support the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

not answered

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

not answered

# Living Streets Aotearoa



[www.livingstreets.org.nz](http://www.livingstreets.org.nz)

## Submission to Wellington City Council on the Draft Long Term Plan 2021

Contact person: **Ellen Blake**



Date: **10 May 2021**

Thanks for the opportunity to comment. As noted on the submission form, we support the full funding of the Te Atakura – First to Zero climate action plan (Decision 4).

The remainder of this submission discusses our preferred approach to funding Wellington transport projects, and specific activities we would like to see funded in the Long Term Plan.

### **Introduction**

We support the emissions reductions and mode shift targets and assumptions of the Climate Change Commission's draft advice to Government, the Regional Land Transport and Public Transport Plans, Let's Get Wellington Moving and Te Atakura – First to Zero, which include:

#### **Climate Change Commission**

Increase share of distance travelled by walking, cycling and public transport by 25%, 95% and 120% respectively by 2030

#### **Regional Land Transport Plan**

30% reduction in deaths and serious injuries  
40% mode shift to walking, cycling and public transport  
30% reduction in carbon emissions

Furthermore, Te Atakura identifies investing in rapid transit and improving public and active transport infrastructure as having major GHG reduction potential by 2030 – and a key objective of Let's Get Wellington Moving is to move more people with fewer vehicles.

Living Streets Aotearoa supports safe footpaths for pedestrians and safe, separated lanes for cyclists, so that more people are willing to take up these low-carbon modes of transport. We also support extending the present safer speeds areas. Walking has a particularly important role to play in conjunction with public transport, and we submit that bus priority is an important area which needs to be advanced in the near future to accelerate emissions reductions.

We submit that any new transport funding in the long term plan should be for a 'complete streets, multi-modal programme' of walking, cycling and public transport improvements to meet these targets and assumptions - bearing in mind that climate action, safer streets, and increasing sustainable mode share are all council policy as is reducing private vehicle travel an outcome for LGWM. The components of this should include:

- safe, best practice standard, well-lit footpaths free of obstructions
- safe, separated cycle and microbility lanes
- bus priority lanes and other bus improvements
- placemaking interventions.

As a general principle, we do not support shared paths, although in some circumstances where the volume of pedestrians is comparatively low they may be appropriate, e.g. Te Ara Tupua.

## **Proposals**

We submit that the Long Term Plan should include funding for the following activities:

- Education and enforcement to ensure that drivers comply with Safer Speeds (30km/h and below) zones.
- Roll out of further 30km/h speed zones, again with associated tactical urbanism, education and enforcement.
- Establishment of bus priority lanes, and other measures such as priority at traffic lights, throughout Wellington, including but not limited to those areas covered by Let's Get Wellington Moving
- Creation of better walking access (including signage) to bus stops and railway stations, to make it easy for pedestrians to use public transport and help solve the "last mile problem"
- At all intersections that have "No Exit" signage that applies only to vehicular traffic, install signage that shows that this does not apply to pedestrians, e.g. by indicating which street(s) or significant location(s) the pedestrian route leads to.
- Safety, visibility and weathertightness audits and improvements to all bus shelters – for example, checking whether they have invisible glass edges that are a hazard to the sight impaired, and whether the bus and RTI screen are visible when sitting in the shelter
- Create raised platform and zebra pedestrian crossings on busy crossings

- Safer speed limits outside all schools, in line with Waka Kotahi's requirements, and creation and support of more school walking initiatives such as walking school buses
- Auditing and reducing the risk to pedestrians at vehicle accessways/driveways across footpaths e.g. Adelaide Road and The Terrace in particular
  - Remove redundant accessways and bring footpaths up to standard
  - Make all accessways have stop/ give way to pedestrians signs on the property boundary (to meet NZ Road Rules).
  -

### **About Living Streets Aotearoa**

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](http://www.livingstreets.org.nz).



Respondent No: 873

[Redacted]  
[Redacted]

[Redacted] [Redacted]  
[Redacted] [Redacted]  
[Redacted] [Redacted]

- Q1. **Full name:** Jahla Lawrence
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Wellington Alliance Against Sexual Violence
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?**  
Oral forum (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)  
Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** Evening
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** not answered
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** not answered
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 3: High investment programme (\$120m capital investment - Council's preferred option)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** not answered
- Q14. **Which of these options do you prefer? (Central Library decision)** Don't know.
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** not answered

**Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

not answered

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**Q17. Your comments on the big decisions (optional)**

Further comments on big decisions and funding for the 10-year plan: The Wellington Alliance Against Sexual Violence (hereinafter referred to as 'The Alliance') is a coalition of organisations and young people coming together to strategise, organise, and mobilise around preventing and responding to sexual violence in Wellington. The Alliance was formed in response to an ever-growing feeling of unsafety in our city. The Alliance identified three main areas that Wellington City Council has neglected to yet take proper action on, and that have the potential for considerable impact to city safety. Our people deserve to be safe. We know that Wellington City Council not only can do more to address the complex issue of sexual violence, but also has a duty to carry out these asks. What we want to see: 1. Urban Design: The creation and implementation of a new vision for Courtenay Place, Cuba St, and surrounding areas. This vision must be accessible, people-focused, and prioritise community building. We know that good urban design and planning can create safer streets for all. 2. Hospitality: Council working with hospitality staff, management, and patrons to create a city-wide strategy to keep our bars, clubs, and restaurants free from sexual violence. This would include further training for bar staff around prevention and consultation with the sexual violence sector and evidence-based research around how to make public venues/environments safer for everyone. 3. Funding for Prevention: Further investment in sexual violence prevention through increasing existing funding to local prevention organisations, and the creating of additional funding streams for community-based projects. We would also like to make the following recommendations that; 4. Council employs a dedicated full-time staff member for the coordination of WCC's sexual violence prevention mahi. Wellington Alliance Against Sexual Violence is optimistic about the further work that can be done in our region to prevent sexual violence. We sincerely look forward to the opportunity to discuss our vision further with council representatives.

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**Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/675b893750e0dd23a05763b6bdc2d4b9ef47192/original/1620638419/34dfb8fd3a5a3ed07a0f2b77af10bd9\\_Wellington\\_City\\_Council\\_Long\\_Term\\_Plan\\_Submission.docx?1620638419](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/675b893750e0dd23a05763b6bdc2d4b9ef47192/original/1620638419/34dfb8fd3a5a3ed07a0f2b77af10bd9_Wellington_City_Council_Long_Term_Plan_Submission.docx?1620638419)

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**Q19. Do you support the proposed budget?**

not answered

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**Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

not answered

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**Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

not answered

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# Wellington City Council Long Term Plan Submission

*Wellington Alliance Against Sexual Violence*

*10/05/2021*

*Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?*

Further comments on big decisions and funding for the 10-year plan:

The Wellington Alliance Against Sexual Violence (hereinafter referred to as 'The Alliance') is a coalition of organisations and young people coming together to strategise, organise, and mobilise around preventing and responding to sexual violence in Wellington. The Alliance was formed in response to an ever-growing feeling of unsafety in our city.

The Alliance identified three main areas that Wellington City Council has neglected to yet take proper action on, and that have the potential for considerable impact to city safety. Our people deserve to be safe. We know that Wellington City Council not only can do more to address the complex issue of sexual violence, but also has a duty to carry out these asks. What we want to see:

1. **Urban Design:** The creation and implementation of a new vision for Courtenay Place, Cuba St, and surrounding areas. This vision must be accessible, people-focused, and prioritise community building. We know that good urban design and planning can create safer streets for all.
2. **Hospitality:** Council working with hospitality staff, management, and patrons to create a city-wide strategy to keep our bars, clubs, and restaurants free from sexual violence. This would include further training for bar staff around prevention and consultation with the sexual violence sector and evidence-based research around how to make public venues/environments safer for everyone.
3. **Funding for Prevention:** Further investment in sexual violence prevention through increasing existing funding to local prevention organisations, and the creating of additional funding streams for community-based projects.

We would also like to make the following recommendations that;

1. Council employs a dedicated full-time staff member for the coordination of WCC's sexual violence prevention mahi.

Wellington Alliance Against Sexual Violence is optimistic about the further work that can be done in our region to prevent sexual violence. We sincerely look forward to the opportunity to discuss our vision further with council representatives.



Respondent No: 876

[Redacted]  
[Redacted]

[Redacted]  
[Redacted]  
[Redacted]

- Q1. **Full name:** Jess Wong
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Wellington Chinese Association and Future Dragonz
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** not answered
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** not answered
- Q11. **Which of these options do you prefer? (Cycleways decision)** not answered
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** not answered
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** not answered
- Q14. **Which of these options do you prefer? (Central Library decision)** not answered
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** not answered

Q16. **Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

None of these

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Q17. **Your comments on the big decisions (optional)**

On behalf of Wellington Chinese Association and Future Dragonz Wellington, we write in support of the submission by Wellington Chinese Garden Society Inc. (WCGS), which requests a tangible financial commitment to action from the Council towards the Garden of Beneficence to be included in the Long-term Plan, as a way to show the Council still has the vision and leadership needed to create a waterfront befitting of Aotearoa New Zealand's capital. We support the proposals put forward by WCGS in their submission, namely: To reinstate \$504K to the waterfront renewal budget; and For \$6.3m in Year Three and \$50,000 in Year One of the budget to reaffirm the Wellington City Council's commitment to the Garden of Beneficence, as part of the Frank Kitts precinct redevelopment.

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Q18. **You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

[https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/8ba6b9c1591559ec30ecba48a734f77c8b4627b2/original/1620639214/64428ee62d673654fbed4c36390dcdd9\\_FDW\\_and\\_WCA\\_Submission\\_to\\_WCC\\_LTP\\_2021-2031.pdf?1620639214](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/8ba6b9c1591559ec30ecba48a734f77c8b4627b2/original/1620639214/64428ee62d673654fbed4c36390dcdd9_FDW_and_WCA_Submission_to_WCC_LTP_2021-2031.pdf?1620639214)

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Q19. **Do you support the proposed budget?**

I strongly oppose the proposed budget.

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Q20. **You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

I support increasing spend in the current budget.

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Q21. **Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

On behalf of Wellington Chinese Association and Future Dragonz Wellington, we write in support of the submission by Wellington Chinese Garden Society Inc. (WCGS), which requests a tangible financial commitment to action from the Council towards the Garden of Beneficence to be included in the Long-term Plan, as a way to show the Council still has the vision and leadership needed to create a waterfront befitting of Aotearoa New Zealand's capital. We support the proposals put forward by WCGS in their submission, namely: To reinstate \$504K to the waterfront renewal budget; and For \$6.3m in Year Three and \$50,000 in Year One of the budget to reaffirm the Wellington City Council's commitment to the Garden of Beneficence, as part of the Frank Kitts precinct redevelopment.

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# FUTURE DRAGONZ WELLINGTON AND WELLINGTON CHINESE ASSOCIATION

## WELLINGTON CITY COUNCIL LONG-TERM PLAN 2021-2031 SUBMISSION

### In support of the Wellington Chinese Garden Society Inc. Submission

10 May 2021

#### *We wish to speak to our submission:*

Tēnā koutou,

On behalf of Wellington Chinese Association and Future Dragonz Wellington, we write **in support of the submission by Wellington Chinese Garden Society Inc. (WCGS)**, which requests a tangible financial commitment to action from the Council towards the Garden of Beneficence to be included in the Long-term Plan, as a way to show the Council still has the vision and leadership needed to create a waterfront befitting of Aotearoa New Zealand's capital.

We support the proposals put forward by WCGS in their submission, namely:

- To reinstate \$504K to the waterfront renewal budget; and
- For \$6.3m in Year Three and \$50,000 in Year One of the budget to reaffirm the Wellington City Council's commitment to the Garden of Beneficence, as part of the Frank Kitts precinct redevelopment.

The purpose of our submission is to provide additional support for the proposal, and demonstrate the importance of the Garden of Beneficence for future generations.

#### **Background**

Wellington Chinese Association is the Wellington branch of the New Zealand Chinese Association (NZCA), a national organisation serving the Chinese community and championing Chinese culture in New Zealand since 1935.

Future Dragonz is the young Chinese associate arm of NZCA, with branches in Auckland, Wellington and Christchurch. Future Dragonz seeks to inspire, engage and connect young Chinese professionals aged 18-35 years to nurture the next generation of Chinese Kiwi leaders by offering social, professional, leadership and cultural development opportunities.

#### **Our submission**

We wish to speak to our submission and will further elaborate on these points:

**Future Dragonz Wellington and Wellington Chinese Association  
WCC LTP 2021-2031 Submission**

In support of the Wellington Chinese Garden Society Inc. Submission

- Pōneke Wellington (and Aotearoa New Zealand) has a long history regarding people of Chinese heritage that is little known and underrepresented;
- Aotearoa's ties with China are also dynamic and continuously developing;
- Over the course of history, there have been several waves of migration from places of Chinese origins. The contemporary population of New Zealanders who identify as Chinese now comprises multiple generations of diverging and converging experiences, forming a multi-layered and rich culture of Chinese Kiwis;
- The Garden was first proposed in 1996. The WCGS have been working tirelessly and constructively with Council, and other relevant partner organisations along the way, including sister cities, since 2001. For some Future Dragonz members now in their early-20s, this is nearly their entire lifetime, if not longer;
- The Garden is not just about history, but providing a place and tangible space to recognise and celebrate diversity in our city. This resonates strongly with Priority Objective No. 4 in the 2021-2031 Long-term Plan;
- The Garden also represents relationships of Chinese with other people in Aotearoa, including mana whenua. The WCGS has worked with mana whenua closely in the planning of the Garden, and the project as a whole has presented a unique opportunity to forge strong relationships in the wider community. This resonates strongly with Priority Objective No. 6 in the 2021-2031 Long-term Plan;
- The Garden simultaneously symbolises the past, acknowledges the present and evokes the future, representing the presence of Chinese culture in Aotearoa that is becoming increasingly rich and multi-generational;
- As the next generation of Chinese leaders in Aotearoa, we are privileged to learn from and be inspired by the long-serving members of WCGS, whose tenacious tenure in trying to see this vision through to fruition has been the length of a generation;
- To us, this Garden - and its long journey towards being realised - represents what it means to be a Chinese New Zealander, and we will proudly support our community leaders and help them carry the torch forward for the next generation;
- To that end, we implore the Council to demonstrate commitment to the Chinese community, in Pōneke and Aotearoa.

### **In summary**

The longitudinal and ongoing nature of this project means the Garden has become an intergenerational campaign. The relationships which WCGS have fostered, the plans that have been developed and the conversations and learnings that have emerged from this work have built a solid foundation - but its potential has not yet been fully realised. The Wellington Chinese community and the next generation of Chinese Kiwi leaders are committed to seeing this project through and reap what our leaders have sown patiently for the last twenty plus years. The support of the Council is vital in order to bring this to life. Without this commitment, it shows that yet again, Chinese (and Pan-Asian) culture are being put to the side.

Ngā mihi nui,

Jess Wong and Chelsea Wong

**Future Dragonz Wellington and Wellington Chinese Association  
WCC LTP 2021-2031 Submission**

In support of the Wellington Chinese Garden Society Inc. Submission

Co-Chairs, Future Dragonz Wellington  
Committee members, Wellington Chinese Association.



Respondent No: 878

[Redacted]  
[Redacted]  
[Redacted]

[Redacted] [Redacted]  
[Redacted] [Redacted]  
[Redacted] [Redacted]

- Q1. **Full name:** Tim Jones
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Guardians of the Bays Inc
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** not answered
- Q9. **Which of these options do you prefer? (3 waters decision)** not answered
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** not answered
- Q11. **Which of these options do you prefer? (Cycleways decision)** not answered
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** not answered
- Q14. **Which of these options do you prefer? (Central Library decision)** not answered
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** not answered

<p><b>Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below</b></p>	<p>not answered</p>
<p><b>Q17. Your comments on the big decisions (optional)</b></p>	<p>not answered</p>
<p><b>Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)</b></p>	<p><a href="https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/21737ff265e6beb173a40113446639c0dc88d722/original/1620639853/4e8a49e3de71a518798cf97f9773d471_Guardians_of_the_Bays_WCC_LTP_submission.docx?1620639853">https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/21737ff265e6beb173a40113446639c0dc88d722/original/1620639853/4e8a49e3de71a518798cf97f9773d471_Guardians_of_the_Bays_WCC_LTP_submission.docx?1620639853</a></p>
<p><b>Q19. Do you support the proposed budget?</b></p>	<p>I somewhat support the proposed budget.</p>
<p><b>Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?</b></p>	<p>not answered</p>
<p><b>Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?</b></p>	<p>not answered</p>

## **Guardians of the Bays Inc.: Additional Comments for Submission on the 2021-31 Wellington City Council Long Term Plan**

Our comments pertain to Decision 4: Te Atakura First to Zero (Climate Change). We support fully funding this programme and have additional comments.

In addition, we have commented on Wellington City Council's contribution to the Let's Get Wellington Moving programme.

### **Decision 4: Te Atakura**

#### **Wellington Airport's expansion and extension plans are contrary to the goals of Te Atakura**

As the [Te Atakura Implementation Plan](#) notes:

At almost 20% of the city's emissions, and with emissions from these sectors still increasing, actions to reduce emissions from aviation and marine sectors must be explored and identified in collaboration with key stakeholders. Although aviation emissions will remain low in the short-term due to the Covid-19 pandemic, strong investment in potential solutions is needed. (p. 23)

We agree that action on aviation is needed. Until aviation can be wholly or largely fuelled by renewable energy, we submit that airport emissions must be capped and then progressively reduced.

Wellington International Airport Limited (WIAL)'s 2040 Masterplan includes an ambition to almost double pre-COVID-19 passenger numbers by 2040, and includes plans to extend Wellington Airport runway into Cook Strait. The effects of COVID-19 are minimal to WIAL which relies heavily on domestic air travel. With the accelerating effects of climate change, WIAL still has the long term objective of increased passenger numbers.

Furthermore, WIAL has recently issued two Notices of Requirement (NoR) to expand the physical land area of the airport within Wellington City, with a substantial part of this land earmarked for parking and the removal of half the green space of the Miramar Golf Course that surrounds it. These designations are shortly to be considered at a first-level hearing, where the Council's RMA s42a report has recommended that the East Side NoR not be approved, due in part to its climate change effects.

WIAL's expansion and extension plans threaten the achievement of Wellington's climate change goals in three ways:

1. by the direct growth in aviation emissions that would occur if Wellington Airport is able to realise its passenger number growth ambitions, which include allowing many more long-haul flights
2. due to induced emissions from additional car journeys to the airport

3. due to construction works both in earthwork construction traffic movements and in embodied energy of the proposed large concrete retaining wall in the Eastern Designation.

Therefore, with regards to the implementation of Te Atakura, we submit that:

1. We support Wellington City Council's decision to remove a loan for the proposed runway extension from the draft Long Term Plan. There must be no restoration of this funding, in any form, in the final Long Term Plan.
2. Due to direct and indirect emissions from Wellington Airport's operations, Wellington International Airport Limited's extension and expansion plans are contrary to the goals of Te Atakura and a threat to its implementation. Wellington City Council should oppose, and refuse to fund, any further growth of Wellington Airport's physical or emissions footprint. We propose that, as part of implementing Te Atakura, a cap should be placed on Wellington Airport's greenhouse gas emissions, with the permitted level of emissions set to sink each year after that. This will constrain flights and reduce emissions until it is possible to fly without burning fossil fuels.
3. We note that the Climate Change Commission is required by 31 December 2024 to provide written advice to the Minister on whether the 2050 target should be amended to include emissions from international shipping and aviation. We urge Wellington City Council to advocate for the full inclusion of international shipping and aviation emissions in the 2050 target.

### **Other Matters: Let's Get Wellington Moving**

Guardians of the Bays supports the conversion of the land and air transport fleet to renewable energy sources. However, given that the private vehicle fleet is overwhelmingly fossil fuelled and that the use of renewable energy for aviation is still in its early experimental stages, the next ten years is absolutely not the time to be funding the construction of new road capacity to Wellington Airport or supporting new parking or aircraft parking and taxiways surrounded by an extensive concrete retaining wall as proposed in the Eastern Designation or runway capacity at the airport with a runway extension south into Lyall Bay.

Guardians of the Bays Inc. submits that WCC should advocate strongly for rapid transit to the eastern suburbs of Wellington, including Miramar and the airport, and should prioritise rapid transit over new road capacity. This needs to be done to meet both WCC's greenhouse gas reduction objectives and the objectives of the Let's Get Wellington Movement programme of investment (supporting document, p. 53), notably the objective of reducing dependence on private motor vehicles.

An efficient mass rapid transport system, together with an all-electric bus fleet and better walking and cycling provisions, will both reduce land transport emissions and make it harder for WIAL to justify taking more of Wellington's land and turning it into car parks, or for that matter, parking for planes.

In addition we suggest that WCC puts a cap and an ongoing reduction on WIAL's car parking within its designations and surrounding neighbourhood through the new proposed Wellington City Council District Plan.

We urge WCC to oppose any expansion of the number of flights into Wellington Airport, in particular long-haul flights, and to oppose the extension of Wellington Airport runway due to its implications for the region's emissions.

### **About Guardians of the Bays**

Guardians of the Bays Inc (GotB) was set up as a citizens' group in Wellington's eastern suburbs in July 2013. It now has a membership of over 500 including citizens and voluntary organisations from all over Wellington. Its motivation initially was the protection of the environment that would be at threat from plans by WIAL (Wellington International Airport Limited) to extend the airport runway at first into Evans Bay and later into Cook Strait. GotB's goals have widened in a way that is consistent with the original environmental objective. Those goals might be summarised now as:

- protection of the marine life and coastline adjacent to the airport
- protection of the local community from the negative effects of airport expansion
- concern about climate change which would be exacerbated by continuing promotion of air travel, and increased emissions from aircraft and transport to/from the airport
- the real danger of sea-level rise which puts at risk many low-lying areas, including the airport itself
- concern that ratepayers' and taxpayers' money should not be expended on airport expansion when many other pressing human, social, resilience and infrastructure challenges confront Wellington.



Respondent No: 901

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[Redacted] [Redacted]  
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- Q1. **Full name:** Tony Randle
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Johnsonville Community Association
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 2. Medium investment programme (\$39m capital investment, lower debt and rates)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 1. Low level of funding (\$18.1m investment, lower rates and debt).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. **Which of these options do you prefer? (Central Library decision)** Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Don't know.

**Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

Investment in three waters infrastructure  
Wastewater laterals  
Te Atakura (climate change)  
Sludge and waste minimisation  
Te Ngākau funding for future work

**Q17. Your comments on the big decisions (optional)**

● The WCC is proposing a major increase in its spending, even though many residents are struggling financially. ● The long term plan proposes major investment in cycling (the 4th most used mode) yet there is no investment in bus lanes to get out buses out of traffic gridlock. Buses are the major alternative mode to driving for North Wellington yet the WCC has no targeted investment in this key area. ● Under Investing in more Cycleways, from the information provided, it appears that the "Option 2. Medium investment programme (\$39m capital investment)" is still a major investment to improve cycling in those parts of the city that cycle (Johnsonville is not a beneficiary). Spending another \$80 million, given the large rates increase, is not good value for money. As such, JCA chooses the least expensive option that still provides some cycling safety benefits. ● Under Te Atakura First to Zero, from the information provided, it appears that the "Option 1. Low level of funding (\$18.1m investment)" is still a major investment to reduce our emissions. Spending another \$10 million, given the large rates increase, is not good value for money. As such, JCA chooses the least expensive option that still provides some environmental benefits. It is also noted that, apart from putting some unspecified amount of funding into public transport and roading, the proposed initiatives are all "soft" unmeasurable goals. The council has failed to link Te Atakura expenditure to specific climate change outcomes. ● Under Reducing sewage sludge and waste, the council's preferred option of a mandatory "levy" is just a way to charge ratepayers without making it part of the rates package i.e. a small means by which WCC can look to limit the number of increases. Excluding this proposed compulsory charge to all ratepayers from statements about future rate increases is very misleading. ● Johnsonville is designated as a sub-regional centre and is planned to be the area with the largest population growth yet there is little supporting investment in expanding and improving our infrastructure and facilities in the LTP.

**Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

not answered

**Q19. Do you support the proposed budget?**

Neutral.

**Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

I support decreasing spend in the current budget.

**Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

● The WCC is proposing a major increase in its spending, even though many residents are struggling financially. ● Johnsonville residents are being asked for a major increase in their contribution to the city. The need for catch-up investment in three waters infrastructure is obvious and supported. However, a lot of our rates are to go towards other improvements in the CBD and other parts of the city. ● Johnsonville is designated as a sub-regional centre and is also planned to be the area with the largest population growth. Yet there is little supporting investment in expanding and improving our bus PT, infrastructure and facilities in the WCC LTP. ● The WCC LTP proposes major investment in cycling (the 4th most used mode) yet there is no investment in bus lanes to get out buses out of traffic gridlock. Buses are the major alternative mode to driving for North Wellington yet the WCC has no targeted investment in this key area. It is understood that there is some investment proposed in Lets Get Wellington Moving but the JCA has no little that this programme will ever deliver the benefits of better PT services to our area.

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Respondent No: 909

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[Redacted] [Redacted]  
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- Q1. **Full name:** Hamish Morgan
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral forum (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)
- Q7. **Oral forum time** Evening
- Q8. **Oral hearing time** not answered
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 3: High investment programme (\$120m capital investment - Council's preferred option)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Don't know.
- Q14. **Which of these options do you prefer? (Central Library decision)** Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. **Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below** None of these

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Q17. **Your comments on the big decisions (optional)**

not answered

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Q18. **You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)** not answered

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Q19. **Do you support the proposed budget?** I somewhat support the proposed budget.

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Q20. **You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?** not answered

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Q21. **Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

Wellington City currently lacks a permanent music arts space that is accessible to people of all ages. People who wish to share their mahi who are under 18 have nowhere to show off their creativity. All of the venues in Wellington that cater to live music, such as Meow, San Fran, Valhalla and the like, are licenced venues that do not allow for people under 18 to enjoy live music. Toi Pōneke, while serving as a space for practicing music, does not allow for shows. While the lack of space and viability in the CBD serves as a challenge, I do not accept that the WCC do not have the means to look into such a space outside the CBD, provided there is ample public transport. By providing a space that anyone can access, we are giving our young people something to do, while nourishing their creative energy. We need a space, free of discrimination where we can foster and celebrate our next Lordes, Church and APs, and Benees. If Wellington is the arts and culture capital of Aotearoa, why does this not extend to our youth?

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By email: [ltf@wcc.govt.nz](mailto:ltf@wcc.govt.nz)

# Wellington City Council Long Term Plan 2021-31

Submission by Tawa Community Board to Wellington City Council  
10 May 2021

## Introduction

The Tawa Community Board is a Community Board under the Local Government Act and Wellington City Council with elected members representing the northernmost suburbs of Wellington City comprising Tawa, Takapu Valley and Grenada North.

We wish to make an oral submission to the Councillors.

## Comments on the Council's proposals for Decisions 1-7

### 1. Three waters infrastructure investment

The Tawa Community Board supports the Council's preferred option.

We note in particular the Main Road Tawa stormwater upgrade project.

Wellington Water informs us this is planned for an October 2021 start, assuming funding goes ahead. Businesses and property owners are very keen for this to occur as soon as possible. It would be unacceptable for this project to be stalled.

### 2. Wastewater laterals

The Board supports the Council's preferred option. We see this as an equity issue, and we believe the Council's proposal to take ownership of wastewater laterals will alleviate a significant burden on property owners.

### 3. Cycleway investment

The Board supports the Council's preferred option.

We strongly support the included Northern connections package and its Tawa-Johnsonville cycleway link. The current lack of safe access by bicycle from Tawa to Johnsonville and then on to the CBD leads to increased pressure on local roads and greatly reduces the likelihood of residents switching from car to bicycle for this route.

#### 4. Te Atakura First to Zero

We support the Council's preferred option.

Young people have made their wishes loud and clear in recent years. We need to act decisively and quickly on climate change.

The Board particularly supports the Council's initiative to increase the number of public EV chargers across the city, noting that there are no public EV chargers in Tawa, despite the high uptake of electric vehicles in our community.

#### 5. Te Ngākau Civic Square

We support in principle the Council's preferred option.

However we have great reservations as to the merits of strengthening existing buildings. Regardless of what the buildings are used for, the Community Board does not think it wise for the Council to risk its own already-stretched capital in an area prone to sea level rise. We suggest that, as long as Council maintains control over the design of the buildings, and as long as public facilities like libraries are not privatised, a public-private partnership could be an appropriate option.

#### 6. Central Library timing of capital investment

We support the Council's preferred option. Getting the Central Library open as soon as is practicable is important for the wellbeing of all Wellingtonians, and especially young people. College age students in our area have repeatedly advised us on the importance of spaces for young people to exist in and engage with, and a strengthened and revitalised Central Library will be a great step in that direction.

#### 7. Sludge and waste minimisation

We support the Council's preferred option.

Tawa residents are connected to the Porirua wastewater treatment system, which we understand already uses modern technology in sludge minimisation. If this can be realised in Wellington through alternative funding streams, then that achieves the environmental burdens without increased impact on ratepayers. Either way, we support the initiative.

### **Other issues affecting Tawa in the Long-Term Plan**

#### 8. The Community Board notes the Council's intent to upgrade community facilities in Tawa and Linden.

We request early input from the Board and the community, as to the best way to allocate these funds and look for innovative solutions to our community needs.

There are many and varied needs within Tawa and Linden, and we need to focus on helping the people who need the most help.

We also need good information on which to base decisions. The Board has requested a list of Council assets in our area, including their age and likely upgrade/replacement cycle.

9. The Tawa Community Board strongly supports the proposed installation of a public toilet in Linden. The Board has requested this for many years. We look forward to also seeing engagement with the Linden community on the nature and delivery of the project.
10. The Tawa Community Board strongly supports funding of a Grenada North community sports hub. We believe that the facility will be a valuable asset for a community long-underserved, and we look forward to working with Council to ensure that the facility is delivered in a way that most benefits the community. Given Grenada North's connections to the Metlink bus network, we urge Council to work with Greater Wellington to make the facility as accessible as possible.
11. The Board commends Councillors for rejecting the proposal to re-instate fees for under-5s swimming at Council pools. Tawa Pool is an important asset for our community, and the reinstatement of fees would have severely limited opportunities for our youngest tamariki to gain confidence in the water.
12. We note that funding for the operationalisation of the new Spatial and District Plans is not included in the 2021-2031 Long-Term Plan, and provision is not likely for another three years. The National Policy Statement on Urban Development is already in force. We are uneasy at the lack of provision for planning and funding its implementation for another three years (the 2024-2034 Long-Term Plan).

Local government needs to play a more involved role in facilitating intensification, perhaps through an urban renewal structural plan concept that encourages development in specific areas with amalgamation of titles into larger blocks, the inclusion of green areas, lane-ways and public facilities.

We urge Council to think carefully about where funding can best be spent.

Tawa's connections to public transport make it an ideal area for suburban growth.

We believe Council itself has a role to play in making the Plans real, including considering whether Council land can be shifted to mixed-use; for example, a community centre / hub on the ground floor, high-density housing on top.

We understand that some residents will struggle with large rates increases. However, we acknowledge the urgent need for the large programme of capital investment outlined in the Long Term Plan.

The Tawa Community Board looks forward to seeing the implementation of all the recommendations of the recent governance review. We urge Councillors to ensure everything possible is done to ensure this, both as individuals and as a group, and that Wellingtonians can clearly see the changes made. This will greatly increase the confidence in the Council's decisions and oversight of the Long Term Plan in the years ahead, and ensure that funding is wisely and effectively used.

On behalf of the Tawa Community Board

**Robyn Parkinson**

Chair

**Jackson Lacy**

Deputy Chair

**Anna Scott**

Elected Member

**Graeme Hansen**

Elected Member

**Richard Herbert**

Elected Member

# Berhampore Community Association

## Our Long Term Plan

### Improving Berhampore Village

Berhampore Community Association represents the community of Berhampore in the Paekawakawa ward of Wellington City, between Newtown and Island Bay.

We do not usually provide submissions on Council topics as we recognise our community has diverse views which can be hard to summarise, but we do encourage our community to attend consultation meetings and provide feedback to Councillors.

Our Long Term Plan submission is an exception to this as we feel there is a desire by our community for the Council to live up to promises made regarding the Berhampore village upgrade project over the years.

## History

Berhampore village is on the main arterial route from Wellington city to the large and growing suburb of Island Bay to the south. Recently new businesses have begun to recognise the growing popularity of Berhampore and we have had a new pub, deli and cafe, and sustainable kitchenware and dressmakers shops open up in the last two years.

## Wellington City Council Consultation

Council consultation documents from our archives show that there was a desire for Berhampore village to be improved in terms of traffic safety in 1984, 37 years ago.

The Newtown Connections active transport project started consulting in 2014. It has yet to deliver street changes to any of the proposed areas.

Council engagement events in recent years were really well attended by our local community, leading to excellent feedback on potential changes for the village centre and the surrounding streets, your own website repeats this:

*"People told us in 2018 as part of the Newtown Connections engagement that Berhampore village is a special area and needs attention."* - <https://www.transportprojects.org.nz/current/newtown-connections/berhampore-village/>

Wellington City Council visited the community again in March and May 2019 and gathered feedback. Overwhelming local feedback pinpointed the following themes:

- 81% of the comments received were saying things need to change
- 38% of comments were about reducing the safety impacts of traffic
- 31% of comments about improving the space for people

The two most popular comment themes:

- A neighbourhood for people, prioritise pedestrians
- Allow for people riding bikes - safe bike paths

Full feedback here:

[https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/Berhampore-dropins-feedback\\_All2019.pdf](https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/Berhampore-dropins-feedback_All2019.pdf)

Berhampore Community Association participated in this work in a volunteer capacity. A timeline of work our community put in is included as Appendix 1 to this submission. The last correspondence between Wellington City Council and the previous Berhampore Community Association Secretary was on **7th November 2019**.

The community has provided Wellington City Council with a mandate for change in Berhampore and stepped up, participating in consultation in good faith. There is a growing feeling that the rounds of consultation were a “waste of time” and people feel “ignored”.

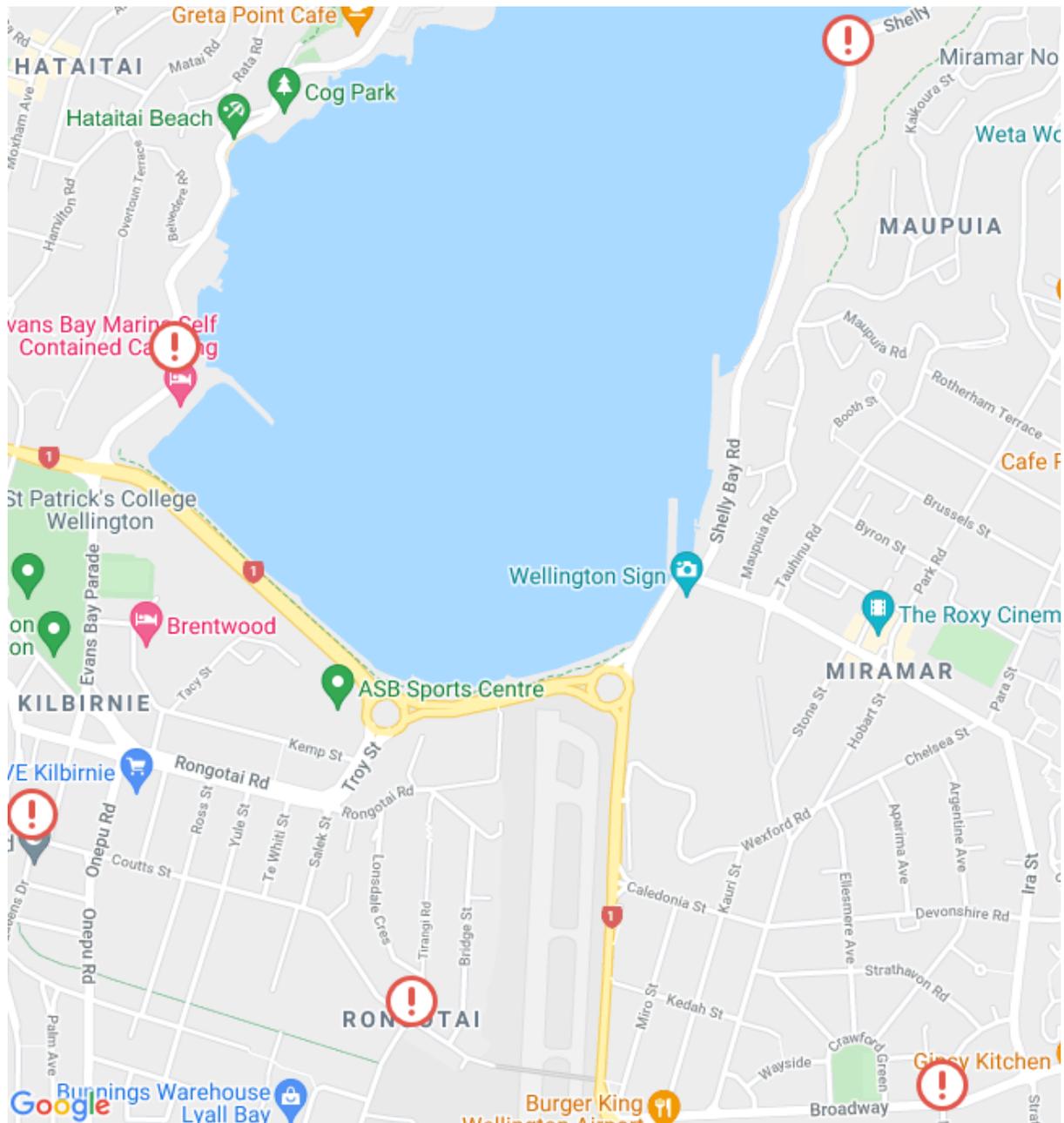
## Berhampore - the poster child for near-misses

A key theme in feedback during the consultation process was the traffic danger present in Berhampore village. This is backed up by evidence collected on a public web page.

Data collected via the dangerspace.nz website shows a sample of the incidents recorded in the project area



Comparison area - Evans Bay including Miramar shops:



Such a high prevalence of traffic danger does not suit a suburb where tamariki travel through this area to SWIS to the north east and Berhampore Primary in the west.

A detailed list of near-misses in the Berhampore village area is included as Appendix 2 to this submission.

## Recent Council Action

We would like to thank the Council for recent safety improvements to Britomart Street in Berhampore in March/April 2021.

We have had a 30kph limit added to the village centre, but two sets of traffic signals and a steep incline mean that this is routinely ignored by drivers. Traffic signal phasing often gives drivers a double green light through the village area, which exacerbates speeding.

Traffic speeds and the inconvenience of crossing the street leads to Berhampore village being a much less pleasant place to spend time than other village centres around Wellington.

## Wellington village centres

Other village centres around Wellington have much better facilities for pedestrians crossing, and lowering traffic speeds.

### Takapū - Tawa

2x raised crossings in the shopping area on an arterial route



### Paekawakawa - Island Bay

Our southern neighbour and just down the road, on the same bus route:

- Raised table crossings
- 2 Full road-width raised zebra crossings
- Kerb build outs



## Pukehinau - Kelburn

Zebra crossing along the main street



## Short term interventions

Possible short-term interventions, subject to community co-design:

- Shorten signal cycle lengths to ensure drivers stop more often in the village instead of speeding through
- Speed cushions
- Raised table crossing of Adelaide Road
- Add fourth pedestrian crossing on the northern edge of Britomart, Herald Sts & Adelaide Road

## BCA - Our Ten Year Plan

Berhampore Community Association's vision for our village centre is a quieter, slower space for the community to meet, enjoy food and drink at our fantastic local venues and a great place to grow up, with a village centre that kids can visit and travel through safely. A place where people are prioritised over traffic flow.

## Appendix 1 - Berhampore Village Project timeline & correspondence with Wellington City Council

Date	Correspondence type	Content
23 March 2019	Community drop-in	<a href="https://www.transportprojects.org.nz/assets/Uploads/Berhampore-village-drop-in-feedback-23-March-2019.pdf">https://www.transportprojects.org.nz/assets/Uploads/Berhampore-village-drop-in-feedback-23-March-2019.pdf</a>
18 May 2019	Community drop-in	<a href="https://www.transportprojects.org.nz/assets/Uploads/Berhampore-drop-in-feedback-May-2019.pdf">https://www.transportprojects.org.nz/assets/Uploads/Berhampore-drop-in-feedback-May-2019.pdf</a>
19 June 2019	Workshop with BCA/WCC	Introduction, define purpose and goals, confirm community objectives with review of past consultation
3 July 2019	Workshop with BCA/WCC	Propose and test via group activity, different possible improvement options for Berhampore Village
18 July 2019	Topographical surveying	<p>We also wanted to let you know that over the next couple of weeks, you may spot (or have already spotted) people in high vis gear with tripods and other survey equipment working in the area.</p> <p>We are getting topographical work carried out to give us more accurate information on things like ground levels and the depth of underground services. This will help us to better understand the physical conditions in Berhampore, and help with the development of village upgrade concept design options for consideration later in the year.</p> <p>Surveyors will be in the area from Thursday 18 July on and off doing an above-ground survey that will take about a week. From next Thursday (1 August), they will then focus on the underground pipes and services. You may see them lifting manhole covers to get</p>

		information on depths and types of services, or using ground penetrating radar to get images. The work will not involve any digging.
24 July 2019	Workshop with BCA/WCC	Group exercise to complete multi-criteria analysis of possible options
23 - 28 July 2019	Student survey	Three students will also be working in the area on and off over a few days next week (23 to 28 July) to better understand how people are moving through Berhampore Village. They will be counting pedestrians and cyclists and potentially chatting to locals to find out more information.
4 September 2019	Workshop with BCA/WCC	Present formalised options to group allowing for further feedback, wrapping and closing workshop engagement.
7 September 2019	Community drop-in	<a href="https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/Berhampore-dropins-feedback_All2019.pdf">https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/Berhampore-dropins-feedback_All2019.pdf</a>
7 November 2019	Email from officer	<p>Since our last update in July, we have been looking at what small improvements could be made to make things safer in the vicinity of Adelaide Road and Luxford Street. These could include changes to traffic signals, safer crossing points or speed humps.</p> <p>Any small improvements we make at this stage need to be considered in the wider context of future growth and transport changes in the Berhampore area. If we get approval to go ahead with some of these short-term improvements, we'll let you know.</p> <p>In early 2020, the Council will be seeking feedback on the next stage of Planning for Growth – the review of the District Plan which sets the rule book for how the city can grow. In July we expect to be consulting with the public on a proposed package of routes and options for Newtown Connections.</p> <p>We will need to hold off doing further work on developing concept designs that enhance and improve the Berhampore area until some of these bigger things have progressed.</p>

## Appendix 2 - Berhampore Village DangerSpace reports

ID	field_date	What happened?	Lat	Long	Type	Situation
493	2021-02-15T15:52:10	Biking around the corner from Rintoul onto Luxford, a car sailed downhill through the Rintoul St intersection without stopping, and directly into my path. I had to brake really hard to avoid him.	-41.31984508	174.7778262	Bicycle	Vehicle pulls out or across cyclist
451	2020-08-28T08:40:00	Cycling west on Luxford Street, with pre-scholler on the back. Car pass on the turn in to Rintoul Street and cut us off.	-41.31983943	174.7777728	Bicycle	Problematic pass (usually too close)
441	2020-07-18T18:30:00	Driver cut the corner and drove head on towards me as I waited in the right turn lane to leave Luxford St, turning south onto Rintoul.  The driver had to brake sharply and come to a stop to avoid a collision.	-41.31990646	174.777788	Bicycle	Person drove (or cycled) at cyclist head on
364	2020-02-24T07:44:00	Driver gave less than a meter distance to take over even though he could had used the other side of the street or wait behind for less than 10meters	-41.32199444	174.7751674	Bicycle	Problematic pass (usually too close)
360	2020-02-21T07:54:24	Car parked in clearway outside Gramercy Bakery, three of us on bikes needed to move out into lane to continue up the street (northbound). Car behind us tried to squeeze into the gap past us, rather than slowing down.	-41.32033938	174.7752345	Bicycle	Problematic pass (usually too close)

350	2020-02-19T20:10:37	Overtaking a bus (while at busstop) and car came very close while overtaking (double overtaking?)	-41.31970726	174.7752887	Bicycle	Problematic pass (usually too close)
345	2020-02-17T07:20:00	Car drove through stop sign. I was on give way. Car drove across in front of me without stopping at stop sign. Regularly happens at this intersection	-41.31993373	174.7778341	Bicycle	Road user turns across cyclist's path
342	2020-02-10T15:26:00	Once again car turning right went straight through stop sign.	-41.31991703	174.7778202	Car	
296	2020-02-01T15:52:00	Wind afternoon and car overtook with less than 1meter going up hill. To close specially in a wind day.	-41.31907391	174.7752993	Bicycle	Problematic pass (usually too close)
278	2020-01-28T17:38:00	I pulled out from the lights at Britomart, heading south ahead of a car stopped there. I pulled into the main flow of traffic because of parked cars on Adelaide. Driver behind me honked and forced me towards parked cars by passing closely between me and oncoming traffic, ignoring sharrows and 30kph limit	-41.32082516	174.7753233	Bicycle	Problematic pass (usually too close)
269	2020-01-21T17:05:00	There is a right turn bay here with a stop line. It is a sharp bend. I was turning right off Luxford and onto Rintoul St. A car travelling from Rintoul onto Luxford cut the corner, across my path. This is a common occurrence.	-41.31993542	174.7778129	Bicycle	Vehicle pulls out or across cyclist
266	2020-01-22T06:25:00	Pulled out of Edinburgh terrace and couldn't see a car coming from the right. The parked cars are too close to the end of the street and there's no way to see someone coming till you are in the line of traffic	-41.32167532	174.7803	Car	

251	2020-01-23T08:20:00	A car passed me very close to avoid a car coming the other way. Should have waited a few seconds	-41.32203714	174.7752372	Bicycle	Problematic pass (usually too close)
234	2020-01-22T08:20:00	I was riding to work and an 18wheeled truck passed too close to my partner and I on Adelaide Rd in Berhampore. Squeezing us between parked cars on the left and their giant vehicle. It spooked me.	-41.32153024	174.7751875	Bicycle	Problematic pass (usually too close)
227	2020-01-17T14:00:00	Tradesman driving a large ute gave me a punishment pass for causing him to drive slightly more slowly for slightly longer than usual.	-41.31993806	174.776595	Bicycle	Problematic pass (usually too close)

To: ltp@wcc.govt.nz  
Wellington City Council

From: Forest and Bird Youth Wellington

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## Submission on Tō Mātou Mahere Ngahuru Tau - WCC's Long-Term Plan

### Introduction

Forest and Bird Youth is a nationwide network of young people (aged 14-25) who are protecting and restoring Aotearoa's wildlife and wild places. With over 500 members and supporters, our vision is to see empowered rangatahi actively engaged in our connection to Te Taiao and in the fight for our future. Our mission is to take action for nature as youth, with youth, and for youth. As the Wellington Hub of Forest & Bird Youth, we actively engage with and represent our members living in the Wellington Region.

The Long-Term Plan will have significant impacts on our environment and biodiversity, and the ability of future generations to thrive on a habitable planet. In 2019, WCC declared a ["climate and ecological emergency"](#). The council intended this declaration ensure that the environment is at the forefront of all decision-making. However, the actions following this declaration have been seriously negligent of te taiao. This Long-Term Plan encompasses a decade where, if WCC don't take action, they are condemning young people - and the species we share our home with in Te-Whanganui-a-Tara - to a grim future. **It is for this reason that Forest & Bird Youth is calling on the council to take this plan seriously, and stop prioritising the interests of a few over the many.** We will present our case on the 7 big decisions and what direction the council needs to take in order to effectively manage the social and ecological crises we face.

We would also like to highlight how critically important it is that the council engage with mana whenua about the proposed plan, acting as tangata tiriti and ensuring that it upholds its obligations under Te Tiriti o Waitangi to allow Māori to practice kaitiakitanga and tino rangatiratanga over their whenua and taonga. Indigenous solutions exist for many of the problems the council is facing - it is time they stepped up and took leadership from our treaty partners to fund and implement these solutions.

### **Missing from the Decisions: Biodiversity**

*Wellington's Biodiversity Strategy must continue to be implemented. Restoring and encouraging connection with our green spaces will have massive societal and environmental benefits. WCC must also work towards more water-sensitive design, which will also improve resilience to flooding events. We would like to see rain gardens and other green spaces established across Pōneke, and movement to restore our urban waterways which are currently piped underneath our city.*

- Increased funding for implementing Our Natural Capital: Wellington's Biodiversity Strategy is crucial to ensuring biodiversity thrives in our city. We would also like to see WCC increase its commitment to supporting projects such as Predator-Free Wellington, ZEALANDIA Ecosanctuary, and Capital Kiwi.
- We would like to see increased use of water-sensitive design and restoration of green spaces across the city. There are many benefits to reducing hard-surfaces in urban areas and replacing them with places where communities can connect with nature.
- Forest & Bird Youth would like to see funding set aside in the LTP to reopen and restore our piped urban streams. [Similar projects overseas have been successful](#), and cities are now reaping the rewards: open watercourses handle floods better than pipes do, which is extremely important as our climate changes. Restoring urban streams also reduces the heat-island effect and provides habitat for our precious native taonga. We also ask that WCC establish a working group, including youth and mana whenua representatives, to identify potential restoration opportunities.

### **Decision 1 - Increasing investment to fix the water pipes**

*We support increasing investment to fix our water problems, however, we believe the proposed solutions and frame of thinking about this issue will serve to kick the can on these issues down the road (as hard infrastructure will need consistent long-term maintenance) and exacerbate other environmental issues. For this reason, **we ask that WCC consider a fourth option** which seeks to decentralise and "soften" our three waters infrastructure.*

- This will involve implementing solutions such as water tanks for drinking water, composting toilets for wastewater, and nature-based treatment options for stormwater and wastewater.
- In 2011, GWRC commissioned research into the use of rainwater tanks for toilet flushing and outdoor use - they ultimately found that this option would not be cost-effective. However, we believe the research is outdated (as we now know a lot more about the costs to fix Wellington's water infrastructure) and was flawed as it did not consider drinking water provision as well. By reducing the industrialisation of our water infrastructure - using less concrete, complicated machinery, and processes like chlorination - we will ultimately save in carbon emissions, waste to landfill, energy, among many other benefits which are not usually quantified for cost-benefit analyses. "Softening" and decentralising water provision will also allow for increased resilience to natural disasters such as earthquakes.
- Composting and keeping nutrients within an ecological cycle is the most cost-effective way to treat our wastewater, as nature provides the service for "free". The use of composting waste systems is well understood, and many designs exist to suit different needs - from simple backyard compost heaps to flushable toilets with underground tanks that act identically to current systems. Nutrients are treated on site (using methods such as vermicomposting) and can then be automatically or manually spread into planted areas (such as native wetlands) where the nutrients can be kept in a cycle.

- Stormwater can be treated in a similar way to wastewater. Waitangi Park is an excellent example of this. There is also ample opportunity to reduce stormwater via the use of rain gardens and more green spaces, as well as restoring the natural flow of urban streams.
- Indigenous cultures around the world have been using “soft” infrastructure to treat waste for thousands of years. An example of this is the Kolkata Wetlands which filter wastewater for 7 million people. We would expect that the council engage and work with mana whenua to ensure an approach to treating the three waters consistent with te ao Māori is followed.

### **Decision 2 - Taking ownership of wastewater laterals**

*We support option 2 as an interim change as the council works towards our proposed solution for Decision 1, as it will allow WCC to keep critical links to wastewater infrastructure maintained.*

### **Decision 3 - Building more cycleways**

*We strongly support option 4, with changes. Namely, the current transport budget proposed in the Long-Term Plan still proposes a large amount of funding for roading above and beyond that proposed for cycleways and footpaths. If WCC were to reprofile this funding appropriately, then this would alleviate doubts about the affordability of option 4. The plan also needs to consider people with disabilities, vulnerable communities and pedestrians.*

- Reaching our climate commitments will require widespread modeshift in Wellington. Research shows that to support people to cycle, it is necessary to provide a fully connected network that is safe and separated from other traffic. WCC must fully fund the cycling network across Wellington and reallocate funding from roading projects.
- Safe journeys for vulnerable road users, such as children, should be the highest priority when making transport decisions. We ask that the council tackle our most car-dependent areas (such as the northern suburbs) before prioritising projects like the Great Harbour Way.
- We would also like to see the doubling of the Cycling Minor Works Budget to \$2 million per year. This will support much-needed changes such as removing pinch-points, adding curb cuts, and rolling out bike parking across the city. We must support people so they can make choices other than owning or running a car, and this will require minor improvements to cycle infrastructure across the city alongside delivering separated, safe cycle lanes.
- WCC must also create a new dedicated funding category to deliver rapid changes to the urban environment instead of making these changes using the Cycling Minor Works Budget. This would allow cycleways to be created faster, and it would also deliver public space improvements outside of cycling in the form of Low-Traffic Neighbourhoods and parklets.
- We also believe the cycling budget should be ring-fenced. This would ensure that any money allocated must be spent on cycling and not reallocated elsewhere. We also think the council should properly fund its projects by increasing rates or taking on additional debt.

### **Decision 4 - Funding for Te Atākura - First to Zero action plan (climate change)**

*We strongly support option 3, as it is critical that WCC implement Te Atākura in order to mitigate and adapt to climate change. However, we would also like funding committed to reviewing and updating the action plan (in partnership with mana whenua and centering indigenous solutions) in light of recent evidence that achieving net zero emissions by 2050 is not enough. This will be especially important once the IPCC releases their next report in the coming year.*

### **Decision 5 - Fixing resilience issues in Te Ngākau Civic Square - Council office buildings**

*We support option 2. Remediating and strengthening existing buildings will have significantly lower environmental impacts than redeveloping the site. It is also important that we retain vital public spaces to ensure the wellbeing of people and promote liveable cities.*

### **Decision 6 - Funding the Central Library rebuild**

*We support both options 1 and 3. We are glad to see the council is committed to remediating and strengthening the building instead of demolishing it - this must be done as soon as possible to ensure that people have access to essential communal resources.*

### **Decision 7 - A solution for reducing sewage sludge and waste**

*We support the minimisation in sewage sludge, but believe option 4 is the wrong approach. Softening and decentralising infrastructure (akin to our proposed option 4 above) will allow for sewage to not be treated as “waste”, but as part of a closed system of nutrient cycling without the need for expensive and damaging technologies. The council should also be prioritising becoming a zero-waste city so that the sludge is not relied upon for landfilling.*

### **Further Thoughts for the LTP**

- 1. Waste - We would like to see WCC support the mass-rollout of community composting schemes to reduce organic waste, prioritising this over any kerbside collection process. The benefits of community composting extend beyond simply reducing waste - it promotes social cohesion and provides valuable resources for urban gardening. We would also like WCC to prioritise moving towards becoming a zero-waste city and starting to address some of the key considerations of the Wellington Regional Waste Management and Minimisation Plan. While the council has a target to reduce waste to landfill by one-third by 2026, waste to landfill has actually increased.*
- 2. Other transport considerations - WCC must work with and support community leaders, disabled people and local businesses to ensure that Wellington’s streets are safe and accessible to get around on. The LTP must reprioritise money from roading projects which will increase or maintain car-dependency to projects which will improve our streets for vulnerable communities - including those who walk as their main form of transport. For journeys that require a car, WCC must support public car-share schemes as much as possible to encourage people to live without a private car. One easy solution is to allow current car-share schemes to use on-street Residents’ Parking.*
- 3. Meeting Te Tiriti o Waitangi obligations - WCC must meet their Te Tiriti o Waitangi obligations by establishing and supporting Māori wards; committing to decolonisation and working with mana whenua and Māori to identify what this would look like; identifying how each proposed spend/project in the LTP contributes to partnership under te Tiriti; supporting Māori to explore ways co-governance can be implemented in Wellington; and establishing a mana whenua lead team to develop and implement a plan for Council to involve iwi and Māori in future decision making.*



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## Submission to Wellington City Council on its Draft Long-Term Plan 2021-31

Thank you for the opportunity to have input into the development of the Wellington City Council's Long-Term Plan. We would like the opportunity to present orally on our submission.

### The role of local government in public health

Health is created by the conditions in which people are born, live, grow, work and play, and many of the influences on health lie beyond the control of the health sector; several, in fact, reside within the realm of local government.

The critical importance of local government for public health is recognised in the Health Act 1956 (s23), which states that it is “the duty of every local authority to improve, promote and protect public health within its district”.

### Summary of key points

**Decision 1: Three Waters.** None of the options satisfactorily addresses the urgent need to ensure safe drinking water and protect the environment. PHA Wellington recommends accelerated investment alongside integrated thinking across urban densification, environmental protection and three waters infrastructure to meet current and future needs.

**Decision3: Cycleways.** PHA Wellington supports Option 4 (Accelerated Full Programme) which will deliver public health benefits over the other options considered. It will increase physical activity, improve safety, support the health and development of young people, and address climate change.

**Decision 4: Climate action.** We support Option 3 (Fully fund the Te Atakura First to Zero Action Plan) because climate change is considered the greatest public health challenge of our time, and rapid action to reduce emissions is vital to human survival.

**Decision 6: Central library.** We support Option 1: Strengthen now by temporarily exceeding the debt limit. Re-opening the Central Library is vital to support wellbeing and social inclusion for all.

**Decision 7: Sludge and Waste Minimisation.** We support Option 4: Sludge minimisation through alternate funding, since this option aligns with sustainability goals.

In addition, we raise two issues of community concern and public health importance that are not currently part of the Council's Long Term Plan:

- the **housing crisis**, and
- **alcohol harm**.

We argue that the Council's failure to act on these issues is harming Wellingtonians. Greater investment in social housing and a policy plan to address alcohol-related violence and crime should be included in the Long Term Plan.

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### **Decision 1: Investment in three waters infrastructure**

PHA Wellington does not support any of the proposed options, since none of them satisfactorily addresses the urgent need to ensure safe drinking water and protect the environment. We recommend accelerated investment coupled with integrated thinking between urban densification and the three waters, and we note that significant central government funding is available to support such work through DIA's Three Waters Reform Programme.

Provision of infrastructure for drinking water, wastewater, and storm water is a key public health function of local authorities. In the late 1800's deaths and illness from waterborne diseases such as typhoid, cholera and dysentery were commonplace in Wellington due to uncontrolled sewage contaminating drinking water. For example between 1885 and 1891, 550 Wellingtonians were killed by such diseases (<https://www.stuff.co.nz/national/health/64261485/historian-probes-deadly-mansfield-undertones>). Following the construction of sewage systems, such diseases became rare and life expectancy increased dramatically.

The Havelock North *Campylobacter* outbreak of 2016 - in which over 8000 people are estimated to have been infected, at least 4 killed and several permanently disabled (Gilpin et al, 2020) – provides a more recent example of drinking water contamination, with devastating results. More recently still, residents of East Otago are still unable to drink the tap water following lead contamination of the water supply, possibly due to aging pipes with lead fittings (<https://www.stuff.co.nz/national/health/124521734/lead-in-the-water-more-Councils-testing-for-lead-after-otago-scare> ).

These examples show that safe drinking water cannot be taken for granted in New Zealand. Indeed, the dire state of Wellington's drinking water, storm water and wastewater infrastructure (as outlined in the consultation document, and the 2020 Mayoral Taskforce report) suggests that it is only luck that major drinking water contamination incidents have not yet occurred in Wellington.

Aging and deteriorating stormwater pipes are leading to wastewater contamination of ALL the streams in the Wellington district. With climate change bringing more frequent floods, the risk of cross-contamination between stormwater, wastewater and drinking water is increasing. As noted in the document there is a 30% loss of drinking water through leaks. This suggests of a vast number of entry points where pressure fluctuations could suck contaminated ground water into the drinking water system, leading to water borne disease outbreaks like that faced by residents during the 2016

Havelock North *Campylobacter* crisis. Furthermore, it is possible that aging pipes could themselves be leeching contaminants into our water supply.

**Accordingly, we reject all three options:**

- Option 1 Maintaining the current funding level is completely rejected as the net result is degradation of the existing asset, environmental degradation and risk of disease outbreaks.
- Option 2 Enhanced investment is rejected as it is a 'do minimum' option where maintenance is easily overtaken by demands for new service.
- Option 3 Accelerated investment is rejected as the Council seems unwilling to take immediate action ("we don't know enough about the condition of pipes to properly cost and direct the investment") and we envisage significant delays under this option.

We are concerned that the development of all three options appears to be based on siloed thinking and planning, reducing the cost effectiveness of expenditure that could be targeted to resolving several issues in parallel.

There is no cheap solution to Wellington's water woes. However, combining town planning, urban development, environmental improvement and the rehabilitation and development of infrastructure considered together would provide a better and more cost-effective basis for planning and investment, and would deliver on multiple outcomes.

Our recommendation is to integrate thinking between urban densification, environmental improvement and three waters investment and take a lifetime costing approach. We recommend increasing the number of consumers per kilometre of pipe (through densification) and investing in high quality three waters infrastructure that will last for several generations (rather than opting for cheap, short-term fixes). This would require significant up-front investment, but we note that Central Government funding is available through the Three Waters Reform Programme to support such work. The time to act is now. The alternative - to continue to kick the can down the road, and risk a major disease outbreak – is unacceptable.

**Decision 3: Cycleways**

PHA Wellington branch supports Option 4: Accelerated Full Programme

We agree with the Council about the need to change the way we move around to make Wellington a more liveable city and to meet national and local carbon zero goals. Investing in cycleways will not only help us meet these goals, but will also support the health and wellbeing of Wellingtonians in four key ways:

1. **Cycleways will get more people more active more often.** Sedentary lifestyles are a major public health problem, and the proportion of people (especially children and adolescents) who are inactive is growing. Lack of physical activity negatively affects almost every organ and system in the body, whereas regular physical activity can prevent coronary heart disease, stroke, type 2 diabetes, breast cancer, colon cancer (Kyu et al, 2016), depression (Mammen & Faulkner, 2013) and dementia (Blondell, 2014) The health and productivity costs of inactivity to the Wellington region were estimated at \$140 million in 2010 (<http://www.communityresearch.org.nz/the-costs-of-physical-inactivity-toward-a-regional->

[full-cost-accounting-perspective/](#) ). Active transport is the obvious way to build activity into daily life for people of all ages, with cycling shown to have particularly strong health benefits (Gill & Celis-Morales, 2017). Safety concerns are currently a major barrier to getting people cycling, particularly women and children. A network of separated cycleways will make cycling a genuine transport option for many who do not currently cycle.

2. **Cycleways will improve road safety.** There have been more than 4000 crashes causing injury in Te Whanganui-a-Tara over the past 10 years, and cyclists and pedestrians made up nearly a third of all minor injuries, nearly half of all serious injuries, and 38 percent of all deaths. (<https://www.rnz.co.nz/news/national/437923/pedestrian-cyclist-deaths-and-injuries-disproportionate-in-wellington>). Separated cycleways coupled with safer speed limits are urgently needed to address Wellington's appalling road safety record.
3. **Cycleways will improve children's and teen's independence.** Independent mobility is important for young people's health and development, but few parents are comfortable letting their children bike to school or to after-school activities. We urge WCC to prioritise safe routes to schools and to design cycleways with kids in mind so that they can get around their neighbourhoods independently.
4. **Cycleways will help to address climate change,** which has been described as the biggest public health challenge of the 21<sup>st</sup> century. There is an urgent need to reduce reliance on private vehicles by improving access to public transport, walking and cycling transport options. Connected cycleways are vital to the realisation of WCC's Zero Carbon goal.

We note, with disappointment, that planned cycling infrastructure development (e.g. Newtown Connections, and the Island Bay upgrade) have faced ongoing delays. Given the urgency of the challenges outlined above and the major environmental and health benefits of mode shift towards active transport, rapid expansion of Wellington's cycling infrastructure must be a top priority. Options 1, 2 and 3 do not go far enough or fast enough to bring about change at the needed pace. Therefore, PHA Wellington supports Option 4.

#### **Decision 4: Te Atakura First to Zero Action Plan:**

We support Council's preferred 'Option 3 - Fully Fund the programme' to not only fully implement the plan but also to investigate new actions as they arise.

We commend the Council on the collaborative development of Te Atakura First to Zero - Wellington City's Zero Carbon Implementation Plan 2020 - 2030 and in doing so showing leadership within local government to address the climate crisis. The inclusion of mana whenua on Te Atakura Steering Group is also commended however, iwi are not simply 'another stakeholder' and the relationship needs to be an intentional and genuine Te Tiriti o Waitangi partnership.

Climate change is considered the greatest public health challenge of our time, and rapid action to reduce emissions is vital to human survival. Climate change presents not only risks but also public health opportunities, since many actions to reduce carbon emissions are also good for public health and equity (Watts et al, 2015; Bennett et al, 2014).

We fully support the proposed action areas and the implementation of this plan as the first stage in the journey to become a zero-carbon city. Cycling and walking have demonstrated health benefits (as noted above) as does the shift from private car use to public transport (via incidental physical activity and improved safety), and from fossil fuel vehicles to EVs in terms of a reduction in air

pollution. Given existing congestion, projected population growth, and limited public space for storing cars, we recommend greater emphasis on active and public transport (rather than EVs) since these are space-efficient options for reducing emissions, with major health and social co-benefits (see: <https://www.vtqi.org/wwclimate.pdf> ).

Home energy saver grants are also likely to have health co-benefits, if they increase the number of Wellingtonians living in warm, dry homes and mean families have more money left for other essentials after paying the power bill. Particularly if targeted to low-income households, these grants will help to reduce the health gap between rich and poor (Howden-Chapman et al, 2007).

We acknowledge the commitment the Council has to the implementation of this plan to ensure the future health and wellbeing of the people of Wellington.

### **Decision 6: Central Library**

We support the Council's preferred option, Option 1: Strengthen now by temporarily exceeding the debt limit.

*"A library in the middle of a community is a cross between an emergency exit, a life raft and a festival; cathedrals of the mind; hospitals of the soul; theme parks of the imagination. On a cold rainy island, they are the only sheltered public space where you are not a consumer but a citizen instead". (Caitlin Moran)*

The restoration of a fully functioning Central Library is a critical and vital priority for Wellington citizens and Wellington City Council.

We commend the Council for the interim library arrangements in establishing two pop-up libraries and maintaining the reserves services and other functions. However, there is an urgency for the Central Library to reopen to provide for equity and social inclusion, and to revitalise the city centre.

The Central Library makes a critical contribution to equity in our city. Libraries are places for people of all ages, incomes, ethnicities and educational levels to gather and use. Libraries are of particular importance to children and older people, those with disabilities and people who may be socially excluded. They provide internet access (without cost) which is now vital to access social welfare benefits, services, jobs information and for quality of life. Libraries provide safe, comfortable places to read and access material that may not otherwise be accessed. A library may be one of the first places to open after a natural disaster.

We commend the Council in the decision to back high-level remediation of the Central Library which protects the building from future shocks, ensures a high quality and adaptable library service and to using the existing and much-appreciated building.

Any moves to use privatisation measures for funding the rebuild must continue to be rejected. We strongly support the latest decision by the Council to overturn and vote against privatisation measures. Privatisation puts access to the public asset of the Library and its services at risk. The equity benefits of the library could be lost. Furthermore, the purpose of the Library and its relationship to other Council functions are inextricably linked and the Council needs complete control over decisions and use of Council buildings. Unpredictable situations may develop or changes may be needed, and this will be negated if the Council does not control the Library building and its services.

Option 1 ensures that the time frame of reopening the Central Library in 2025 is met and that it remains wholly in public ownership, without increasing the financial burden on ratepayers. Lifting debt level as a mechanism to fund this vital public asset is responsible as the Central Library benefits future generations as well as current users in providing essential and vital services.

### **Decision 7: Sludge and Waste Minimisation**

PHA Wellington branch supports Options 4: Sludge minimisation through alternate funding, since this option aligns with waste minimisation and Zero Carbon plans without putting undue financial burden on ratepayers.

As noted in the Mayoral Taskforce report (2020) biosolids contain energy and nutrients that could be harnessed. An integrated approach is needed with consideration given to the New Zealand Standard for disposal of biosolids, the potential for biosolids to provide a sustainable fertilizer alternative to the use of phosphates and nitrogen, and the potential to harness energy from biosolids. The value of return of organic matter to a land-based cycle should be recognised, and investment made to realise opportunities for sustainability gain.

Option 1 (No change in current practice) is rejected, since it does not align with the First to Zero or Waste Minimisation plans. Option 2 (Investment in technology at Southern Landfill) is rejected as this is just volume reduction and continues the practice of transporting sludge across the city with inherent public health risks.

To solve the problem, investment in technology at the sewage treatment plant level is needed. This is described in Option 3: sludge minimisation by investment by the Council in the existing wastewater treatment site at Moa Point. While Option 3 is acceptable, Option 4 (Sludge minimisation through alternative funding) is our preferred option since it takes advantage of opportunities provided by the Infrastructure and Funding Finance Act of 2020 and puts less immediate financial burden on ratepayers compared to Option 3.

Options for funding include association with technically competent non-public organisations to develop a long-term solution that is sustainable and contributes to the restoration of the phosphate balance and land improvement for food supply.

Option 4, if done properly, could be economically self-sustaining as well as environmentally friendly and remove a significant pathway for pathogens to enter residential environments.

### **Additional issues crucial to public health, 2020-2030**

We note that the Long Term Plan makes little mention of alcohol harm or inadequate housing – both key concerns of Wellingtonians and important public health issues.

### **Safety in the City - Addressing Alcohol Harm**

Rates of assault in Wellington's CBD are 10 times higher than the national average <https://www.rnz.co.nz/news/national/428871/rate-of-assaults-in-wellington-cbd-10-times-higher-than-nation-s-average>. This is unacceptable and must be addressed.

Much of the crime and disorder in the central city is alcohol-fuelled. We note that Wellington does not have a Local Alcohol Policy (LAP) in place, and that efforts to put one in place seem to have stalled. We urge Council to adopt a LAP with a cap on outlets and, ideally, a sinking lid – especially of off-licences. There is growing New Zealand and international evidence that reducing the density of liquor outlets (especially off-licences) and the hours that alcohol is available can reduce violence (Livingston et al, 2007; Conner et al, 2021). We strongly urge WCC to use the functions and duties of the District Licencing Committee to act in the public interest and improve the participation of communities in the alcohol licensing process. We believe this will help reduce the number of off-licences in the Central City and limit the opening hours of on- and off-licences to reduce the late night availability of alcohol and associated crime and violence.

## **Housing**

We acknowledge WCC for its role as a significant provider of social housing in our city. The provision of social housing reduces health problems and hospitalisation of people in acute housing need (Baker et al, 2010). Due to the current housing crisis, we recommend that the Council increases investment in safe and healthy social housing, and emergency accommodation.

The housing shortage in Wellington is acute. Recent data suggests Wellington has the most understocked housing inventory in the country. <https://www.stuff.co.nz/life-style/homed/housing-affordability/124847457/wellington-has-the-most-understocked-housing-inventory-in-the-country-says-new-data>

The waiting list for social housing has increased in recent years, as rents and house prices have kept on rising. As Wellington's population increases, demand for housing increasingly outstrips supply. Therefore, vulnerable families and individuals feel the pressure of an exceptionally competitive housing market. Wellington's population is projected to increase further. It is estimated that up to 30,000 additional housing units will be required to meet the city's housing needs by 2043. Population groups such as migrants and older people and a shift towards more one and two persons households also have implications for the type of housing required in the city.

Home ownership has become increasingly unaffordable for Wellingtonians. In 2014, New Zealand's median house cost was \$400,000. The median income across all sources was \$31,200 per annum. Now, the median house cost is more than \$700,000 and median income from all sources is still just \$33,904 (Corelogic, 2020). High rents make it difficult for households to pay for the other basics needed for health (e.g. healthy food, home heating).

Healthy homes advance great physical and emotional well-being. Conversely, low quality housing and lack of housing (e.g. people living in cars, or 'couchsurfing') contribute to medical conditions like persistent infections, respiratory illness, rheumatic fever, tuberculosis and mental health problems (Braveman et al., 2011). Children are particularly vulnerable to the health effects of poor housing,

with hundreds of Wellington children hospitalised each year with preventable conditions (Ingham et al, 2019).

Thus, for the health and wellbeing of Wellington residents the Council needs to increase investment in social housing and emergency housing (Parity, 2007). Furthermore, the Council has a role to play in maintaining rental housing standards. We strongly urge WCC to incorporate increased housing investment in the current Long Term Plan.

## **Conclusion**

The Wellington Branch of the Public Health Association is keen to work closely with the Wellington City Council on the infrastructural and regulatory issues that impact on the health and wellbeing of Wellington residents. Overall, we support the community outcomes framework, the six priority objectives for the coming three years, and much-needed emphasis on infrastructure investment. However, we urge the Council to make the above amendments to the Plan, to ensure the best outcomes for our city

Nāku noa, nā

Ramil Adhikari

Chairperson

Wellington Branch

Public Health Association of New Zealand

### **About the Public Health Association (PHA)**

The Public Health Association (PHA) is a national membership association with a commitment to health for all. Public health focuses on promoting good health and preventing illness in communities and populations. The Wellington Branch has about 90 members who work in the public, private and not for profit sectors and collectively hold a high level of expertise on issues that affect wellbeing.

Our vision: health equity in Aotearoa  
Hauora mo te katoa – oranga mo te Ao

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Submission to Wellington City Council's Long-Term Plan 2021 - 2031



To Wellington City Council

Thank you for the opportunity to make a submission to your proposed long-term plan 2021 – 2031.

We have looked at your plan through a wellbeing and physical activity lens. We implicitly believe in the value that being physically active can add to increasing and maintaining wellbeing at an individual, city and district, and regional level.

Consideration of your proposed projects through a wellbeing and physical activity lens involves taking account of several factors including:

- the impact of proposals on play, active recreation, active transport, and sport opportunities
- the extent to which proposals support diversity and inclusion that help to address inequity of opportunity
- spaces and places that are designed for multi-use and multi-domain purposes
- the opportunity to activate cities and towns and communities

At the same time, we are taking the opportunity to introduce you to the changes we have made here at Nuku Ora (formerly Sport Wellington) with a view to understanding how your council and Nuku Ora can work more effectively together on physical activity opportunities and experiences that encourage and support greater wellbeing in your communities.

We would welcome an opportunity to talk to you about our submission.

Nga mihi



Phil Gibbons  
Chief Executive



## Introducing Nuku Ora

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Kia rau nuku

Kia rau wai

Kia rau ora

Like the water that flows through our region, connecting us and providing energy and life, we want physical activity to flow through our lives, connecting us and bringing health, wellbeing, and joy.

Our whakatauki was developed from the common themes arising from conversations we had with mana whenua around the meaning and value of physical activity and the importance to our work of the land, the people, physical activity, and health and wellbeing.

This in turn led to the creation of our new name and visual identity.

### ***Why change?***

Our previous name did not accurately reflect the purpose of our organisation, the scope of the people and partners we work with, and the mahi we do every day to ensure that everyone has equitable opportunities to be active, healthy, and happy.

We have been working in the health, sport, and recreation space for over twenty years but because our name has always been Sport Wellington, many of our stakeholders and community have perceived our focus, indeed our sole focus, to be sport.

Sport is important to the wellbeing of the region and will remain a key component of our work; but it is not the answer for everyone. Our communities are telling us they need more diverse ways to be physically active; they are looking for opportunities through active recreation, active transport, play and sport. Each of these has a role to play in improving the wellbeing of communities in this region.

We needed an identity that removed any barriers to building relationships with partners and communities in all the sectors we operate in. We needed an identity that all our staff could proudly wear on their t-shirts, no matter who they are working with or what they are doing.

While for some people it might just be a 'name change', for us this process has been about creating a unifying identity for the organisation. Something that truly reflects the outcomes we want to achieve, and the work each of our staff do every day.



## Nuku Ora Strategy 2032

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Strategy 2032 is our 12-year strategic plan. It signals a departure from previous strategic plans in that it:

- Highlights wellbeing as a critical outcome, in particular the aspects of wellbeing that can be enhanced through physical activity
- Focuses broadly on physical activity (play, active recreation, active transport, and sport)
- Emphasises the need to address inequitable access to physical activity.

Our communities have told us that things are changing for them and while there is incredible value to individuals, for whanau, for communities, and for our region through being physically active, not everyone in our region has equitable access to opportunities.

We know that the gap between active and inactive populations is widening and that traditional offerings are not the solution for everyone meaning we must respond differently.

### Strategy 2032

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Our Vision: Hauora. Everyone active, healthy, and happy

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Our 12-year Strategic Outcome: Improved wellbeing through increased physical activity

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Our Purpose: Transforming lives in the Wellington region.

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Although our new strategy has a 12-year focus we will work on three four-year blocks. This gives us the ability to adapt and adjust to the changing needs of our communities.

We have identified three strategic priorities for the first phase from 2020-2024. These priorities are:

- 1. Less active people become more active**
  - Our approach here is to target specific communities where there are higher rates of inactivity and focus our effort on changing this.
- 2. Opportunities to be active better meet the needs of participants**
  - We want providers to understand the importance of removing barriers and understanding better the needs of participants to support and encourage ongoing, regular participation as well as creating quality experiences that realise the value of physical activity for maximum wellbeing benefit.
- 3. A connected and effective regional physical activity system**
  - Our focus here is on building a system that supports physical activity through facilitating and working in partnership with organisations that have an interest in wellbeing through physical activity and ensuring that there are enough of the right resources – people, money, spaces and places, insights, and opportunities to enable more physical activity.

To implement Strategy 2032, we will:

- Recognise community differences within a regional context
- Collaborate meaningfully to create value for partners and communities
- Be advocates for inclusion as we recognise the diverse nature of our communities so that no-one misses out.

## Our focus on less active people and communities

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Covid's impact has heightened the inequities in the regional physical activity system from both a provider and participant perspective. Participation numbers have not returned to pre-Covid levels and providers are struggling to address the financial and membership challenges that exist with reduced capacity (another consequence of Covid) for many. The effects of Covid will continue to have an impact on their operations for some time to come.

In response Nuku Ora is garnering its resources and focusing on specific communities within the region. Our work is increasingly focused on less active people and communities - specifically:

- Tamariki and rangatahi
- Women and girls
- People with a disability
- Maori and Pasifika communities
- Those living in high deprivation areas

These are communities of interest to our two organisations, and we would welcome the opportunity to work with officials on collaborative responses.

## A focus on physical activity (play, active recreation, active transport, and sport)

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Our insights tell us that people in our communities are looking for different ways of being physically active while also facing different barriers to accessing opportunities that may already be on offer.

Levels of play amongst our children are declining. We want to address this decline given that a playful childhood is a critical element in living a physically active life. We are building our knowledge about the importance of self-directed play for children as a means of supporting their development and wellbeing. This goes beyond the provision of a playground – it is about having a broader focus on creating playful environments and communities giving children time, place, and permission to play in a way that works for them.

Sport remains an important part of the physical activity landscape, but participation in sport is declining (in some sports more than others) and in general, people are wanting to be active at a time and place that fits their lifestyle rather than in a scheduled manner. Volunteering is also changing as people look to fit this into their lives. Volunteers are giving less time and looking for shorter, less time-consuming commitments through episodic volunteering or project-based volunteering. Changes occurring in our communities such as an ageing population, greater ethnic and cultural diversity, and changes to work also impact volunteering.

Active recreation is non-competitive physical activity for the purpose of wellbeing and enjoyment. It includes activities that occur in built, landscaped and natural environments (including outdoor recreation, fitness/exercise, community recreation, aquatics), which are undertaken by individuals and by groups, and occur with and without the involvement of a 'provider' group or organisation (that is, can be undertaken independently).

Active recreation provides a significant opportunity to attract people who are seeking a broader range of activity experiences. In the wider Wellington region, we are almost spoilt for choice when it comes to active recreation - walking, swimming, cycling, equipment-based exercise, fishing, running, yoga and more. And, we have lots of opportunities to participate regardless of our age, life stage, income, culture, place of residence, physical ability, or other factors.

People want physical activity to be an easy fit with their everyday lifestyles. Active transport, whether it be walking, biking, scootering, or skateboarding, provides a great opportunity for people to integrate physical

activity into their daily routines. Our interest is in ensuring that active transport is supported through the presence of connected networks of walkways and cycleways and that active design principles are widely applied to create active environments.

## Sector challenges

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### *Post-Covid*

As stated earlier, Sport NZ data shows that participation numbers have not returned to pre-Covid levels and providers are having to contend with the financial and membership challenges that exist. Sector organisations which play a key role in enabling New Zealanders to be active were impacted through lost revenue, cash flow difficulties, reduced capacity and change of membership. More significant was the loss of Class 4 gambling revenues during Alert Level 3 and 4 restrictions. The sport and recreation sector lost about \$14 million of funds for each of the three months gaming activity did not occur during Alert levels 3 and 4. Currently participation rates are around 90% of pre-Covid levels.

### *Fees*

RSOs are increasingly affected by the rising cost and affordability of community sport. As the costs of provision increase so too does the cost of participation and for many participants this becomes a barrier. Given the inequities that already exist within the physical activity system we know that sport is out of the reach of some in our communities.

We acknowledge the challenge for council around setting fees and covering costs. Of concern to many RSOs is the ongoing increase in fees for use of sports fields and facilities used for community sport. Their concerns are around ensuring that there continues to be affordable access to an adequate number of spaces and places to run their activities. While RSOs look to absorb fee increases there is a point at which these have to be passed on to their member clubs creating an additional financial burden on predominantly volunteer led and run organisations.

### *Facilities*

Access to and use of facilities is the main area of interaction between the sector and councils. At Nuku Ora we are looking at ways we can initiate regular conversations between all councils and facility users to talk about facility use and development and address collaboratively issues that may arise. Of interest to users currently are:

- Maintaining minimum standards of maintenance and upkeep of facilities to be able to optimise the use of spaces and places across the regional network.
- Exploring ways to have better alignment across the region's Councils on strategic and operational facility matters. In the case of RSOs, which have a regional focus, they are required to work with all councils and within the different systems, pricing, standards, and other requirements of each council which can be both time consuming and problematic at times.
- Responding to the changing needs of participants appropriately. Many sports are identifying the importance of providing female friendly facilities including separate toilets and shower blocks given that men's and women's matches are increasingly scheduled at the same time. There is also a need to consider the facility needs of other genders, people with disabilities, and others who are not currently universally catered for.
- Developing a greater understanding of the asset management approaches of councils particularly around repairs and maintenance cycles
- Flexibility of cost models for facilities such as artificial turfs once the capital outlays have been paid for.

There is recognition by the sector of the complexities of facility management and the extent to which facilities are subsidised by council. As a region our network currently meets demand and there is awareness of the work being done by councils to respond to the challenges of anticipated growth in our communities.

## Nuku Ora's feedback on specific proposals

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### **Project: Cycleways**

We support your preferred option for developing and managing cycleways in Wellington.

We believe there needs to be a proactive approach to developing active transport infrastructure particularly as it impacts on the availability of walking and cycling pathways (and other non-motorised forms of active transport) that enable people to easily integrate physical activity into their daily lives and connect with their personal places of interest. Walkways and cycleways support safer and more environmentally friendly journeys from and to these places of interest for users. If considered during the design of these spaces, we believe they can also be used to create opportunities for the inclusion of play-along-the-way activities as part of those journeys.

### **Other projects**

We support the moves to upgrade and earthquake strengthen community sport infrastructure. The Regional Spaces and Places Plan identifies the resiliency challenge of our ageing network of facilities as a key risk. We would advocate for consideration of active design principles and consideration of universal design principles during any development and/or upgrade to maximise the physical activity opportunity provided and to make these spaces available and accessible to all.

We support and have an interest in the North Grenada Sports Hub development. We believe that this development responds to anticipated growth in Wellington, will fill a gap in provision in this location, and add to the regional network of spaces and places.

### **Funding request: Spaces and Places (Facilities) shared role**

The Regional Spaces and Places (Facilities) Plan was signed off by the region's Mayors in December 2019. The plan provides a strategic framework for joint decision-making about facilities deemed regional, national, and international facilities while also advocating for local planning at city and district levels that considers the broader regional network of facilities. While implementation of the plan began in early 2020, progress has been slowed by the impact of Covid-19.

Nuku Ora has undergone a strategic review of its structure and made changes to ensure it can deliver its new strategy and that it can continue to operate in a fiscally responsible way given the impact of Covid-19.

A dedicated resource to support the implementation of the Regional Spaces and Places plan is one of the at-risk roles in the new structure, hence this proposal to consider a shared role across the region's councils and Nuku Ora.

### **Proposal**

The proposal seeks consideration by each of the region's councils to support a Regional Facilities Advisor role which would be housed and managed by Nuku Ora. The purpose of this role is to:

- Guide the implementation of the Wellington Region Spaces and Places (Facilities) Plan through working alongside local authority partners, investors, and user groups.
- To provide a regional view on facility developments, ensuring that new facility developments and re-developments are aligned to the principles identified in the regional plan.

- To provide support and advice to facility development partners to ensure regional plan outcomes are met.
- To work alongside your council's staff and provide support to their work including connecting with the sector and Sport NZ on facility matters.

Nuku Ora has secured some funding for this role and is looking for investment from council partners to create a shared role from 1 July 2021 through to 30 June 2024 with a review of the arrangement to be carried out at the end of the first year (during July/August 2022). Nuku Ora will also continue to contribute to the role.

We are asking for your consideration of investing in this role. Note that should this proceed, there will be detailed accountabilities back to individual councils against any investment received. Additionally, it is proposed that progress reports against the regional plan will be provided to Council CEO and Mayoral forums.

We are asking for your consideration of a contribution of \$39,000 on an annual basis for the next three years.

We welcome an opportunity to talk further with you on all these matters.

Nga mihi  
Phil Gibbons



Public Service Association  
Te Pūkenga Here Tikanga Mahi

## Submission on Long Term Plan

# PSA submission to Te Kaunihera o Pōneke - Wellington City Council Long Term Plan 2021-31

10 May 2021

## Background

The New Zealand Public Service Association Te Pūkenga Here Tikanga Mahi (the PSA) is the largest trade union in New Zealand with over 77,000 members. We are a democratic organisation representing members in the public service, the wider state sector (the district health boards, crown research institutes and other crown entities), state owned enterprises, local government, tertiary education institutions and non-governmental organisations working in the health, social services and community sectors.

PSA represents over 9000 members working in local government including over 400 at Wellington City Council.

The PSA has been advocating for strong, innovative and effective public and community services since our establishment in 1913. People join the PSA to negotiate their terms of employment collectively, to have a voice within their workplace and to have an independent public voice on the quality of public and community services and how they're delivered.

We are an organisation that is committed to the principles of the Treaty of Waitangi.

## The PSA in Pōneke Wellington

The PSA represents over 18,000 members who live and work in Pōneke Wellington of whom 460 work for Wellington City Council and its agencies. All of these members have a strong interest, as residents of Wellington, in the Plan and its aspirations and intentions; and those members employed by the Wellington City Council and its agencies have an additional interest in how the Plan will affect their jobs and working conditions.

The PSA is a principal partner of the Living Wage Movement and a strong supporter of Wellington City Council's move to becoming an accredited Living Wage employer in 2018.

This submission has been prepared by local PSA members who work in Wellington. We wish to speak to this submission, and the contact person is:

**Maddy Drew**





Public Service Association  
Te Pūkenga Here Tikanga Mahi

## Submission on Long Term Plan

### PSA vision for local government

Local democracy is a cornerstone value for the PSA: vibrant communities are underpinned by strong democratic institutions that aim to support and maximise citizen participation in local decisions. We support public ownership and control of services and facilities.

The PSA believes that the constitutional independence of local government must be supported and strengthened.

### Overall comments on the draft plan

#### Workforce

All workers should be paid a fair and decent wage. Equal pay for equal work is a human right, with legal force under the Equal Pay Amendment Act 2020 and is one of PSA's four strategic goals.

While we've been pleased to see some movement towards improving Council's processes for setting and reviewing pay levels over the past triennium, workers at Wellington City Council still receive less, on average, for the same work than those at other Councils, despite Wellington's comparatively strong economy. This has detrimental effects on staff wellbeing and on the ability to attract and retain skilled staff against competition from the state and private sector. At last measure it also has one of the highest gender pay gaps among all territorial authorities in Aotearoa. According to a PSA survey conducted in November 2019, this stood at 17.69%, compared with 14.86% for local government overall. Wellington City Council has agreed to work with PSA to close this gap. Our next survey will be taking place later this year.

Under the Human Rights Act 1993, discrimination on the grounds of age, gender, sexual orientation, relationship status, religion, ethnicity, disability or illness, or political opinion is illegal. All staff at Council must therefore have equality of access to training, development, and advancement opportunities.

We strongly recommend Wellington City Council set aside adequate resource to support equal pay claims (current and in the future), closing the gap with local government median rates, pro-actively identifying and addressing discriminatory practices, and other adjustments as may be agreed through the collective bargaining process.

#### Living Wage

The PSA is a principal partner of the Living Wage Movement, and has been instrumental in the campaign in local government.

We commend Wellington City Council on its ongoing accreditation as a Living Wage employer. We welcome the announcement of a \$300,000 annual grants fund to support local events that pay a Living Wage and look forward to continuing to work with Council on how it can use its mana and influence to support Wellington's aspiration to become Aotearoa's first Living Wage city.



Public Service Association  
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## Submission on Long Term Plan

### **Workload**

Safe workloads are a critical issue for the health and wellbeing of workers, and the sustainable functioning of council services. Excessive workloads are a common complaint from our members at Wellington City Council, with unreasonable delays in filling vacancies frequently cited as the largest contributing factor. We recommend Wellington City Council ensure adequate resourcing and consistent policies across the organisation for:

- Timely refilling of vacancies
- Appropriate re-allocation and/or reprioritisation of duties while vacancies are unfilled, with priority given to the wellbeing of staff
- Staff to receive reasonable compensation for extra duties (the employer should offer this without the staff member needing to ask)

### **Keeping services in-house**

The PSA's view is that services (and assets) should, in principle, be retained in-house rather than be outsourced or removed to a CCO. A key issue for PSA members is ensuring that CCOs and other contracted service providers remain fully accountable to the Council and to the service users. Additionally, we want assurance that Council will require that contractors follow 'responsible contractor' policies, including best practice employment requirements, health and safety best practice, a commitment to workforce and career development and job security.

We commend Wellington City Council for bringing its digital and IT infrastructure services back in house after the widely-acknowledged shortcomings of the Shared Services model.

PSA notes the significant uncertainties about future costs contained in the proposed LTP, particularly around major infrastructure projects. We seek commitment from Wellington City Council to keep services in house, that the outsourcing of essential services would not be preferred options should Council see a need to rebalance expenditure in response to changes in the anticipated costs of these projects. Experience has shown that whatever the apparent short-term gains, outsourcing is not an effective or socially responsible way to reduce expenditure over the medium to long-term.

### **Asset sales**

In principle, the PSA strongly supports the retention of publicly owned assets in public ownership and control and we oppose the sale of assets that are large-scale, strategically important to the economic, environmental, cultural and social well-being of the community, and the sale of which will disadvantage future generations. We believe that these are the tests that should be applied by the Council in making any decision to sell assets.

Our members strongly support the timely strengthening of the Central Library as essential to the rejuvenation and reactivation of the Civic Precinct. PSA commends Wellington City Council on its decision not to proceed with proposals to partially lease the Central Library to the private sector, since this will retain valuable office space in the Civic Precinct for staff who provide essential services.



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We strongly believe that the retention and (where necessary) redevelopment of publicly-owned office space for Wellington City Council staff is in the best interest of our members, Council, and Wellington residents. Relying on private leases to provide office space (as is the case currently) has massive disadvantages over the medium-to-long term, reducing the flexibility and adaptability of these worksites, diminishing Council's mana, and exposing the organisation and staff to significant uncertainty.

Te Ngākau Civic Square has been the vibrant heart of Wellington's commons for some three decades, and Council has benefitted from its presence here in the CAB and MOB buildings alongside the Central Library and City Gallery, providing a strong link between these functions. For staff, the location provides a sense of immediacy and intimacy with our city's creative & entertainment centres. For the public, it is a visible, accessible, and welcoming space for them to engage with their local authority and access information and services.

With that in mind we would be strongly averse to any proposal for the sale or long-term lease of Council-owned office space to the private sector which does not give due consideration for suitable alternative long-term accommodation of Council staff in publicly-owned office space. **Decision 5 – Fixing resilience issues in Te Ngākau Civic Square**, the preferred option given by Council for CAB & MOB is **Option 1** - "Demolish and site redeveloped through a long-term ground lease". While this might save some money in the short term, it would severely constrain Council's ability to adequately house its staff in future.

Of the options proposed, **Option 3** – "Retain and seek to repurpose" is the only option that meets the needs of the organisation and the public it serves. However, we would consider supporting any alternative proposal which retained the ability to suitably house the majority of Council staff in the precinct or another suitable location.

Given the likely impacts of climate change on sea level, we urge Wellington City Council to include appropriate flood hazard mitigation in its ongoing planning and redevelopment of the precinct.

### Transport

PSA strongly supports increased investment in sustainable and accessible transport options, including cycleways and other alternatives to private motor vehicles. Given the high level of public interest in changes to the transport network, it is of course crucial that Council (and partner agencies) engage pro-actively with residents to ensure that changes to the network are well-tested locally and supported by those affected. Many Council staff live on cycle routes and would benefit from expansion of the cycleway network.

Let's Get Wellington Moving is an ambitious proposal to transform our transport network and successful delivery will hinge upon strong support from & cooperation between partner agencies. Given present uncertainties around Let's Get Wellington Moving's governance structure and delivery



Public Service Association  
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## Submission on Long Term Plan

timeline, we encourage Council to continue working proactively with partners to improve our transport network both alongside and within the LGWM framework.

### Environment

Wellington City Council's commitment to the *Te Atakura – First to Zero* strategy is an encouraging sign that it takes its role in mitigating and adapting to climate change seriously.

While initiatives to support individuals to reduce their carbon footprint are commendable, this needs to be appropriately balanced by incentives for business and industry to reduce theirs. The initiatives proposed in the Long Term Plan are all positive steps in the right direction, however, PSA recommends Wellington City Council explore additional supply-side mechanisms to reduce emissions by local industry, including through grants/funding and resource consent processes.

Unlike many cities in Aotearoa (e.g. Christchurch, Tauranga), Wellington City Council does not collect and process green waste at the kerbside. Green waste accounts for around 22.8% of the waste sent to Wellington's Southern Landfill, which currently generates over 3000 tonnes (overall) per year in methane emissions. Small-scale kerbside collection and home composting trials have shown promising results over recent years. Given this, we're disappointed to see that the LTP as proposed does little to build on those efforts. Given its zero carbon commitments Wellington's reputation as our most innovate and progressive city, we strongly encourage Wellington City Council to be more ambitious with its waste management strategy and learn from the successes of other major cities in Aotearoa.

PSA also recommends Wellington City Council explore ways to improve the processing of Wellington's recyclable waste, to both expand the range of waste covered and reduce emissions generated.

Regarding sludge minimisation, while Council has recommended **Option 4** – "Sludge minimisation through alternate funding", as read we are concerned this presents significant risk should external funding fall through. While it would require a slightly higher budgetary commitment on paper, we suggest **Option 3** would ensure funding is adequately ringfenced should alternative funding not be forthcoming.

### Housing

PSA strongly supports increased investment in affordable & social housing, and Council's ongoing efforts to end homelessness in line with the Te Mahana strategy.

However, we note with concern that even the "affordable" rental housing launched by Council in 2020 under the [Te Kāinga](#) programme remains well out of reach for most residents, starting at \$410/wk for a single bedroom apartment. While purportedly targeted at "People who work in essential public sector roles", this pricing would seem to suggest that Wellington City Council does not view the majority of front-line workers who deliver public services as "essential".



Public Service Association  
Te Pūkenga Here Tikanga Mahi

## Submission on Long Term Plan

We note Council's concerns about the future operating costs of City Housing. We would not support any increase of social housing rents beyond the current 70% of market rents since this would disproportionately impact low-income and migrant residents. Given the importance of Council's ongoing role as a provider in this space, we encourage the exploration of other options to meet these costs. This might include finding ways to make the Income Related Rent Subsidy available to tenants, working through or with registered Community Housing Providers.

Poor conditions in private residential tenancies have been widely reported in local media, along with exploitative practices by some property managers. While we have seen improvements to renters' rights from central government, the onus largely remains on tenants to enforce these in a situation where they may be unaware, unable, or unwilling (due to the inherent power imbalance of the landlord-renter relationship) to do so. PSA notes that Councils have significant statutory authority under the Health Act 1956 to enforce Healthy Homes standards in private tenancies within its boundaries. We encourage Wellington City Council to explore ways to use this authority to improve living conditions for vulnerable residents, in conjunction with other relevant agencies.

### **Governance**

Our members strongly support WCC increasing its investment in building strong mana whenua partnerships, as well as investing in increased internal capacity to enhance its cultural competency, and make Council a place where Māori staff feel comfortable and supported to work as Māori, fully embracing their tikanga.

### **Fee Changes**

PSA's view is that public services should be accessible to all people, regardless of income level. The LTP 2021-31 proposes significant fee increases across a broad range of key services which will increase barriers to service access, and disproportionately impact low-income residents. We strongly encourage Council to consider alternatives to fee increases wherever possible; and explore options to minimise the impact of increases on low-income residents (e.g. Community Services Card holders).



Public Service Association  
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## Submission on Long Term Plan

### Conclusion

#### **Recommendation 1:**

That Wellington City Council set aside adequate resourcing in the LTP to eliminate its gender pay gap, close the gap with median pay across the sector, and other such adjustments as may be agreed through the collective bargaining process.

#### **Recommendation 2:**

That Wellington City Council ensure adequate resourcing and consistent policies across the organisation to avoid unreasonable workloads, consistent with its commitment to staff wellbeing.

#### **Recommendation 3:**

That Wellington City Council provide assurance to residents that the outsourcing of essential services and sale of significant public assets would not be preferred cost-saving options should capital expenditure exceed LTP projections.

#### **Recommendation 4:**

That Wellington City Council pursue options for the redevelopment of Te Ngākau Civic Square which retain the ability to suitably house the majority of Council staff in suitably located, publicly-owned office space.

#### **Recommendation 5:**

That Wellington City Council provide additional resourcing, beyond that proposed, to expand and improve the city's waste management systems, including the development of infrastructure to support kerbside green waste collection.

#### **Recommendation 6:**

That Wellington City Council build on its role as a housing provider and regulator to combat the housing crisis, and support the expansion of genuinely affordable, liveable housing in the inner city and surrounding suburbs.

For further information, please contact:

Maddy Drew

Organiser

New Zealand Public Service Association

PO Box 3817

Wellington 6140



# Submission form

## Kōrero mai mō te mahere 10-tau Have your say on our 10-Year Plan

All submissions must be received by **midnight Monday 10 May 2021**.

You don't have to give feedback on every decision – 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 12 Manners Street, or visit [wgtn.cc/ltp](http://wgtn.cc/ltp).

### 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.

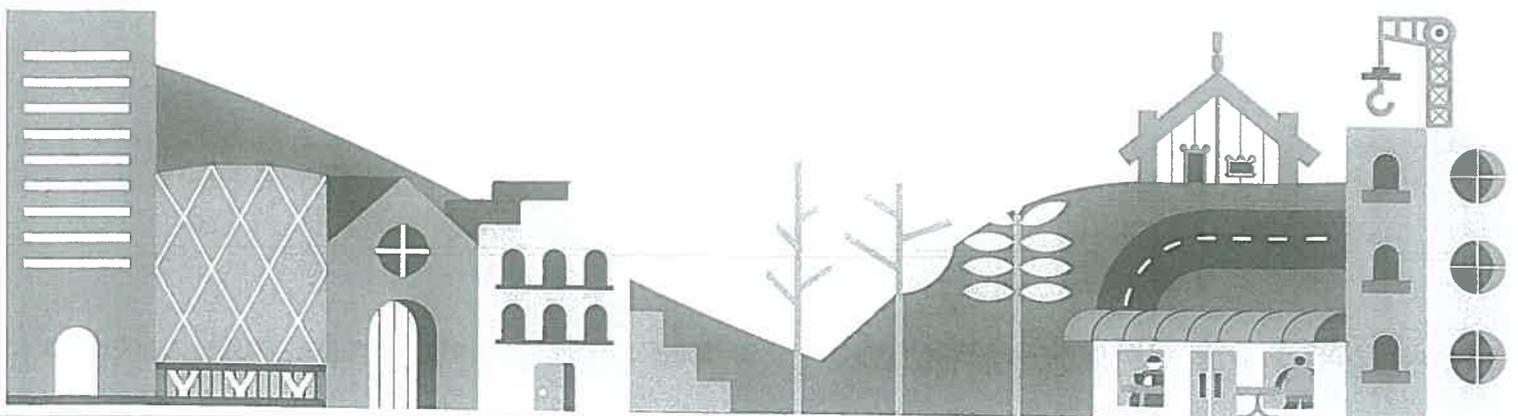
### Privacy statement

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, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

Full name: <u>Daran Ponter</u>		
<b>Contact details</b>		
Address: [REDACTED]		
Phone: [REDACTED]		
Are you making this submission as an individual or on behalf of an organisation?		
<input type="checkbox"/> Individual	<input checked="" type="checkbox"/> Organisation: ✓	
What is your connection to Wellington? (tick all that apply)		
<input checked="" type="checkbox"/> I am a Wellington City Council ratepayer	<input checked="" type="checkbox"/> I live in Wellington	<input checked="" type="checkbox"/> I work in Wellington
<input type="checkbox"/> I own a business in Wellington	<input type="checkbox"/> I study in Wellington	<input type="checkbox"/> I am a visitor to Wellington
Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?		
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
If yes - We are offering two ways of speaking to Councillors about your submission. (Please tick which option(s) you would prefer?)		
<b>Oral forum</b> (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)	<input type="checkbox"/> Morning	<input type="checkbox"/> Afternoon
		<input type="checkbox"/> Evening
<b>Oral Hearing</b> (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation) ✓	<input type="checkbox"/> Morning	<input type="checkbox"/> Afternoon
		<input checked="" type="checkbox"/> Evening



## Our seven big decisions

The next seven questions relate to the big decisions for the 10-year plan.

- **Decision 1:** Increasing spending on the three waters network to fix the pipes
- **Decision 2:** Taking responsibility for the ownership of wastewater laterals
- **Decision 3:** Increased investment in cycleways
- **Decision 4:** Implementing our Te Atakura, First to Zero action plan
- **Decision 5:** Choosing a plan for earthquake-prone Council Office buildings
- **Decision 6:** Funding the Central Library strengthening and upgrade
- **Decision 7:** Choosing a plan for sludge minimisation

Detailed information on these decisions are on pages 20 to 47 of the Consultation Document.

**Question 8** in this submission form is a place for you to comment or provide any other feedback on the decisions.

You are also able to attach further information to your submission at the end of this form.

1. Investment in three waters infrastructure				
<p>There are three different levels of investment in the three waters network to consider. Our preferred level of investment is the <b>Enhanced</b> option, which focuses on improving the condition and reliability of the network in an affordable and sustainable way.</p> <p>Problems with pipes have been a long time in the making, and we cannot fix everything at once. The Enhanced option represents a \$2.4b investment in our three waters network and is the middle-ground option that we are confident of being able to deliver in this plan. We will be able to review the level of investment in our next Long-term Plan review in 2024, when we will have more information on the network.</p> <p>A summary of the proposed investment in in the three waters network is on pages 22 - 26 of the Consultation Document.</p>				
Which of these options do you prefer?				
Enhanced (\$2.4b Council's preferred option)	Maintain (\$2.0b investment - lower rates and debt)	Accelerated (\$3.3b investment - higher rates and debt)	None of these options	Don't know

2. Wastewater laterals			
<p>Currently residents are responsible for the maintenance of the pipes connecting their property to the wastewater (sewerage) main underneath the road corridor. These are called wastewater laterals.</p> <p>We propose that the Council takes ownership of the laterals between the property boundary and the sewerage main underneath the road corridor.</p> <p>A summary of the proposal to take responsibility for wastewater laterals is on pages 28 - 29 of the Consultation Document.</p>			
Which of these options do you prefer?			
Take ownership (Council's preferred option, \$32m investment)	No change (no change in investment, rates or debt)	Neither of these options	Don't know

### 3. Cycleways

Cycleways is an area where we have ambition to seriously lift our game – we'd like to build a network of connected and safe cycleways that allow Wellingtonians to be able to choose cycling as a mode of transport. Our full programme for the network can be viewed at [transportprojects.org.nz](http://transportprojects.org.nz) and if all of the routes were progressed, there would be a \$226m investment across the 10 years of this plan.

Our preferred option is a \$45m or 60 percent increase in funding for cycleways than what was planned in the previous Long-term Plan. It will progress \$120m of the full \$226m programme

We believe the high investment programme option balances the need for increased investment in this area with what is affordable for Council and what we will be able to deliver. It allows time in the programme for robust community engagement and to build capacity in the Council and the sector for the full programme to be eventually delivered.

A summary of the proposed investment to build more cycleways is on pages 30 – 33 of the Consultation Document.

Which of these options do you prefer?

High investment programme (Council's preferred option, \$120m capital investment)	Finish started projects (\$29m capital investment, lower debt and rates)	Medium investment programme (\$39m capital investment, lower debt and rates)
Accelerated full investment programme (\$226m capital investment, higher debt and rates)	None of these options	Don't know

### 4. Te Atakura First to Zero (Climate Change)

Te Atakura – First to Zero is our response to the climate and ecological emergency we declared in 2019 but it is not yet funded.

Te Atakura is intended to ensure sufficient activity is undertaken in this decade to reduce our emissions. Council can do this by supporting the transport mode-shift projects, as well as encouraging the uptake of electric cars, providing seed funding to leverage businesses and community impact and supporting residents to be motivated to take action.

Our preferred option is to fully fund Te Atakura, which is included in our 5.3 percent average increase across 10 years.

A summary of the proposed investment in Te Atakura – First to Zero Action Plan is on pages 34 – 37 of the Consultation Document.

Which of these options do you prefer?

Fully fund the programme (Council's preferred option, \$29.9m investment)	Medium investment with savings (\$25.4m investment, lower rates and debt)	
Low level of funding (\$18.1m investment, lower rates and debt)	None of these options	Don't know

### 5. Te Ngākau Civic Precinct - Council office buildings

Te Ngākau Civic Square is the musical, creative and democratic heart of Wellington but it has significant resilience challenges.

While we are still working through finalising the framework for Civic Square, a specific decision is required in this Long-term Plan with respect to the future of the Council office buildings - the Municipal Office Building (MOB) and the Civic Administration Building (CAB).

As the two buildings are connected, and have similar resilience issues, it is important that the future of them is considered together.

Our preferred option is to demolish and rebuild the MOB and CAB buildings in partnership with private investment through a long-term ground lease for the site.

Combining a MOB and CAB development would enhance this opportunity and significantly decrease the need for additional Council borrowing and ratepayer funding to address these impaired buildings.

A summary of the proposed approach to developing of Te Ngākau Civic Square on pages 38 – 41 of the Consultation Document.

Which of these options do you prefer?

Demolish and site developed through long-term lease (Council's preferred option)	Proceed with base build proposal for public purposes (higher debt and rates)		
Retain and seek to repurpose (higher debt and rates)	Sell to support development (no debt or rates impact)	None of these options	Don't know

## 6. Fixing the Central Library

Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

After hearing from Wellingtonians in the 2020 consultation, Council agreed to recommend the high-level remediation option to be part of this plan. This option makes the building resilient to future shocks and supports our ability to deliver an adaptable modern library service, while preserving the buildings heritage. It also allows us to mitigate some climate change impacts in the future.

Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225 percent to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225 percent, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 - 2024/25.

A summary of the proposed investment to fund the fixing of the Te Ngākau Civic Square Central Library is on pages 42 - 44 of the Consultation Document.

Which of these options do you prefer?

Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% rates increase)	Council to strengthen Central Library later (complete in 2028 instead of 2025, additional 0.83% rates increase)	
Strengthen now by increasing rates further (additional 1.79% rates increase)	None of these options	Don't know

## 7. Reducing sewage sludge and waste

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

Our preferred option is to invest in a sludge minimisation programme through another funding source. This means the project would not be funded by Council, but if it is funded through a Special Purpose Vehicle, a levy of about \$70-\$100 per year will be charged to each ratepayer.

A summary of the proposed investment in sludge and waste minimisation is on pages 45 - 47 of the Consultation Document.

Which of these options do you prefer?

Sludge minimisation through alternate funding (Council's preferred option, \$147m-\$208m capital investment funded through a levy, no additional rates increase)	No change in current practice (no change to investment, rates or debt)	
Invest in technology at Southern Landfill (\$86m-\$134m capital investment and higher rates)	Sludge minimisation - through Council funding (\$147m-\$208m capital investment, above debt limit and higher rates)	
None of these options	Don't know	

## 8. Feedback on these decisions

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

Investment in three waters infrastructure	Wastewater laterals	Cycleways
Te Atakura (climate change) ✓	Central Library	Sludge and waste minimisation
Te Ngākau funding for future work	None of these	

If the space on the next page is not adequate for your comments, please feel free to attach supporting information to the submission. **Please be clear** what decision you are commenting on.

Comments

Please see comments attached on  
Te Atākura (Climate change).

**Comments**

**9. Proposed 10-year budget (see page 10 for details)**

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

The first year of the plan has a rates increase of 13.5 percent (after growth) and there is an average of 9.9 percent (after growth) over the first three years. This is higher than previous plans because of the **key challenges** faced by the city including infrastructure, housing, earthquake strengthening and and COVID-19 impacts.. Therefore, we now require a step up in the level of rates we charge. Details of the key challenges are on pages 20 - 47 of the **Consultation Document**.

Our proposed budget also represents our highest ever level of capital investment in Wellington. It addresses the need for increased investment in our three waters infrastructure and transport network and seismic strengthening of key buildings, along with making progress against all our other priority community objectives.

Our debt levels for this plan, including the value of uninsured assets, range from 134 percent to 239 percent of our annual income. Our proposed limit is 225 percent.

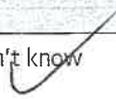
We think this is a sensible limit on our borrowing to ensure that the impact on affordability of rates is maintained and leaves enough 'headroom' to ensure we can repay our debt, and respond to expected but unfunded and unexpected future events and opportunities.

**Do you support the proposed 10-year budget?**

I strongly support the proposed budget	I somewhat support the proposed budget	Neutral 
I somewhat oppose the proposed budget	I strongly oppose the proposed budget	Don't know

**If you stated in Question 9 that you are neutral or do not support the proposed budget.**

**Do you support increasing or decreasing spend?**

I support increasing spend in the current budget	I support decreasing spend in the current budget	I support keeping the budget the same but with some changes	Don't know 
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## 10. Any other feedback on what is proposed for the 10-year Plan

### Future decisions

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

### Other projects

We also have many other services and projects detailed in our Statements of Service Provision.

### Council Fees and charges

We have also made changes to some of our fees and user charges. More information on these are available on our website [wgt.n.cc/ltp](http://wgt.n.cc/ltp) and available at our libraries and service centre.

Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

please see attached.

## By email

10 May 2021

File Ref: EXTR-9-1153

The Mayor and Councillors  
Wellington City Council  
ltp@wcc.govt.nz

Office of the Chairperson  
100 Cuba Street  
PO Box 11646  
Wellington  
T 04 384 5708  
www.gw.govt.nz

Tēna koutou katoa

## Submission to Wellington City Council Long Term Plan 2021-31

Greater Wellington Regional Council (GW) shares the commitment of Wellington City Council to reduce carbon emissions, as reflected in our Declaration of a Climate Emergency in 2019. “Responding to the Climate Emergency” is one of GW’s four ten-year strategic priorities.

GW believes that among the seven big decisions on which you seek comment, fully funding Te Atākura – First to Zero (Wellington City’s Zero Carbon) Implementation Plan should be a top priority for Wellington City Council.

GW strongly agrees with WCC’s view that one of the most significant actions to reduce emissions is a mode-shift to public transport. We also note your intention to support residents to be motivated to take action. Our joint involvement with Let’s Get Wellington Moving (LGWM) is a key means of achieving this outcome; this includes a commitment to a dedicated Wellington Airport public transport service.

As outlined in Te Atākura (Wellington’s blueprint for a Zero Carbon Capital), Wellington Airport is a major regional destination and employer, linking us to the world and supporting a thriving economy. However, through this role and function, it is also a recognised contributor to carbon emissions. GW notes Te Atākura’s questions “*What high quality public transport link to the airport could be possible? What could be more convenient?*”

## **Regional Public Transport Plan**

GW has recently completed consultation on the draft Wellington Regional Public Transport Plan 2021-31. The draft RPTP signalled the establishment of a new airport bus service to be provided as an integral part of the Metlink public transport network, by July 2022. Public feedback on the draft signalled strong support for such a service, with key factors for success being punctuality, reliability and equitable access for residents across the region.

We note that Wellington International Airport Limited (WIAL) is also in favour of public transport to the airport, in mitigating traffic congestion and supporting the flow of people to and from the city. In 2019 they noted that to be effective it must be fast, direct and reliable. At the time they observed queues at the taxi and shuttle ranks because traffic congestion would prevent timely transfers into the city. While the 2020 lockdowns gave some breathing space, we are once again contending with major congestion issues.

Support is therefore coalescing around the provision of an airport bus service that is attractive to users and viable as a service. Important to all is that it would significantly aid mode shift and reduce carbon emissions.

## **Regional Land Transport Plan**

Consultation has also concluded recently on the draft Regional Land Transport Plan, to which Wellington City Council is a signatory.

The draft plan identifies three ambitious targets to achieve by 2030:

- 40% fewer deaths and serious injuries
- 30% less carbon emissions; and
- 40% increase in the share of trips by active travel and public transport

Reflecting this broad direction and aspirational goals, GW is working collaboratively with WIAL over the establishment of a Metlink airport bus service to be in place by 1 July 2022. As we see it this would be a service that:

- is provided by electric buses
- runs frequently
- is competitively priced
- is fully "joined up" with the Metlink network and is visible on the Metlink real time information boards
- has limited stops on a similar route as the previous Airport Flyer (between the Airport and the Wellington Railway Station)
- Will be integrated into the Metlink integrated ticketing system, coming in 2023.

The Metlink Airport service does not negate the potential for a future mass rapid transit service to the Airport under LGWM or a ferry service between the Wellington CBD and Miramar Wharf/Wellington Airport.

### **Conclusion**

GW thanks Wellington City Council for the commitment expressed through Te Atākura – First to Zero, the Regional Land Transport Plan, and as a shareholder in Wellington International Airport Limited.

We endorse Option 3 (fully funding Te Atākura), and look forward to the conclusion of agreements underpinning the launch of a Metlink Airport Bus service in mid-2022.

Ngā mihi



**Daran Ponter**  
Chair



Cc:

Cr Adrienne Staples, Chair – Wellington Regional Transport Committee  
Cr Roger Blakeley, Chair, GW Transport Committee  
Greg Campbell, Chief Executive  
Scott Gallacher, General Manager, Metlink

# Submission form

## Kōrero mai mō te mahere 10-tau Have your say on Our 10-Year Plan

All submissions must be received by midnight Monday 10 May 2021

You don't have to give feedback on every decision – 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 big decisions and the other supporting information in this consultation document.

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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, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

<b>Full Name:</b> ___ <u>Georgie Ferrari</u> _____					
<b>Contact details:</b>  <div style="background-color: black; width: 100%; height: 20px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100%; height: 20px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100%; height: 20px;"></div>					
<b>Are you making this submission as an individual or on behalf of an organisation?</b> <input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation: ___ <u>Sustainability Trust</u> _____					
<b>What is your connection to Wellington? Tick all that apply</b>					
<b>I am a Wellington City Council ratepayer</b>	<input checked="" type="checkbox"/>	<b>I live in Wellington</b>	<input checked="" type="checkbox"/>	<b>I work in Wellington</b>	<input checked="" type="checkbox"/>

I own a business in Wellington	<input checked="" type="checkbox"/>	I study in Wellington	<input type="checkbox"/>	I am a visitor to Wellington	<input type="checkbox"/>
Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?					
Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
If yes - We are offering two ways of speaking to Councillors about your submission. Please tick which option(s) you would prefer?					
Oral forum (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)	<input type="checkbox"/> Morning				
	<input type="checkbox"/> Afternoon				
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Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)	<input checked="" type="checkbox"/> Morning				
	<input checked="" type="checkbox"/> Afternoon				
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## Our seven big decisions

The next seven questions relate to the big decisions for the 10-year plan.

- **Decision 1:** Increasing spending on the three waters network to fix the pipes
- **Decision 2:** Taking responsibility for the ownership of wastewater laterals
- **Decision 3:** Increased investment in cycleways
- **Decision 4:** Implementing our Te Atakura: First to Zero action plan
- **Decision 5:** Choosing a plan for earthquake-prone Council Office buildings
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Detailed information on these decisions are on pages 21 to 46 of the Consultation Document.

Question 9 in this submission form is a place for you to comment or provide any other feedback on the decisions.

You are also able to attach further information to your submission at the end of this form.

### Question 1 – Investment in three waters infrastructure

There are three different levels of investment in the three waters network to consider. Our preferred level of investment is the **Enhanced** option, which focuses on improving the condition and reliability of the network in an affordable and sustainable way.

Problems with pipes have been a long time in the making, and we cannot fix everything at once. The Enhanced option represents a \$2.4bn investment in our three waters network and is the middle-ground option that we are confident of being able to deliver in this plan. We will be able to review the level of investment in our next Long-term Plan review in 2024, when we will have more information on the network.

A summary of the proposed investment in in the three waters network is on pages 23-27 of the Consultation Document.

**Which of these options do you prefer?**

	Enhanced (\$2.4b investment – the Council's preferred option)
	Maintain (\$2.0b investment - lower rates and debt)
	Accelerated (\$3.3b investment – higher rates and debt)
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	Don't know

**Question 2 – Wastewater laterals**

Currently residents are responsible for the maintenance of the pipes connecting their property to the wastewater (sewerage) main underneath the road corridor. These are called wastewater laterals.

We propose that the Council takes ownership of the laterals between the property boundary and the sewerage main underneath the road corridor.

A summary of the proposal to take responsibility for wastewater laterals is on page 28 of the Consultation Document.

**Which of these options do you prefer?**

	Take ownership (Council's preferred option, \$32m investment)
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### **Question 3 – Cycleways**

Cycleways is an area where we have ambition to seriously lift our game – we'd like to build a network of connected and safe cycleways that allow Wellingtonians to be able to choose cycling as a mode of transport. Our full programme for the network can be viewed at [transportprojects.org.nz](http://transportprojects.org.nz) and if all of the routes were progressed, would be a \$226m investment across the 10 years of this plan.

Our preferred option is a \$45m or 60 percent increase in funding for cycleways than what was planned in the previous Long-Term Plan. It will progress \$120m of the full \$226m programme

We believe the High investment programme option balances the need for increased investment in this area with what is affordable for Council and what we will be able to deliver. It allows time in the programme for robust community engagement and to build capacity in the Council and the sector for the full programme to be eventually delivered.

A summary of the proposed investment to build more cycleways is on pages 30 -33 of the Consultation Document.

#### **Which of these options do you prefer?**

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	Full investment programme (\$226m capital investment, higher debt and rates)
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### **Question 4 – Te Atakura First to Zero (Climate Change)**

Te Atakura – First to Zero is our response to the climate and ecological emergency we declared in 2019 but it is not yet funded.

Te Atakura is intended to ensure sufficient activity is undertaken in this decade to reduce our emissions. Council can do this by supporting the transport mode-shift projects, as well as encouraging the uptake of electric cars, providing seed funding to leverage businesses and community impact and supporting residents to be motivated to take action.

Our preferred option is to fully fund Te Atakura, which is included in our 5.3% average increase across 10 years.

A summary of the proposed investment in Te Atakura – First to Zero Action Plan is on pages 34 -37 of the Consultation Document

#### **Which of these options do you prefer?**

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	Low level of funding (\$18.1m investment, lower rates and debt)
	Medium investment with savings (\$25.4m investment, lower rates and debt)
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	Don't know
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**Question 5 – Te Ngākau Civic Precinct – Council office buildings**

Te Ngākau Civic Square is the musical, creative and democratic heart of Wellington but it has significant resilience challenges.

While we are still working through finalising the Framework for the Square, a specific decision is required in this Long-term Plan with respect to the future of the Council office buildings - the Municipal Office Building (MOB) and the Civic Administration Building (CAB).

As the two buildings are connected, and have similar resilience issues, it is important that the future of them is considered together.

Our preferred option is to demolish and rebuild the MOB and CAB buildings in partnership with private investment through a long-term ground lease for the site.

Combining a MOB and CAB development would enhance this opportunity and significantly decrease the need for additional Council borrowing and ratepayer funding to address these impaired buildings.

A summary of the proposed approach to developing of Te Ngākau Civic Square on pages 38 -41 of the Consultation Document

**Which of these options do you prefer?**

	Demolish and site developed through long-term lease (Council's preferred option)
	Proceed with base build proposal for public purposes (higher debt and rates)
	Retain and seek to repurpose (higher debt and rates)
	Sell to support development (no debt or rates impact)
	None of these options
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**Question 6 –Fixing the Central Library**

Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

After hearing from Wellingtonians in the 2020 consultation, Council agreed to recommend the high-level remediation option to be part of this plan. This option makes the building resilient to future shocks and supports our ability to deliver an adaptable modern library service, while preserving the buildings heritage. It also allows us to mitigate some climate change impacts in the future.

Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225% to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225%, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital

underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 – 2024/25.

A summary of the proposed investment to fund the fixing of the Te Ngākau Civic Square Central Library is on pages 42 -43 of the Consultation Document

**Which of these options do you prefer?**

	Strengthen now by temporarily exceeding debt limit (Council’s preferred option additional 0.79% rates increase)
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	None of these options
	Don’t know

**Question 7 – Reducing sewage sludge and waste**

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

Our preferred option is to invest in a sludge minimisation programme through another funding source. This means the project would not be funded by Council, but if it is funded through a Special Purpose Vehicle, a levy of about \$70-\$100 per year will be charged to each ratepayer.

A summary of the proposed investment in sludge and waste minimisation is on pages 45-47 of the Consultation Document.

**Which of these options do you prefer?**

x	Sludge minimisation through alternate funding (Council’s preferred option, \$147m-\$208m capital investment funded through a levy, no additional rates increase)
	No change in current practice (no change to investment, rates or debt)
	Invest in technology at Southern Landfill (\$86m-\$134m capital investment and additional 0.39% rates increase)
	Sludge minimisation – through Council funding (\$147m-\$208m capital investment, above debt limit, and additional 1.65% rates increase)
	None of these options
	Don’t know

## **Question 8 – Feedback on these decisions**

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

x	Investment in three waters infrastructure
	Wastewater laterals
x	Cycleways
x	Te Atakura (Climate change)
	Central Library
x	Sludge and waste minimisation
	Te Ngākau funding for future work
	None of these

If this space is not adequate for your comments, please feel free to attach supporting information to the submission. Please be clear what decision you are commenting on.

<p><b>Investment in three waters infrastructure</b></p> <p>We support the submission from the Poo Breakfast Club, and we have also submitted a joint submission with a group of advocates for zero waste in Wellington outlining our position in relation to this decision.</p> <p><b>Cycleways</b></p> <p>We fully support the submission of Cycle Wellington in response to this decision.</p> <p><b>Te Atakura (Climate Change)</b></p> <p>We support the submissions from the Generation Zero, Poo Breakfast Club, and Cycle Wellington. We have also submitted a joint submission with a group of advocates for zero waste in Wellington outlining our position on this decision in relation to waste. In addition:</p> <ol style="list-style-type: none"> <li>1. We support expansion of the Home Energy Savers programme to reach 25% of Wellington households. To date the programme is providing detailed and personalised assessments to 1000 households/year with a recommended expansion to at least 1500 homes/year in the LTP (\$300,000/year). Recommendations focus on advice on behaviours and interventions to improve household energy efficiency, create a healthy home, reduce costs, and lower carbon emissions. Households are provided with a detailed report, documentation, and prompts to carry out the recommendations. Followup surveys gather information on uptake of advice and interventions as well as customer satisfaction. In our opinion programmes such as Home Energy Saver both encourage action for household benefit and provide community awareness of the needs to address rising carbon emissions on city wide and national basis. When Council partners with a community-based environmental organisation to</li> </ol>
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support individual households climate journey it demonstrates the city's commitment to meeting our national and global carbon commitments.

2. We call for Council to continue to invest in programmes to support vulnerable households in energy hardship. Council has been a long-term advocate and supporter of programmes insulating and heating subsidy programmes that enable warm, dry homes for low-income households. We encourage Council to continue to support these households with allocation of a flexible fund of \$100,000/year that is allocated on an annual basis to effective outcomes. Central government is strengthening policy and funding commitments to assisting households in energy hardship – committing Council funds to provide Wellington-specific outcomes would provide our vulnerable households with increased options. This might include supporting energy bills, additional subsidies for insulation, heating, ventilation etc, smaller interventions, education, and assistance with accessing low-carbon transport. Also noting that the Healthy Homes Standards is kicking in for rental properties on 1 July 2021, and the majority of vulnerable households are renters, a flexible fund could also target solutions that work for tenants. This might include support for negotiation with landlords on energy efficiency interventions and programmes to alert landlords to their obligations.
3. We call for Council to support or develop a targeted rate for upgrading existing homes in Wellington. This would enhance the existing Wellington Regional Council programme and provide a loan/targeted rate for a range of energy efficiency interventions at a low-interest rate. The targeted rate should include the full range of energy efficiency and carbon-mitigation options including EV charging ports and photovoltaics.
4. We support the upgrading of Council-owned properties to meet the HHS.

#### **Sludge and Waste Minimisation**

We support the submission from the Poo Breakfast Club, and we have also submitted a joint submission with a group of advocates for zero waste in Wellington outlining our position on this decision.

#### **Question 9 – Proposed 10-year budget** (See section “what this plan will cost” p13. of the Consultation Document for details)

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

The first year of the plan has a rates increase of 13.5 percent (after growth) and there is an average of 9.9 percent (after growth) over the first three years. This is higher than previous plans because of the **key challenges** faced by the city including infrastructure, housing, earthquake strengthening and COVID-19 impacts. Therefore, we now require a step up in

the level of rates we charge. Details of the key challenges are on page xx of the **Consultation Document**.

Our proposed budget also represents our highest ever level of capital investment in Wellington. It addresses the need for increased investment in our three waters infrastructure and transport network and seismic strengthening of key buildings, along with making progress against all our other priority community objectives.

Our debt levels for this plan, including the value of uninsured assets, range from 134 percent to 239 percent of our annual income. Our proposed limit is 225 percent.

We think this is a sensible limit on our borrowing to ensure that the impact on affordability of rates is maintained and leaves enough 'headroom' to ensure we can repay our debt, and respond to expected but unfunded and unexpected future events and opportunities.

**Do you support the proposed 10-year budget?**

	I strongly support the proposed budget
	I somewhat support the proposed budget
x	Neutral
	I somewhat oppose the proposed budget
	I strongly oppose the proposed budget
	Don't know

**Question 9.a) – If you stated in Question 1 that you are neutral or do not support the proposed budget. Do you support increasing or decreasing spend?**

x	I support increasing spend in the current budget
	I support decreasing spend in the current budget
	I support keeping the budget the same but with some changes
	Don't know

**Question 10 – Any other feedback on what is proposed for the 10-year Plan**

**Future decisions**

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

**Other projects**

We also have many other services and projects detailed in our Statements of Service Provision.

**Council Fees and charges**

We have also made changes to some of our fees and user charges. More information on these are available on our website: <https://wgtn.cc/ltp> and available at our libraries and service centre.

**Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

We think that WCC can meet their Te Tiriti o Waitangi obligations by committing to decolonisation and working with mana whenua and Māori to identify what this would look like.

We think that each activity or project WCC commits to must consider how it can honour Te Tiriti and how a partnership approach can be taken in its delivery. We would like to see these considerations included in the final plan.

We support WCC supporting Māori to explore ways co-governance can be implemented in Wellington.

We support WCC establishing a mana whenua lead team to develop and implement a plan for Council to involve iwi and Māori in future decision making.

We support Wellington City Council using all financial resources available to future proof our city. This includes lifting its self imposed debt limit to fund all projects which support our ambitions for reducing carbon emissions, protecting the environment, providing affordable housing and enhancing wellbeing.

We believe spending money now will create more cost effective infrastructure for our future. It will also lessen the financial burden of future generations who are already facing unaffordable housing, and crippling infrastructure and climate adaptation costs.

WCC must not provide a loan or grant to Wellington Airport for repairs to the sea wall or extension of the airport. The money for this can be used on projects and services that will reduce Wellington's emissions, not increase them. As a private business the Airport can find its own funding easily.

Thank you very much for your submission!



Hannah Blumhardt, *The Rubbish Trip*  
 Sophie Brooker, *Wellington Waste Managers*  
 Sue Coutts, *Zero Waste Network*  
 Polly Griffiths, *Sustainability Trust*  
 Ali Kirkpatrick, *Waste-ed*  
 Karina McCallum, *Wellington Waste Managers*  
 Careoline-Charlotte Michael, *Organic Wealth*  
 Liam Prince, *The Rubbish Trip*  
 Te Kawa Robb, *Para Kore Marae Inc*  
 Susie Robertson, *Sustainability Trust*  
 Kate Walmsley, *Kaicycle*

**What is your connection to Wellington? Tick all that apply**

I am a Wellington City Council ratepayer	<input type="checkbox"/>	I live in Wellington	<input type="checkbox"/>	I work in Wellington	<input checked="" type="checkbox"/>
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**Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?**

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
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## Our seven big decisions

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Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

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Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225% to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225%, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 – 2024/25.

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**Which of these options do you prefer?**

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**Question 7 – Reducing sewage sludge and waste**

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

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A summary of the proposed investment in sludge and waste minimisation is on pages 45-47 of the Consultation Document.

**Which of these options do you prefer?**

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**Question 8 – Feedback on these decisions**

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

<input checked="" type="checkbox"/>	Investment in three waters infrastructure
<input type="checkbox"/>	Wastewater laterals
<input type="checkbox"/>	Cycleways
<input checked="" type="checkbox"/>	Te Atakura (Climate change)
<input type="checkbox"/>	Central Library
<input checked="" type="checkbox"/>	Sludge and waste minimisation
<input type="checkbox"/>	
<input type="checkbox"/>	Te Ngākau funding for future work
<input type="checkbox"/>	None of these

If this space is not adequate for your comments, please feel free to attach supporting information to the submission. Please be clear what decision you are commenting on.

**QUESTION 1**

None of the options presented in the LTP have provided any major review or analysis of the resilience or sustainability of the three waters network as a whole. The enormous size, complexity and importance to a well-functioning city of three waters infrastructure requires its future to be very carefully considered. As highlighted by the work of [Transition-HQ](#), the world is looking at a future where we will have no choice but to live more efficiently on less energy - big infrastructure depends on high energy inputs to run.

While we understand that historic underinvestment has left Council with little choice but to increase investment in critical upgrades and maintenance now, there is an enormous missed opportunity to rethink the system for the genuine long-term (beyond ten years). Given the size of the infrastructure and the huge costs (expenditure, energy etc.) of running and maintaining it, we must begin to explore opportunities that consider how to better address the climate and local environmental impact of the system as it is now, while building more resilience and efficiency into our water systems. These opportunities can be developed through applying circular economy frameworks to the way we use, move, reuse and dispose of water.

We fully support the submission by the Poo Breakfast Club on the need to start exploring the feasibility of an alternative system for managing human waste/biosolids that does not rely on

the wastewater system. Using water to transport biosolids increases the contamination of both the biosolids, and the water.

Instead, solids and wastewater should be kept separate (thus uncontaminated). In such a system, biosolids can be processed either at a local level or collected and processed at a centralised composting facility separate from the wastewater treatment plant. While this is a long-term issue, budget must be allocated now to investigate and help develop a source-separated wastewater/sanitation system, as it may take decades to phase in completely. We recommend some waste minimisation funding for organics goes towards pilot and feasibility studies for decentralised, source-separated sanitation systems.

The consultation supporting documents identify the following action *“Making investment in green infrastructure business as usual with mātauranga Māori guiding delivery where it is practicable in relation to the impacts of stormwater.”* We recommend that tikanga should also guide delivery, and we recommend deleting the words 'where it is practicable'. The idea that tikanga Māori might not be considered for reasons of practicality is not itself, tika - all responses need to be informed and guided by mana whenua and tikanga Māori. It's not for Council to determine, but to ensure mana whenua are supported to guide.

Council must also consider smaller-scale initiatives that can improve environmental outcomes and reduce load on the infrastructure in the short-term. Such initiatives include:

- Prohibiting the disposal of food waste into the wastewater system in order to reduce pressure on the wastewater network and mitigate waste-related emissions. This would include banning new installations of waste disposal units in households (e.g. [Insinkerator](#)) and technologies that process commercial quantities of food waste to be disposed of in wastewater (e.g. [ORCA](#) and [lugis](#)). Any existing systems should be phased out akin to the Climate Change Commission's proposed phase-out of gas connections.
- Installing litter traps at key stormwater outflow sites, in consultation with ecologists with relevant expertise (e.g. the pathways of migratory fish), could help reduce the incidence of plastic pollution in the marine environment and would also provide a good opportunity to collect data on litter concentrations and types.
- Alternative approaches that improve efficiency of water usage and retention must be considered as part of investment in the three waters infrastructure. For example, enhanced education, tools and incentives to encourage and, in some cases, require water conservation activities; effective and strategic water metering; encourage, incentivise and ultimately require greywater recovery; invest in and implement sustainable urban drainage systems (SUDS). The [Hutt City Long Term Plan Consultation](#) acknowledges that reducing water consumption is vital for the region for environmental protection and fair distribution of water, and we support metering to provide information to help us understand water demand, find leaks and target water usage reduction activities.

#### **QUESTION 4**

We support the full funding of Te Atakura. However, we believe its scope is much too narrow. While energy use and transport are important, Wellington City's response to the climate and ecological emergency must be much broader, encompassing zero waste and circular economy

frameworks, water use reductions, resilient urban redesign, biodiversity, and community resilience, among others.

It is particularly crucial that the transition to a zero-waste, circular economy is embedded in Te Atakura and its funded workstreams for the next ten years. We strongly support the Council investigating the inclusion of circular economy concepts into the Council's policy framework, as stated on p. 47 of Te Atakura, and encourage Council to go further and develop a full circular economy action plan as part of its core work on climate action. The transition to a circular economy presents one of our best opportunities for slashing Wellington's consumption-based emissions, as well as building in long-term resilience and creating employment.

We cannot overstate the importance of shifting to a circular economy as part of climate action. As much as 45% of global emissions are associated with making products, and circular economy strategies are needed to tackle these emissions. Furthermore, the recent [Circularity Gap report](#) outlines how simply reducing emissions in line with our Nationally Determined Contribution is not enough. Nationally Determined Contributions (NDCs) overwhelmingly focus on the energy transition and moving to non-fossil sources. Even if all NDCs are implemented, the rise in temperatures is still forecast to hit 3.2-degrees this century. By implementing a shift to a circular economy alongside meeting NDCs, global warming can be kept to 1.5 degrees.

We note the proposed workstream, under all proposed options, to measure Council and City greenhouse gas emissions and urge the council to include within this workstream a measurement approach that goes beyond the limited focus on production-based emissions. Taking only a production-based approach to measuring Wellington's emissions (let alone national and global emissions measurements) is a misleading representation of the climate impact of our city. It is crucial that the measurement of Council and City greenhouse gas emissions under Te Atakura incorporates consumption-based emissions and includes measurement of circularity. This will make the importance of a transition to a circular economy much clearer (for more detail on these points, see the [Zero Waste Network's submission on the Climate Change Commission's draft advice here](#)). Having this information inform Te Atakura's work and funding is critical.

While Te Atakura itself may not be able to stretch across all aspects of responding to the climate emergency, it should be well-connected with relevant Council-led initiatives, such as the Sustainable Food Network Action Plan, as well as community-led initiatives, to proactively avoid operating in a siloed manner. It is critical that the adaptation planning workstream of Te Atakura involves food and water security and resilience. The Wellington Climate Lab in particular presents a great opportunity to explore cross-sectoral, multiple-duty and paradigm-shifting solutions to the challenges our city faces.

We believe Te Atakura will have much greater success in achieving WCC's Priority Objectives 5 (an accelerating zero-carbon and wastefree transition) and 6 (strong partnerships with mana whenua) through formal integration of community input and advice into the work programme. We recommend that the delivery of Te Atakura involves community advisory panels/reference groups, e.g. for waste, emissions, circular economy, as there is substantial knowledge and skill in these areas in our community that can be drawn on (see also our response to Decision 7). Partnering with communities is also crucial for adaptation planning that will affect everyday

people and businesses long into the future. Community partnership will help generate actions that are fit-for-purpose and well-accepted by Wellingtonians, and have long-term positive impacts.

Business and community funding provided through Te Atakura should be managed strategically to generate the most holistic, cost-effective outcomes possible. We believe the top-down funding approach results in a hodge-podge of siloed projects being funded. Te Atakura should facilitate and support collaboration between multiple sectors, including business, social enterprise, community organisations, mana whenua, and other stakeholders, in order to achieve greater impact and better outcomes per dollar spent of the limited funds available.

Having well-thought-out funding priorities and programmes will help amplify outcomes. For example, the Climate and Sustainability Fund should be made available to help advance circular economy models and initiatives, such as repair, reuse and sharing economies. We support the proposed workstream to provide support for car sharing and believe this support could be extended to provide support for the sharing economy more generally for a wider range of goods and services, from tools and clothes through to appliances and other goods. These could operate through peer-to-peer sharing platforms (such as Mutu), through community-run initiatives such as the Wellington Tool Library, or business models such as laundrettes. Formalising and expanding the sharing and service economy has been recognised as a key way in which high-income countries can reduce high levels of climate intensive material consumption.

Wellington has a fantastic opportunity to show leadership in the climate action space, both nationally and internationally, by placing the transition to a circular economy at the heart of climate action. WCC has a crucial role to signal and lead this transition, and facilitate and support collaboration.

#### **QUESTION 7**

We agree there is an urgent need for a solution that stops the need for sludge disposal at the Southern Landfill. We welcome the Council's commitment to addressing this issue urgently.

We fully support the submission by the Poo Breakfast Club on the need to start exploring the feasibility of an alternative system for managing wastewater and biosolids/human waste in the longer term that will build in true resilience. While this is a long-term issue, budget must be allocated now to investigate and help develop a source-separated wastewater and sanitation system, as it may take decades to phase in completely. We recommend that some of the waste minimisation funding earmarked for organics goes towards pilot and feasibility studies for decentralised, source-separated sanitation systems.

The current situation, requiring each tonne of sludge to be mixed with 4 tonnes of general waste for disposal, has been a significant barrier to Council action on waste minimisation. We have been repeatedly told that progress on waste diversion from landfill is dependent on removal or minimisation of the sludge. Now that a solution has been identified, we urge the Council to be ambitious and plan to avoid the need for future expansion of the landfill. Given the large investment of money to remove the sludge, the findings from the strategic review of

waste, and the additional waste levy income, must be used to prepare and take action now rather than further delay.

We support the Council investing in the proposed infrastructure needed to reduce the amount of sludge that must be sent to landfill. However, we note that this is not a forever solution and is better understood as one that buys us the much-needed time to investigate, develop and build a more resilient and ecological, source-separated sanitation system that is ready to go before the ~50 year lifespan on the proposed infrastructure expires. We urge the Council not to continue kicking the can down the road on this issue, and to take the opportunity of time that the present infrastructural investment represents.

We note too the reference in the LTP to the potential that after sludge has been processed through the proposed infrastructure, that it could become “a product that could potentially be diverted from the landfill for beneficial re-use”. We are concerned about this statement given the sludge will be contaminated with microplastics, heavy metals, persistent organic pollutants and other toxins as a result of being mixed with wastewater. We do not see a viable pathway for this sludge to be reused, safely. Again, the proposed infrastructure is not a long term solution to our sludge problems, it merely buys us time to develop a more resilient, source-separated system that will allow for safer beneficial reuse of the biosolids.

We urge the Council to involve the community in Waste Minimisation/zero waste beyond the formal consultation processes. One way this could be achieved would be by establishing a community advisory panel. For example, the recently established Waste Free Wellington group consists of individuals, organisations and businesses advocating and acting on zero waste in Wellington; there is substantial knowledge and capacity that can be drawn on. Community partnership will help generate actions that are fit-for-purpose and well-accepted by Wellingtonians, and have long-term positive impact. This approach aligns with the Wellington Region Waste Management and Minimisation Plan (LM.6: Collaborate with private sector and community to work with local groups and waste companies).

Many of the groups who have come together to co-author this submission are part of the Waste Free Wellington group, which has three priority areas: community-scale composting; reuse economy; and building a resource recovery network. These priority areas align with actions already in the WRWMMP (for example, LM.3: Industry-based reuse). The group is supportive of the increase in landfill fees that will come in alongside the increase in the landfill levy and believe this can provide more funding for waste minimisation directed to developing solutions with business and the community.

We support Council plans to allocate more funding for organic waste diversion. The primary purpose of the organics fund should be to divert existing organic waste, particularly food scraps, not to support compostable packaging. Investment in packaging solutions are better aimed higher up the waste hierarchy - i.e. developing reusable packaging systems that have far more beneficial environmental and economic outcomes than single-use packaging systems (including compostables and recyclables). The uncertainties and risks associated with compostable packaging (including toxic chemical additives) should halt our use of such packaging until New Zealand has a much stronger regulatory and certification system for it.

We note that there is nothing explicitly in the LTP consultation about supporting the reuse economy beyond car sharing. Any funding should focus on the top of the waste hierarchy where there is the greatest potential to reduce waste. We are disappointed that work on the resource recovery centre is delayed until year 4; we know there is community appetite for more services in this area and opportunities coming through the Government's regulated product stewardship schemes (e-waste and potential container return scheme). There is the chance to work with the community now, to plan for further resource recovery capacity across the city and to implement this sooner. We are also disappointed about the lack of mention of construction and demolition waste, which makes up over 50% of waste going to landfill.

The current proposals are very centred on the waste that goes to the Council-managed Southern Landfill. The Council's waste minimisation focus needs to transcend that and consider waste generated by, and/or disposed within, the city as a whole. The new waste bylaw is a positive step and we look forward to seeing this being implemented and enforced, and appropriate Council funding allocated to enable this. Waste is a cross-cutting issue that should not be siloed in one department, otherwise the focus will remain on treating symptoms rather than turning off the tap and creating circular systems. The Council has the ability to lead and influence - particularly through procurement, funding and use of Council land - the creation of a circular Wellington. Waste is a climate issue far beyond the direct emissions from landfill, with nearly 50% of global carbon emissions being related to the consumption of products and materials. Focussing on a circular economy will reduce emissions, and bring additional co-benefits including job creation, resilience and community building.

See also our response to Decision 1 and 4.

### **Question 9 – Proposed 10-year budget** (See section “what this plan will cost” p13. of the Consultation Document for details)

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

The first year of the plan has a rates increase of 13.5 percent (after growth) and there is an average of 9.9 percent (after growth) over the first three years. This is higher than previous plans because of the **key challenges** faced by the city including infrastructure, housing, earthquake strengthening and COVID-19 impacts. Therefore, we now require a step up in the level of rates we charge. Details of the key challenges are on page xx of the **Consultation Document**.

Our proposed budget also represents our highest ever level of capital investment in Wellington. It addresses the need for increased investment in our three waters infrastructure and transport network and seismic strengthening of key buildings, along with making progress against all our other priority community objectives.

Our debt levels for this plan, including the value of uninsured assets, range from 134 percent to 239 percent of our annual income. Our proposed limit is 225 percent.

We think this is a sensible limit on our borrowing to ensure that the impact on affordability of rates is maintained and leaves enough 'headroom' to ensure we can repay our debt, and respond to expected but unfunded and unexpected future events and opportunities.

**Do you support the proposed 10-year budget?**

	I strongly support the proposed budget
	I somewhat support the proposed budget
x	Neutral
	I somewhat oppose the proposed budget
	I strongly oppose the proposed budget
	Don't know

**Question 9.a) – If you stated in Question 1 that you are neutral or do not support the proposed budget. Do you support increasing or decreasing spend?**

x	I support increasing spend in the current budget
	I support decreasing spend in the current budget
	I support keeping the budget the same but with some changes
	Don't know

**Question 10 – Any other feedback on what is proposed for the 10-year Plan**

**Future decisions**

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

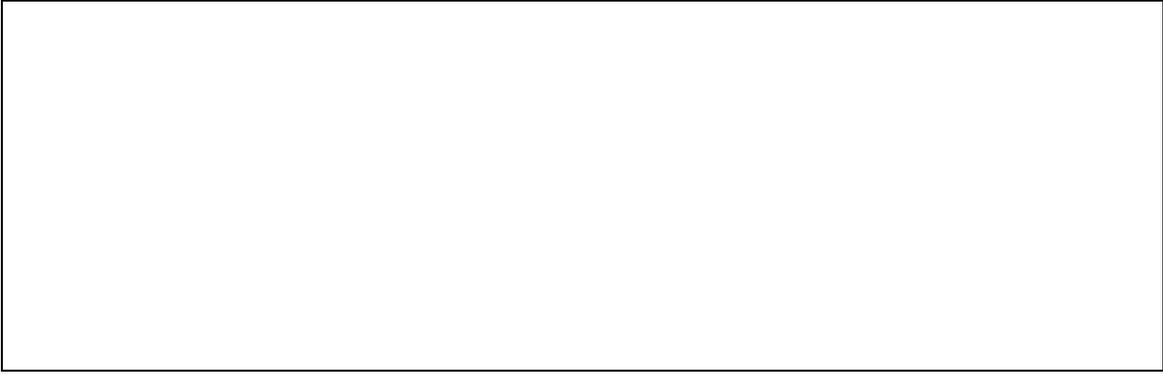
**Other projects**

We also have many other services and projects detailed in our Statements of Service Provision.

**Council Fees and charges**

We have also made changes to some of our fees and user charges. More information on these are available on our website: <https://wgtn.cc/ltp> and available at our libraries and service centre.

**Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**



Thank you very much for your submission!

# Submission form

## Kōrero mai mō te mahere 10-tau Have your say on Our 10-Year Plan

All submissions must be received by midnight Monday 10 May 2021

You don't have to give feedback on every decision – 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 big decisions and the other supporting information in this consultation document.

### 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, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

<b>Full Name: Louis Houlbrooke</b>					
<b>Contact details:</b>  [REDACTED]  [REDACTED]					
<b>Are you making this submission as an individual or on behalf of an organisation?</b> <input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation: New Zealand Taxpayers' Union					
<b>What is your connection to Wellington? Tick all that apply</b>					
<b>I am a Wellington City Council ratepayer</b>	<input checked="" type="checkbox"/>	<b>I live in Wellington</b>	<input checked="" type="checkbox"/>	<b>I work in Wellington</b>	<input checked="" type="checkbox"/>
<b>I own a business in Wellington</b>	<input type="checkbox"/>	<b>I study in Wellington</b>	<input type="checkbox"/>	<b>I am a visitor to Wellington</b>	<input type="checkbox"/>
<b>Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?</b>					

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
<b>If yes - We are offering two ways of speaking to Councillors about your submission. Please tick which option(s) you would prefer?</b>			
Oral forum (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)	<input type="checkbox"/>	Morning	
	<input type="checkbox"/>	Afternoon	
	<input type="checkbox"/>	Evening	
Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)	<input type="checkbox"/>	Morning	
	<input checked="" type="checkbox"/>	Afternoon	
	<input type="checkbox"/>	Evening	

## Our seven big decisions

The next seven questions relate to the big decisions for the 10-year plan.

- **Decision 1:** Increasing spending on the three waters network to fix the pipes
- **Decision 2:** Taking responsibility for the ownership of wastewater laterals
- **Decision 3:** Increased investment in cycleways
- **Decision 4:** Implementing our Te Atakura: First to Zero action plan
- **Decision 5:** Choosing a plan for earthquake-prone Council Office buildings
- **Decision 6:** Funding the Central Library strengthening and upgrade
- **Decision 7:** Choosing a plan for sludge minimisation

Detailed information on these decisions are on pages 21 to 46 of the Consultation Document.

Question 9 in this submission form is a place for you to comment or provide any other feedback on the decisions.

You are also able to attach further information to your submission at the end of this form.

### **Question 1 – Investment in three waters infrastructure**

There are three different levels of investment in the three waters network to consider. Our preferred level of investment is the **Enhanced** option, which focuses on improving the condition and reliability of the network in an affordable and sustainable way.

Problems with pipes have been a long time in the making, and we cannot fix everything at once. The Enhanced option represents a \$2.4bn investment in our three waters network and is the middle-ground option that we are confident of being able to deliver in this plan. We will be able to review the level of investment in our next Long-term Plan review in 2024, when we will have more information on the network.

A summary of the proposed investment in in the three waters network is on pages 23-27 of the Consultation Document.

**Which of these options do you prefer?**

	Enhanced (\$2.4b investment – the Council’s preferred option)
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X	Maintain (\$2.0b investment - lower rates and debt)
	Accelerated (\$3.3b investment – higher rates and debt)
	None of these options
	Don't know

**Question 2 – Wastewater laterals**

Currently residents are responsible for the maintenance of the pipes connecting their property to the wastewater (sewerage) main underneath the road corridor. These are called wastewater laterals.

We propose that the Council takes ownership of the laterals between the property boundary and the sewerage main underneath the road corridor.

A summary of the proposal to take responsibility for wastewater laterals is on page 28 of the Consultation Document.

**Which of these options do you prefer?**

	Take ownership (Council's preferred option, \$32m investment)
X	No change (no change in investment, rates or debt)
	None of these options
	Don't know

### **Question 3 – Cycleways**

Cycleways is an area where we have ambition to seriously lift our game – we'd like to build a network of connected and safe cycleways that allow Wellingtonians to be able to choose cycling as a mode of transport. Our full programme for the network can be viewed at [transportprojects.org.nz](http://transportprojects.org.nz) and if all of the routes were progressed, would be a \$226m investment across the 10 years of this plan.

Our preferred option is a \$45m or 60 percent increase in funding for cycleways than what was planned in the previous Long-Term Plan. It will progress \$120m of the full \$226m programme

We believe the High investment programme option balances the need for increased investment in this area with what is affordable for Council and what we will be able to deliver. It allows time in the programme for robust community engagement and to build capacity in the Council and the sector for the full programme to be eventually delivered.

A summary of the proposed investment to build more cycleways is on pages 30 -33 of the Consultation Document.

#### **Which of these options do you prefer?**

	High investment programme (Council's preferred option, \$120m capital investment)
X	Finish started projects (\$29m capital investment, lower debt and rates)
	Medium investment programme (\$39m capital investment, lower debt and rates)
	Full investment programme (\$226m capital investment, higher debt and rates)
	None of these options
	Don't know

### **Question 4 – Te Atakura First to Zero (Climate Change)**

Te Atakura – First to Zero is our response to the climate and ecological emergency we declared in 2019 but it is not yet funded.

Te Atakura is intended to ensure sufficient activity is undertaken in this decade to reduce our emissions. Council can do this by supporting the transport mode-shift projects, as well as encouraging the uptake of electric cars, providing seed funding to leverage businesses and community impact and supporting residents to be motivated to take action.

Our preferred option is to fully fund Te Atakura, which is included in our 5.3% average increase across 10 years.

A summary of the proposed investment in Te Atakura – First to Zero Action Plan is on pages 34 -37 of the Consultation Document

#### **Which of these options do you prefer?**

	Fully fund the programme (Council's preferred option, \$29.9m investment)
	Low level of funding (\$18.1m investment, lower rates and debt)
	Medium investment with savings (\$25.4m investment, lower rates and debt)
X	None of these options

	Don't know
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**Question 5 – Te Ngākau Civic Precinct – Council office buildings**

Te Ngākau Civic Square is the musical, creative and democratic heart of Wellington but it has significant resilience challenges.

While we are still working through finalising the Framework for the Square, a specific decision is required in this Long-term Plan with respect to the future of the Council office buildings - the Municipal Office Building (MOB) and the Civic Administration Building (CAB).

As the two buildings are connected, and have similar resilience issues, it is important that the future of them is considered together.

Our preferred option is to demolish and rebuild the MOB and CAB buildings in partnership with private investment through a long-term ground lease for the site.

Combining a MOB and CAB development would enhance this opportunity and significantly decrease the need for additional Council borrowing and ratepayer funding to address these impaired buildings.

A summary of the proposed approach to developing of Te Ngākau Civic Square on pages 38 -41 of the Consultation Document

**Which of these options do you prefer?**

	Demolish and site developed through long-term lease (Council's preferred option)
	Proceed with base build proposal for public purposes (higher debt and rates)
	Retain and seek to repurpose (higher debt and rates)
X	Sell to support development (no debt or rates impact)
	None of these options
	Don't know

**Question 6 –Fixing the Central Library**

Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

After hearing from Wellingtonians in the 2020 consultation, Council agreed to recommend the high-level remediation option to be part of this plan. This option makes the building resilient to future shocks and supports our ability to deliver an adaptable modern library service, while preserving the buildings heritage. It also allows us to mitigate some climate change impacts in the future.

Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225% to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225%, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital

underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 – 2024/25.

A summary of the proposed investment to fund the fixing of the Te Ngākau Civic Square Central Library is on pages 42 -43 of the Consultation Document

**Which of these options do you prefer?**

	Strengthen now by temporarily exceeding debt limit (Council’s preferred option additional 0.79% rates increase)
	Council to strengthen Central Library later (complete in 2028 instead of 2025, additional 0.83% rates increase)
	Strengthen now by increasing rates further (additional 1.79% rates increase)
X	None of these options
	Don’t know

**Question 7 – Reducing sewage sludge and waste**

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

Our preferred option is to invest in a sludge minimisation programme through another funding source. This means the project would not be funded by Council, but if it is funded through a Special Purpose Vehicle, a levy of about \$70-\$100 per year will be charged to each ratepayer.

A summary of the proposed investment in sludge and waste minimisation is on pages 45-47 of the Consultation Document.

**Which of these options do you prefer?**

	Sludge minimisation through alternate funding (Council’s preferred option, \$147m-\$208m capital investment funded through a levy, no additional rates increase)
	No change in current practice (no change to investment, rates or debt)
X	Invest in technology at Southern Landfill (\$86m-\$134m capital investment and additional 0.39% rates increase)
	Sludge minimisation – through Council funding (\$147m-\$208m capital investment, above debt limit, and additional 1.65% rates increase)
	None of these options
	Don’t know

## Question 8 – Feedback on these decisions

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

	Investment in three waters infrastructure
	Wastewater laterals
	Cycleways
X	Te Atakura (Climate change)
X	Central Library
X	Sludge and waste minimisation
	Te Ngākau funding for future work
	None of these

If this space is not adequate for your comments, please feel free to attach supporting information to the submission. Please be clear what decision you are commenting on.

**Climate change:** NZTU does not support any of the proposed climate action in this plan. The Council's proposals centre around sectors that are already covered by the Emissions Trading Scheme. Reducing emissions in these sectors will only free up credits for the production of emissions in other sectors. Regardless, carbon emissions are a macro challenge, not a micro one. Central government is better placed than local government to lead action on this issue.

**Central library:** Considering the level of rate hikes and borrowing proposed in this budget, it is remarkable that submitters are not invited to challenge the library strengthening project. NZTU would support a full sale of the existing building and site, with the continuation of the successful and scaleable pop-up library programme. The Council should also look harder at its property portfolio for opportunities to sell or lease out assets. We believe the size of the Council's property portfolio poses serious risks to ratepayers in the event of an earthquake.

**Sludge and waste minimisation:** NZTU strongly opposes the use of a Special Purpose Vehicle / levy to fund sludge management. This appears to be a blatant attempt to hide costs from ratepayers. If a levy is to be implemented, this should be recognised as an effective rate hike and communicated as such, i.e. packaged into whatever rate increase is eventually announced.

## Question 9 – Proposed 10-year budget (See section "what this plan will cost" p13. of the Consultation Document for details)

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

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**Do you support the proposed 10-year budget?**

	I strongly support the proposed budget
	I somewhat support the proposed budget
	Neutral
	I somewhat oppose the proposed budget
X	I strongly oppose the proposed budget
	Don't know

**Question 9.a) – If you stated in Question 1 that you are neutral or do not support the proposed budget. Do you support increasing or decreasing spend?**

	I support increasing spend in the current budget
X	I support decreasing spend in the current budget
	I support keeping the budget the same but with some changes
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**Question 10 – Any other feedback on what is proposed for the 10-year Plan**

**Future decisions**

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

**Other projects**

We also have many other services and projects detailed in our Statements of Service Provision.

**Council Fees and charges**

We have also made changes to some of our fees and user charges. More information on these are available on our website: <https://wgtn.cc/ltp> and available at our libraries and service centre.

**Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

No comments at this stage but may cover in an oral submission.

Thank you very much for your submission!

Glenside Progressive Association  
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GLENSIDE 6037

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E [info@glenside.org.nz](mailto:info@glenside.org.nz)  
10 May 2021

### **Submission Long Term Plan**

This submission is on behalf of an organisation, the Glenside Progressive Association Inc (GPA). We wish to speak to Councillors at an Oral Hearing. We are available to speak in the morning.

Our submission just focuses on walking and cycling along Middleton Road between Glenside and Takapu Railway Station.

We have been in consultation with Council for 20 years now about suitable walking access on this stretch of road and have made no progress so far. We believe the delays are due to the exorbitant cost, which is based on an over-engineered proposal dating back many years.

#### **Our key requests:**

- a) The prime aim should be to reduce car traffic by providing convenient walking and cycling access to Takapu Station.
- b) Walkers need to be considered equally to cyclists. Please make it clear in communications that the Middleton Road cycling proposal is also for the walking community otherwise the voice of the walker is excluded.
- c) Road-separated cycling options are all too expensive and alternative options must be considered.
- d) Less engineered, less expensive options that benefit the walker and recreational cyclist should be considered to keep the cost down. Similar examples are beside Te Marua SH, the walkway beside the railway in Pukerua Bay village, and Pauatahanui SH inlet off-road route.

#### **Comments in support of key requests:**

- The cycle programme of work at [www.transportprojects.org.nz](http://www.transportprojects.org.nz) which appears to exclude walkers, is that non-vehicular access between Glenside and Takapu (Churton Park and Tawa) is a 'missing' link in the work programme. This missing link should be progressed early.
- However, this cycling option in the Long Term Plan is ranked as the third most expensive item at \$12.4m (e-mail to GPA from WCC in March 2021).
- Current cycling traffic counts in the Glenside gorge are around 125 during the day and 145 during the weekend. Refer <https://www.transportprojects.org.nz/cycle-data/#showdata/electronic/100047075/2020-08-01>
- Cycling network linkages and recreational opportunities are both important but – if 125 cyclists use the route per day now and Council provides for 250 per day in future, the maximum capital spend this would justify is about \$7 million unless there are other significant benefits. (This calculation provides for a \$1.00 subsidy / km for each cyclist using the cycleway with a 25 year payback period and is not discounted.)
- A revised and revisited programme of works, inclusive of walkers, might reduce this cost significantly and enable earlier progression and benefits.

**Claire Bibby** for *Glenside Progressive Association Inc.*

# Submission to Wellington City Council Long Term Plan

Julie Geange and Seán Mahoney



## We wish to be heard in support of this submission

### **Dedicated Residential Parking on Waiapu Road , Kelburn.**

We reside on Waiapu Road, Kelburn, home of the wonderful community asset Zealandia Ecosanctuary.

Zealandia has three specific dedicated public car parking areas, as well as a dedicated staff car parking area. We support these being in place.

Waiapu Road has a residential block of flats with their own dedicated parking, one house with a private driveway and parking and then four properties located at the top end of Waiapu Road with no off-street parking. In this same area there are four on-street public car parks, which could adequately service the four residential houses on Waiapu Road if they were dedicated parks for residents.

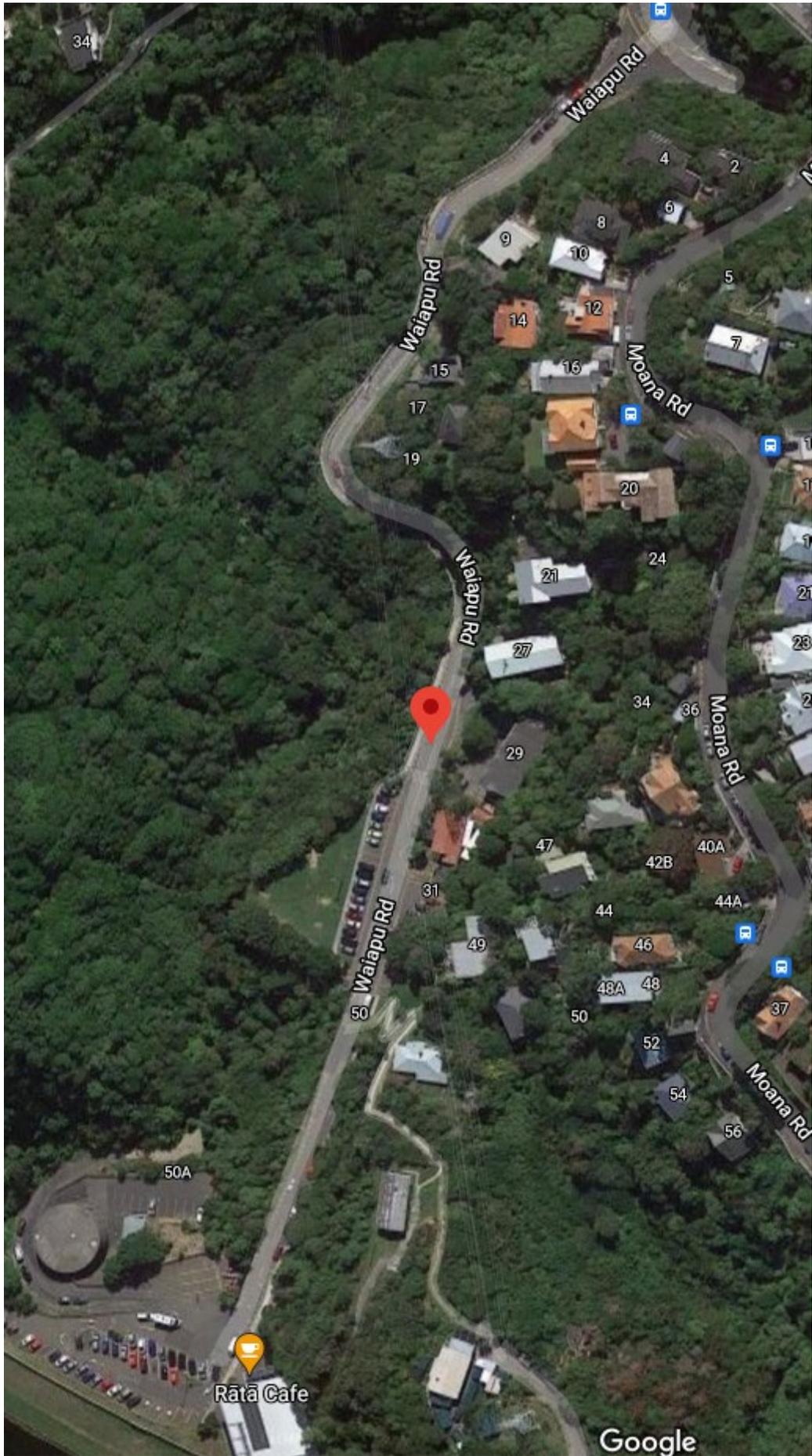
When Zealandia is busy, especially when the entrance fee is reduced or removed, there is increasing pressure on the parking closest to Zealandia which often means we as residents cannot park anywhere close to our houses, which makes access them difficult especially when bringing in groceries etc. These parking areas have also been used to home abandoned or broken-down cars.

Zealandia is supportive of a move to zone these carparks residential (see attachment) as are the residents who are affected.

At this point we would like to be clear, we do not wish to increase the number of parking spots, rather that we are asking for the existing four car parks at the Chaytor Street end of Waiapu Road to be designated 'Zealandia residential parking' and that 9, 11, 15 & 17 Waiapu Road are each entitled to one 'Zealandia residents car park', upon payment of a residents parking fee.

Why are we asking for this through the LTP process? Upon enquiring with the WCC, the form to apply for residential parking to be created was not on the website, nor could it be located by staff (who by all intents were very helpful). We were then told an engineer would need to investigate the situation and the process could take up to a year.

Should council be supportive of this proposal, there will be minimal cost to create the parks. We look forward to a positive outcome for both residents and visitors to this area.



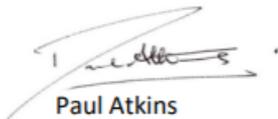
Monday 27 April, 2021

To whom it may concern

I am writing to support the application for four existing roadside public car parks at the end of Waiapu Road next to the junction of Chaytor Street to be designated as residents parking for the residential properties at 11,13,15 & 17 Waiapu Road.

These are currently public car parks and are utilised not only by the local residents but by visitors as well, causing some problems for the residents of the aforementioned properties who do not have access to off-street parking. I can confirm that the removal of these car parks from public use will not negatively impact visitors to Zealandia, on the other hand this will have a positive impact on the day-to-day lives of the residents of the four houses.

Yours faithfully,



Paul Atkins  
**Chief Executive**

To whom it may concern,

We have lived at 9/11 Waiapu Road Kelburn Since March 2018

Parking was removed from the street underneath my house just before it was bought – there were eight spaces originally. This has in time caused many issues when you live on the street – I entirely back the application to request resident parking.

There are four houses this affects and there are four bays that could be allocated for residential parking – due to location of these bays we suffer from losing car bays to city workers Daily parking, weekend Zealandia customers.

I see that on the Wellington Kelburn Residential permit page we are eligible for this to take place.

Please add our interest in making Waiapu Road Resident permit parking

Many thanks

Driana And Isabella Greenwood Reeves

## Kōrero mai mō te mahere 10-tau Have your say on our 10-Year Plan

All submissions must be received by **midnight Monday 10 May 2021**.

You don't have to give feedback on every decision – 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 12 Manners Street, or visit [wgtm.cc/ltp](http://wgtm.cc/ltp).

### 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, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

Full name: <b>Karori Residents Association Inc</b>		
<b>Contact details</b>		
Address: <span style="background-color: black; color: black;">[REDACTED]</span>		
Phone number: <span style="background-color: black; color: black;">[REDACTED]</span>		
Are you are making this submission as an individual or on behalf of an organisation?		
Individual	Organisation: <b>KRA Inc</b>	
What is your connection to Wellington? <i>(tick all that apply)</i>		
* I am a Wellington City Council ratepayer <input checked="" type="checkbox"/>	I live in Wellington <input checked="" type="checkbox"/>	* I work in Wellington <input checked="" type="checkbox"/>
I own a business in Wellington <input checked="" type="checkbox"/>	I study in Wellington	I am a visitor to Wellington
Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?		
Yes <input checked="" type="checkbox"/>	No	
If yes - We are offering two ways of speaking to Councillors about your submission. <i>(Please tick which option(s) you would prefer?)</i>		
<b>Oral forum</b> (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters) <input checked="" type="checkbox"/>	Morning	Afternoon <input checked="" type="checkbox"/> Evening <input checked="" type="checkbox"/>
<b>Oral Hearing</b> (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)	Morning	Afternoon Evening



## Our seven big decisions

The next seven questions relate to the big decisions for the 10-year plan.

- **Decision 1:** Increasing spending on the three waters network to fix the pipes
- **Decision 2:** Taking responsibility for the ownership of wastewater laterals
- **Decision 3:** Increased investment in cycleways
- **Decision 4:** Implementing our Te Atakura, First to Zero action plan
- **Decision 5:** Choosing a plan for earthquake-prone Council Office buildings
- **Decision 6:** Funding the Central Library strengthening and upgrade
- **Decision 7:** Choosing a plan for sludge minimisation

Detailed information on these decisions are on pages 20 to 47 of the Consultation Document.

**Question 8** in this submission form is a place for you to comment or provide any other feedback on the decisions.

You are also able to attach further information to your submission at the end of this form.

### 1. Investment in three waters infrastructure

There are three different levels of investment in the three waters network to consider. Our preferred level of investment is the **Enhanced** option, which focuses on improving the condition and reliability of the network in an affordable and sustainable way.

Problems with pipes have been a long time in the making, and we cannot fix everything at once. The Enhanced option represents a \$2.4b investment in our three waters network and is the middle-ground option that we are confident of being able to deliver in this plan. We will be able to review the level of investment in our next Long-term Plan review in 2024, when we will have more information on the network.

A summary of the proposed investment in in the three waters network is on pages 22 - 26 of the Consultation Document.

Which of these options do you prefer?

Enhanced (\$2.4b Council's preferred option)	Maintain (\$2.0b investment - lower rates and debt)	<input checked="" type="checkbox"/> Accelerated (\$3.3b investment - higher rates and debt)	None of these options	Don't know
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### 2. Wastewater laterals

Currently residents are responsible for the maintenance of the pipes connecting their property to the wastewater (sewerage) main underneath the road corridor. These are called wastewater laterals.

We propose that the Council takes ownership of the laterals between the property boundary and the sewerage main underneath the road corridor.

A summary of the proposal to take responsibility for wastewater laterals is on pages 28 - 29 of the Consultation Document.

Which of these options do you prefer?

* Take ownership (Council's preferred option, \$32m investment) <input checked="" type="checkbox"/>	No change (no change in investment, rates or debt)	Neither of these options	Don't know
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### 3. Cycleways

Cycleways is an area where we have ambition to seriously lift our game - we'd like to build a network of connected and safe cycleways that allow Wellingtonians to be able to choose cycling as a mode of transport. Our full programme for the network can be viewed at [transportprojects.org.nz](http://transportprojects.org.nz) and if all of the routes were progressed, there would be a \$226m investment across the 10 years of this plan.

Our preferred option is a \$45m or 60 percent increase in funding for cycleways than what was planned in the previous Long-term Plan. It will progress \$120m of the full \$226m programme

We believe the high investment programme option balances the need for increased investment in this area with what is affordable for Council and what we will be able to deliver. It allows time in the programme for robust community engagement and to build capacity in the Council and the sector for the full programme to be eventually delivered.

A summary of the proposed investment to build more cycleways is on pages 30 - 33 of the Consultation Document.

Which of these options do you prefer?

High investment programme (Council's preferred option, \$120m capital investment)	Finish started projects (\$29m capital investment, lower debt and rates)	Medium investment programme (\$39m capital investment, lower debt and rates)
Accelerated full investment programme (\$226m capital investment, higher debt and rates)	None of these options ✓	Don't know

### 4. Te Atakura First to Zero (Climate Change)

Te Atakura - First to Zero is our response to the climate and ecological emergency we declared in 2019 but it is not yet funded.

Te Atakura is intended to ensure sufficient activity is undertaken in this decade to reduce our emissions. Council can do this by supporting the transport mode-shift projects, as well as encouraging the uptake of electric cars, providing seed funding to leverage businesses and community impact and supporting residents to be motivated to take action.

Our preferred option is to fully fund Te Atakura, which is included in our 5.3 percent average increase across 10 years.

A summary of the proposed investment in Te Atakura - First to Zero Action Plan is on pages 34 - 37 of the Consultation Document.

Which of these options do you prefer?

Fully fund the programme (Council's preferred option, \$29.9m investment)	Medium investment with savings (\$25.4m investment, lower rates and debt)	
Low level of funding (\$18.1m investment, lower rates and debt) ✓	None of these options	Don't know

### 5. Te Ngākau Civic Precinct - Council office buildings

Te Ngākau Civic Square is the musical, creative and democratic heart of Wellington but it has significant resilience challenges.

While we are still working through finalising the framework for Civic Square, a specific decision is required in this Long-term Plan with respect to the future of the Council office buildings - the Municipal Office Building (MOB) and the Civic Administration Building (CAB).

As the two buildings are connected, and have similar resilience issues, it is important that the future of them is considered together.

Our preferred option is to demolish and rebuild the MOB and CAB buildings in partnership with private investment through a long-term ground lease for the site.

Combining a MOB and CAB development would enhance this opportunity and significantly decrease the need for additional Council borrowing and ratepayer funding to address these impaired buildings.

A summary of the proposed approach to developing of Te Ngākau Civic Square on pages 38 - 41 of the Consultation Document.

Which of these options do you prefer?

Demolish and site developed through long-term lease (Council's preferred option)	Proceed with base build proposal for public purposes (higher debt and rates)		
Retain and seek to repurpose (higher debt and rates)	Sell to support development (no debt or rates impact)	None of these options ✓	Don't know

## 6. Fixing the Central Library

Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

After hearing from Wellingtonians in the 2020 consultation, Council agreed to recommend the high-level remediation option to be part of this plan. This option makes the building resilient to future shocks and supports our ability to deliver an adaptable modern library service, while preserving the buildings heritage. It also allows us to mitigate some climate change impacts in the future.

Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225 percent to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225 percent, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 - 2024/25.

A summary of the proposed investment to fund the fixing of the Te Ngākau Civic Square Central Library is on pages 42 - 44 of the Consultation Document.

Which of these options do you prefer?

<input checked="" type="checkbox"/> Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% rates increase)	Council to strengthen Central Library later (complete in 2028 instead of 2025, additional 0.83% rates increase)	
Strengthen now by increasing rates further (additional 1.79% rates increase)	None of these options	Don't know

## 7. Reducing sewage sludge and waste

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

Our preferred option is to invest in a sludge minimisation programme through another funding source. This means the project would not be funded by Council, but if it is funded through a Special Purpose Vehicle, a levy of about \$70-\$100 per year will be charged to each ratepayer.

A summary of the proposed investment in sludge and waste minimisation is on pages 45 - 47 of the Consultation Document.

Which of these options do you prefer?

*Sludge minimisation through alternate funding (Council's preferred option, \$147m-\$208m capital investment funded through a levy, no additional rates increase)	No change in current practice (no change to investment, rates or debt)	<input checked="" type="checkbox"/>
Invest in technology at Southern Landfill (\$86m-\$134m capital investment and higher rates) <input checked="" type="checkbox"/>	Sludge minimisation - through Council funding (\$147m-\$208m capital investment, above debt limit and higher rates)	<input type="checkbox"/>
None of these options	Don't know	<input type="checkbox"/>

## 8. Feedback on these decisions

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

<input checked="" type="checkbox"/> Investment in three waters infrastructure	<input checked="" type="checkbox"/> Wastewater laterals	<input checked="" type="checkbox"/> Cycleways
<input checked="" type="checkbox"/> Te Atakura (climate change)	<input checked="" type="checkbox"/> Central Library	<input checked="" type="checkbox"/> Sludge and waste minimisation
<input checked="" type="checkbox"/> Te Ngākau funding for future work	None of these	

If the space on the next page is not adequate for your comments, please feel free to attach supporting information to the submission. **Please be clear** what decision you are commenting on.

## Comments

### 6. Transport Network

Priority Objective 3 of the consultation document is laudable. Choices, safety, efficient, productive – all good words. Why then has no one mentioned the Karori Tunnel and its approach roads are not safe for cyclists, while the tunnel itself is impassable for pedestrians with disabilities, and the mixing of electric scooters and cyclists with pedestrians is becoming a significant hazard, both on city footpaths, and on shared roads. The long-term plan should give stronger recognition of the need for roads to support commercial activities within Wellington.

### 7. The Spatial Plan and District Plan

Citizens are still waiting for the completion of the spatial plan (a disaster as it was first presented) and the draft revision of the district plan.

### 8. Climate Change and Environment

The move to EV's by Council is supported, as is the installation of a good network of EV charging points around the city. The conversion of the sludge minimisation project should reduce some greenhouse gas emissions. Good management of the landfill including recycling and more could be done to encourage the development and care of our "urban forest" – green spaces, especially those with trees and shrubs. Council should be looking to clean up urban streams, remove weeds more aggressively, and remove the very old and ugly pine trees. In all other respects, the lead on climate change should be taken by government. Council cannot tackle this issue alone. Declaring a climate emergency is a necessary step.

### 9. Buildings, and Civic Square

Knock down the old council buildings. Develop an imaginative open space that is attractive to all residents but especially to the growing population. Do not build or own buildings when the space can be leased. In other words, shift the Council offices into leased space in the city. Stop building new buildings. Do not do anything "because we are the capital". If the government want to enhance the capital, let government pay. Do things to enhance the capital.

### 10. Social Housing

Further to the comment in paragraph 1a above, social housing should primarily be a government issue. Council should review any proposals for social housing.

*Lesleigh Salinger*

## Comments

### 9. Proposed 10-year budget (see page 10 for details)

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

The first year of the plan has a rates increase of 13.5 percent (after growth) and there is an average of 9.9 percent (after growth) over the first three years. This is higher than previous plans because of the **key challenges** faced by the city including infrastructure, housing, earthquake strengthening and and COVID-19 impacts.. Therefore, we now require a step up in the level of rates we charge. Details of the key challenges are on pages 20 - 47 of the **Consultation Document**.

Our proposed budget also represents our highest ever level of capital investment in Wellington. It addresses the need for increased investment in our three waters infrastructure and transport network and seismic strengthening of key buildings, along with making progress against all our other priority community objectives.

Our debt levels for this plan, including the value of uninsured assets, range from 134 percent to 239 percent of our annual income. Our proposed limit is 225 percent.

We think this is a sensible limit on our borrowing to ensure that the impact on affordability of rates is maintained and leaves enough 'headroom' to ensure we can repay our debt, and respond to expected but unfunded and unexpected future events and opportunities.

#### Do you support the proposed 10-year budget?

I strongly support the proposed budget	I somewhat support the proposed budget	Neutral ✓
I somewhat oppose the proposed budget	I strongly oppose the proposed budget	Don't know

#### If you stated in Question 9 that you are neutral or do not support the proposed budget. Do you support increasing or decreasing spend?

I support increasing spend in the current budget	I support decreasing spend in the current budget	I support keeping the budget the same but with some changes	Don't know
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## 10. Any other feedback on what is proposed for the 10-year Plan

### Future decisions

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

### Other projects

We also have many other services and projects detailed in our Statements of Service Provision.

### Council Fees and charges

We have also made changes to some of our fees and user charges. More information on these are available on our website [wgtn.cc/ltp](http://wgtn.cc/ltp) and available at our libraries and service centre.

Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

### Comments on the Wellington City Council Draft Ten Year Plan 2021

1. The requirements for the long-term plan are laid out the Local Government Act 2002. Broadly, the discussion document is good.
  - a. The office of the Auditor-General notes that \$403.2M of funding for social housing has not been included in the budget.
  - b. The plan includes \$270M over 10 years for the maintenance of city streets but notes that the LGWM project may y
2. When the sums from 1a and 1b above are included, it is clear that ratepayers are going to have to dig very deep o
3. Council's consultation document claims that there are seven important questions on which it wants to consult citizen
4. Improve the Performance of Council:

For several years ratepayers have observed dysfunctional behaviour on Council. Poor decisions have been made (e

5. Improve the Performance of Officers

The Local Government Act 2002 reorganised how local governments run and required a much greater reliance on co

It is suggested that Council arrange a major review of the numbers, qualifications and experience of in-house staff to

There also appears to be a need for a Quality and Audit function within Council, charged to (1) review projects and p

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Staple here

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**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke



FREEPOST 2199  
Long-term Plan  
Policy and Reporting  
Wellington City Council  
PO Box 2199  
Wellington 6140



## Resilience and Environment: Te Manahau me te taiao

In terms of the environment, one of Council's four city outcomes /or long-term goals is that of eco city, p10 of the LTP notes *"developing Wellington as an eco-city means proactively responding to environmental challenges. It is important that Wellington takes an environmental and leadership role, as the capital city of clean and green NZ."* -

The LTP asks "have we got the balance right?" In the context of Council's stated "eco city" goal and having specific regards to the interests of Karori and its wider environment, the answer is "no"

- It is **KA's** view that, in the past, infrastructure spend has been downplayed in favour of sexier projects and the time has come to redress the balance and to get the bones of the city functioning in an efficient and environmentally sustainable way. The increasing spend under Option 1 is supported but does it go far enough? In particular, much of the increased spend is to be directed towards central city upgrades (because of projected population growth). Apart from identified projects in Tawa and Miramar, **there is little transparency around proposed spend on infrastructure upgrades in the suburbs.**
- **KA** is generally supportive of those projects under Option 1 which are aimed at increasing the City's resilience (e.g. increasing the water storage capacity and pipe network). However it appears that the proposed upgrades are to be directed to the central city only, along with the Upper Stebbings and Horokiwi areas. We trust this is because the current state of Karori's water storage network (as well as that of other suburban communities) has been assessed as being able to cope with natural disaster events?
- In respect to wastewater and stormwater, the extent to which Karori would benefit from the \$13 million allocated under Option 1 to increase the capacity in "other parts" and the \$32 million to upgrade the capacity and resilience "of parts" of our stormwater network is unknown. **KA** will maintain a watching brief to ensure we get our share of the pie. The Ryman's development will put pressure on the current network capacity as will any "re-birth" of Council's medium density housing proposals in the suburb.
- The glaring omission in all of this is the lack of provision for the upgrade of the Western Wastewater Treatment Plant, given that existing consents expire in 2023. Estimates of the \$\$ value required for the works are well in excess of most if not all of the other projects that have been specifically listed under Option 1. The WWTP upgrade is **NOT** optional. Why is it missing?
  - **Where is the budget to address this issue** (which is not confined to Karori Stream)?
- Council will also be well aware of the issues of cross contamination caused by the ageing wastewater networks. Karori is far from immune with **Karori Stream have extremely high E coli levels**. Given:
  - Wellington's long term "eco city" goal, *"the capital city of clean and green"*
  - The identification of Karori Stream in Schedule F1 of GW's Proposed Natural Resources Plan as a river with significant indigenous ecosystems, containing habitat for indigenous threatened/at risk fish
  - The NPS for Freshwater Management
- **KA** wishes to see a clean-up of Karori Stream from headwaters to coast with a comprehensive program of investigation, investment, sensible regulations and compliance action. Place all public drains on private property on easements with appropriate access agreement and health and safety provisions. (See **KA's** recent submissions to a GWRC resource consent hearing).

**Option 1:** p 14 Increase levels of service

**Support:**

**Wastewater network improvement**

# Housing/ Ngā Kāinga

## Key Projects: The Strategic Housing Investment Plan

### Option 1: p 22 Support:

The severity of the housing crisis means all land available needs to be optimised. There is a risk \$22m is used poorly as subsidies to developers, with minimal real value gained, however, \$11m to operate the fund should hopefully enable sound investment.

There may be a need for the council to further leverage its stock of housing to expand supply. This can be considered using forms of project financing without using ratepayer underwriting as described elsewhere in this submission. Given the income related subsidies that enable the Council to obtain market rents even from social housing, the portfolio can be operated on a self-standing basis. The cost of borrowing may be marginally higher, but only because it does not receive a ratepayer subsidy from the underwrite.

## Wellington Housing Strategy

The focus on improving housing affordability generally is weak. The strategy focuses more on public housing and housing quality. There is little focus on land supply, zoning, and infrastructure supply. 1000+ new dwellings per annum; these should be pursued in light of the summary of needs described in Footnote1\*.

- **Special Housing Area:** are problematical for infrastructure supply. SHAs are often rushed through without assessing congestion and capacity constraints. If WCC is able to fast track, it should do so with existing processes.
- **Inner city building conversions:** there seems no need for proactive WCC involvement. There is a strong market in Auckland for conversions, and if they are not happening here there may not be a market for them. WCC should just ensure their own regulatory requirements are not overstated, and its own development contributions and ratings policies are not out of balance.
- **Special Housing Vehicle (Urban Development Agency):** No value-add is apparent. What would it do precisely? The only additional power UDA legislation may have over and above what councils can already do is land acquisition for site assembly to increase the scale and viability of private development. This is a fraught area, and if Parliament legislates for any such powers, it can be considered then, not now.
- **Rental WOF and Te Whari Oki Oki:** support the continuation with trial for former, and collaboration for latter.

Other elements of Housing Strategy: little else is described in the separate strategy document relating to general affordability. It says reviews of district plan and of the 'Urban Growth Plan'. This is too weak. Much more needs to be done to enable or facilitate urban expansion and intensification where infrastructure supply exists and where it does not damage the values of existing properties.

In the case of intensifying **Karori** to increase housing supply, this is supported provided: three waters infrastructure is upgraded, transport corridors are upgraded as described elsewhere in this submission, and the need for quality intensification is pursued. In particular:

- While the WCC continues to allow raw sewerage to get into the Karori Stream and into Cook Strait from the pumping station on the coast, there is little prospect for further development in the suburb, which is a pity given its potential and proximity to the city.
- In relation to quality intensification, the following points are germane. They apply to RMA plans, rather than 10-year plans, but are nonetheless relevant to the Council's Housing Strategy for which comment is being sought:
  - 1 Measurements of distance to the boundary need to be done honestly, which is at the widest point of a house. Currently the measurement is taken at the foundations, which does not allow for the addition of cladding, windows, eaves and guttering. The result is that dwellings are closer than is shown on the plan, and this is very visible at eye level and above.

- 2 The consent process is too simple and does not look at the effect of a new build on existing properties, particularly where infill dwellings are proposed. The privacy and sunshine of existing homes need to be protected, and plans need to show clearly how a proposed dwelling will fit in among neighbouring homes. It should be required that designs are adapted if they are intrusive and the rights of existing homeowners should be given priority.

In addition:-

Footnote 1: **SUSTAINABILITY IN COMMUNITY AND HOUSING.**

Creating communities planned to allow organic growth could result in vibrant, organic, eco friendly communities that are not only economically sustainable but also able to accommodate the different generations in a cycle of changing need. The use of eco materials in building and sustainable energy such as solar and heating alternatives is desired.

The LTP should include whanau sustainability in the community with a cycle of housing that could sustain our suburbs and communities needs regardless of age or income levels and provide enough homes for:

**Renters:** both young and old who will require either part or all their lives being housed in properties that they do not own. Kiwis, by birthright, are entitled to live in comfortable, healthy homes and the recent Housing NZ drive to build prefabricated, smaller homes highlights the ability to provide this in our country.

**Homeowners:**

*Smaller homes* - there is a cycle of home ownership that starts and ends with low maintenance 2 bedroom properties; apartments or units. They cater to the largest population of buyers as they are a group made up of first home buyers, solo parents, singles, couples, downsizers and retirees.

*Family homes* – growing families need room to move and usually want 2 bathrooms or at least 2 toilets with yard space and a second lounge or study area. Cars are a consideration regarding garaging and sports equipment storage and the ease of flow of shopping and amenities into the home.

*Investors* – when planning for retirement the great kiwi dream is barely realistic due to our current superannuation forecasting being unsustainable! Investors are mostly looking for either low maintenance properties returning a 7% yield or a larger multi bedroom property to bring in maximum income, usually by exploiting cash-strapped students needing accommodation close to universities.

*Retirees* – generally this group doesn't want to leave their community unless they have family out of the area or want to move to warmer climates. Most pensioners will remain in the family home far longer than they are practically or financially able to manage due to not wanting to move from the area but not having housing options locally unless they move to a retirement home. They then stay in the large family home, where they can no longer afford the maintenance either financially or physically and have inadequate heating and a poor lifestyle. Eventually a fall or other health issue result in them being hospitalised numerous times until finally they are forced into a home.

## Transport/ Ngā Waka Haere

*"A good transport system...should benefit people's overall quality of life, support economic productivity, help create healthy urban neighbourhoods that are people focussed, and reduce the city's carbon emission."*

It is **KA's** view that there is an over emphasis on spending on cycling networks. The majority of commuting residents are going to use public transport or cars. Whilst the Ngauranga to airport corridor is prioritised there seems to be little awareness that Wellington's suburbs feed traffic into the City every day. In Karori's case there are some 20,000 car journeys a day and approximately 30 school buses transporting children out of the suburb because, for one of the largest suburbs in New Zealand, there is no educational provision for secondary and tertiary students (with the exception of Marsden Collegiate). **KA** surveyed Karori residents and a statistically significant majority favoured the VUW College of Education site being used for a secondary school. (Survey conducted by member, Derek Neale)

We suggest the following needs to be done:-

1. Define standards and design guidelines "Transit Roads" (suggested reference "Transit Street Design", NACTO, USA 2012). Declare Karori Road and Chaytor Street to be Transit Roads, undertake investigations and planning to implement necessary changes within the period of the Ten Year Plan.
2. Undertake geological and engineering investigations for a second Karori Tunnel, considering options for (1) a road vehicle tunnel; (2) a smaller tunnel for pedestrians and cyclists only; and (3) a tunnel exclusively for public transport vehicles. This study should be completed with cost estimates and public consultation done before the preparation of the next Ten Year Plan in 2028.
3. Plan and implement cycle lanes in Karori to take as many bikes as possible off Karori Road, especially during peak travel times.
4. Plan for at least three substantial bus interchanges in Karori, approximately (1) near Karori Park (2) near the Town Centre, and (3) near the entrance to Karori Tunnel. These interchanges should provide a park-and-ride park, a kiss-and-ride lane, and secure under cover bike parks. Consideration should be given to working with GWRC to provide express (limited stop) buses to key hubs in the central city. **Implement at least one of these within the new Ten Year Plan.** As well, devise and implement a plan to reduce parking in narrow parts of Karori Road and implement bus lanes more extensively.
5. Work with GWRC to investigate the use of smartphone summoned shuttles to take bus passengers to and from the hilly parts of Karori that are some distance from Karori Road.
6. Plan and implement traffic lights to control traffic at the intersection of Glenmore Street and Kelburn Road to encourage more motorists to use Glenmore Street as the major access route to Karori Tunnel. The traffic lights to be phased with the Chaytor St/Birdwood lights. Redesign the Chaytor Street/Birdwood Street intersection to provide a free turn left into Birdwood Street (with Give-way sign only). Implement after public consultation.
7. Prepare a comprehensive plan for the reconfiguration of Appleton Park, incorporating a commuter car park (park and ride and kiss and ride), secure bike parking, a redesign of the Chaytor St/Raroa Road/Curtis Street intersection by widening it and providing waiting and merging lanes. Replant the Chaytor Street border to the remainder of Appleton Park to provide a suitable screen of native trees and shrubs. Complete public consultation and incorporate in Ten Year Plan if possible.

**Option 2:** p 29 Deliver Cycling Master Plan over 35 years **Support:** Existing budget levels

## Arts & Culture/ Ngā Toi me te Ahurea Submission

### LTP Preamble

*"Wellington is known as the cultural capital of New Zealand, reflecting the presence of national arts organisations and vibrant arts and events in the city. It is a city of unique cultural moments, experienced by residents and visitors alike. This did not happen by accident. It is the result of deliberate investment over recent years by the Council and other partners."*

An overarching philosophy: An approach would be to ask:

### **What is the desired outcome for the City and its residents at the end of the 10 year plan?**

**Answer:** *A vibrant, diverse cultural life which encourages participation and celebration with choice of events and performances of high quality which in turn enhance a reputation befitting a capital city.*

**Marketed as:** Cultural Capital ; Festival Capital; Arts Capital; using the nuances of the word 'capital' as head of government, but also- best, top, head, principal, investment, first, primary,

In a world of older, richer and long-established cultures with magnificent cultural institutions Wellington is very small fry, therefore the City has to establish a '**point-of-difference**'. Wellington is 'our' City and the Council's priority is to make it work for the ratepayers and residents. If this is successful it will become a beacon for visitors, who will come for the National Institutions (Te Papa, the Houses of Parliament etc) or for Festivals if their reputations are good. Our City has:-

### **Advantages:**

- Arts as an inherent part of a flourishing economy
- being the capital and housing the National Institutions, ie. mana
- having the topography of a natural amphitheatre; an excellent civic square; a compact, walkable city
- boasting the highest education level and per capita income
- home to three major tertiary institutions with strong Arts foci: VUW, Massey, Whitireia/Weltec
- some very good venues- or potentially good venues
- various benefactors and trusts which support the Arts

### **Disadvantages:**

- ❖ being earthquake prone
- ❖ various unsuitable, poor quality or redundant venues. Second rate management of those venues
- ❖ weather which can't be relied on
- ❖ a relatively small population (despite projected growth) **200,000** and 4 cities population, **400,000**
- ❖ high cost of living; severe traffic congestion; high house prices and expensive commodities

The new Plan takes a "build venues and the people will come" approach which puts the cart before the horse. How many Councillors remember the fiasco which was the 1990 Sesqui-centennial?! Millions of \$\$\$ of the City's money down the drain, the failure- a laughing-stock and several small businesses going-to-the-wall.

Rather, think to centralise Arts development and create a hub based around-and in- Civic Square which encapsulates the present: Library, Art Gallery, Capital E, Town Hall, MFC\*, City-to-Sea Bridge, Wharewaka, Te Papa Forecourt and the Waterfront (Frank Kitts Park). Note:- Circa Theatre while not part of Venues Wellington may be incorporated into a precinct based on creating a working arrangement with the Theatre Trust. Further along the Waterfront is the Wellington Museum, the NZ Academy of Fine Arts and the NZ Portrait Gallery. The TSB\*\* arena is located between them as well.

Elsewhere are BATS Theatre, Taki Rua, Toi Whakaari and the National School of Dance

As part of a cultural hub:-

**\*MFC:** repurpose and develop by building an extension on the adjoining car park and incorporating and redesigning the Renouf Foyer: rethink the entry and remove and re-site the present ticket office, add parking underground; a very good facility for loading/ unloading equipment and, as well as the present concert hall, add a varied suite of rooms suitable for: chamber music (300 seats); a lecture theatre, break-out rooms (for hire) convention facilities for discrete conventions and all interlinked by walkways, foyers and passages giving public access with cafes suitable for pre/post theatre tapas, and well as attracting patrons during the day. Part or all leased-out to best-practice operators with excellent performance standards measures incorporated into contracts. This would be premised on:

- Employing architects with specialist skills in planning venues and town centres
- A vast improvement in the management of the City's venues and facilities (or leasing as above).
- An audit of all the venues available in the wider City to be undertaken or brought up to date.  
eg. There used to be a very good 'little theatre' at VUW- is it still used and available? The new home of Whitireia/Weltec has a theatre, a cinema and other facilities. Some colleges have good halls and Scots College has a purpose-built film/recording studio. Are these available for public hire?
- And likewise, a sizeable improvement in the quality of food, and the service levels of food and beverage facilities- or even better leasing provision to a variety of businesses with watertight contracts as above.
- Creating and strengthening working partnerships with organisations such as: VUW, Massey, Circa Theatre, Ngāti Poneke, Te Papa, the City cinemas (where appropriate) NZAFA, Leading Colleges, Government departments where appropriate and many more.

*LTP Response*

Code: page nos & options refer to the Consultation Document *Our 10 Year Plan*; Tō mātou mahere ngahuru tau

**Option 1:** p 42 "Additional Support for the Arts"

**Support:** Strengthen Cultural Facilities

**In Plan** p42 St James; \*Town Hall; Wellington Museum; other venues \$117.7mil cost/investment.

\*Town Hall: doubt exists about the economic value of investment in the Town Hall. If \$90mil is invested in this asset then it would need to bring in annual net revenues of at least 1/15th of the \$90mil outlay; ie. \$6mil p.a. Preferable would be, a further \$3mil net revenue to save in advance for its next major renewal. If this cannot be achieved then alternative uses should be considered- eg. as part of a convention centre. As part of an integrated civic/cultural hub with good tenants and these conditions perhaps the \$90mil of ratepayers' money can be justified.

**Support:** p42 Investment of \$16mil over 10 years (\$1.6mil p.a.) for a co-ordinated programme of events, activities, theatre and public art to position the city as a global cultural destination.

**In Plan** Develop a Matariki Festival (mid-winter)

**In Plan** Te Whare Héra: international artist residency programme: partner, Massey University School of Art

**Develop** Create a summer performing arts festival to make best use of Wellington's popular waterfront, eg. Summer Shakespeare: partners Victoria University and Circa Theatre

**In Plan** p43 Investment in cultural attractions: Movie Museum and Convention Centre (see below)

## Sustainable Growth/ Te Kauneke Tauwhiro Submission

*Sustainable Growth* and *Arts & Culture* are inherently linked. In Wellington, the Arts is a very significant part of the economy. The Council is contemplating a big investment in this sector over the life of this LTP.

The city should be focused on supporting existing businesses and bringing in new businesses that export goods and services out of the region and bring money into the region. The publication "The Flow of Money" is useful background on this point <http://phillipsecd.com/EDED/FLOWOFMONEY.pdf>. These firms are 'contributors', and remaining firms such as shops are 'consumers' of these revenues. These contributor firms should be targeted towards high-value goods and services, rather than tourism which is a low value add industry. There should be a more supportive environment for such firms, such as competitive rates upon them and plenty of sites for them to locate on. Other central issues for such firms are transport connectivity and housing costs, because the latter also increases wages they must pay to attract and retain labour markets. Investing in those areas is far more important than expensive and risky luxury projects.

### Arenas

How many arenas does Wellington need? Are the present venues used to capacity? By building yet more arenas will the effect be to distribute the audiences more widely and thus make each one uneconomic? Especially when they're not well managed.

They should be financed as per above using a project revenue bond, not a ratepayer backed general obligation bond. The covered arena project is unlikely to be viable given Wellington's small population base, competitive market for major music events, and inability to sustain a revenue stream sufficient to cover costs.

### The TSB Arena\*\*:

Unfortunately this has not been fit for purpose or flexible for varied use since the day it opened: the acoustics, sight-lines, seating, access and foyers are poor! Rather than building yet another arena; strip this one out and re-design and re-fit for multi-purpose use. And as above use an architect who knows what she/he is doing. It is currently used to house *World of Wearable Art*, when it does, the seats are cramped and uncomfortable, the tiers are precipitate without handrails- they must surely be unsafe!

### The Westpac Stadium (aka the Cake Tin)

As an alternative to the above, perhaps the Cake Tin could be adapted to allow more flexible use (with fittings which could be installed for rock concerts), covered or covered in part.

**Support:** Option 1

**In Plan** p34 Strategic Planning; Comprehensive District Plan Review, Streamlined Consenting

### Key Projects

**Support:** Option 2 **Reject** ratepayer support of movie museum/convention centre

**In Plan** p 35 Movie Museum and Convention Centre- **Not develop** This proposal is fraught with risks; on the conventions side the City would be in a bidding war with more attractive large-convention alternatives (Auckland for scale and Queenstown for scenic values), Wellington would be better to attract discrete conventions as part of a 'compact city' or high-tech model.

As for the Movie Museum. A museum traditionally, as a repository of artefacts, costs money to maintain. As an attraction with a high entry price then there is danger in the 'Sesqui' effect, ie. pricing locals off the market and probably not sustainable on tourist income (this happened with Zealandia). It may also be competing against Te Papa which generally being free to enter will win hands-down. **KA** suggests that market testing is done. We would not want to see the Council end up with a, all be it glamorous, white-elephant, which would need to be sold at a later date. Think:- **'point-of-difference'**

**In Plan** p 38 Airport runway extension- **Not develop**. This proposal is just barking mad. Wellington sits in the 'roaring 40s' and is earthquake prone. Why on earth would even the most megalomaniac of engineers think that pushing fill into Cook Strait is a good idea? Having experienced the Wahine storm and seen what more recent storms can do to Island and Lyall Bays this scheme should not be thrust on to ratepayers.

It is very important that for such a major proposal any development follows financing disciplines with minimal, if any, ratepayer support. [Stretching runway numbers; Review of cost benefit analysis of proposed Wellington Airport runway extension](#)

**Support:** Option 1

**In Plan** p 37 Key sustainable growth projects- Kiwi Point Quarry; Conservation attractions-Wellington Zoo **Develop**. Ongoing success projects which have demonstrated their worth. [Construction Industry Study](#)

**KA** supports ratepayer ownership of the new quarry as a monopolistic supply situation should not be allowed to develop. (Rock is a vital resource for road foundations, drainage works, asphalt, concrete, and as a drainage medium. A rise in the cost of rock products would hit ratepayers hard.)

Wellington Zoo is a very long-standing feature of the City and plays an important role in the protection and maintenance of species.

In addition

#### **Additional Karori Amenities**

- ❖ Improve Ben Burn Park by providing more seating and shelter, a low fence along Campbell Street to block balls from hitting parked cars (within reason), replanting the tired and ugly trees and shrubs, improving the children's playground, and placing a water fountain at the north end.
- ❖ Advocate energetically for the provision of more room in our state primary schools, and a state secondary school in Karori.
- ❖ Advocate energetically with Ryman to encourage the development of a new (or relocated) health centre in those parts of the campus site which are to be repurposed.

## **Financial Strategy Submission**

### **Funding Implications**

**Any capital project**, including the runway and museum/convention centre concepts, extending even to waters and transport projects, should on first attempt be made to progress without general ratepayer support as follows:

- **Fund by project revenues:** Rely on user charges and long-term targeted rates from willing beneficiaries. Only approach general ratepayers with specific and modest co-funding propositions on a limited liability basis.
- **Revenue bonds:** pledge (and charge) only the revenues to specific project bonds, called 'revenue bonds'. Make clear bond holders have no recourse to general revenues or assets of the council, especially not its rates. Ensure no moral responsibility by the Council to bond holders.
- **Construction risk:** Designers and builders take the construction, consent, commissioning risks with a fixed price contract. Strike the rates and issue bonds only on successful execution of the project as per pre-agreed conditions, and use bond proceeds to reimburse private builders of the projects.

- **Project selection:** This approach imbeds better project selection tests; the acid test becomes whether initial private investors are willing to invest at a reasonable price, and whether long-term investors are willing to buy all the revenue bonds at a reasonable cost of interest, which it's expected they all will not unless the project is strong.
- **Support the sponsor:** Champions of any such project need a clear channel to progress such initiatives, and a possible ability to create a special purpose entity (SPE) relevant to the project if needs be, especially if targeted rates and council issued revenue bonds are required. Make this function accessible to all.

General ratepayer borrowing ('general obligation bonds' secured by 'full faith and credit' of the Council) should only apply to projects that cannot proceed as per the above. If they cannot proceed because their benefits are less than costs, then the council should not enable them, and if they do, then the Council's ability to rate and borrow should be severely restricted as a consequence.

In Plan p 54-5

- **Renewals should be savings financed:** should be funded from the savings set aside deemed their 'accounting depreciation', based on the economic principle of 'consumption smoothing'. These savings will be less than the borrowings for new growth infrastructure, but they will serve to reduce net debt. Renewals should not ultimately be debt financed and paid back by depreciation, as is described on page 55 and repeated below:
  - *"If the capital expenditure relates to the replacement (renewal) of an existing asset, that expenditure will be initially funded by borrowings. These borrowings will be repaid by rating for depreciation over the life of the asset. Any surplus rate funded depreciation, after paying for the replacement of Council assets, will be used to repay borrowings."*
  -
- **The imposition of the "charge over rates":**
  - The council should clearly explain in plain language to ratepayers their use, pros and cons of the "charge over rates", empowered by section 115 of the Local Government Act 2002, which councils willingly choose to use or not use. Essentially, they are borrowing and giving lenders the right in the event of debt default to step in and become a tax authority themselves and take everyone's property if needs be. This is an extreme imposition on property owners. We have been advised by experts (partners of Big-4 accountancies) that no other country allows local governments to provide so little protections and safeguards to property owners in their own jurisdictions. In practice this means default will never occur because taxes will always be raised and enforced; Kaipara's failed water scheme is a case in point. The reason for it is to minimise the cost of borrowing, but at what price? In principle this should enforce keeping general public debts low. Any discussion of increasing debt should be had in the full knowledge of the risks imposed. If this then proves not agreeable by ratepayers, then councils should borrow without using the "charge over rates" power.
  - Likewise, the council should make clear to ratepayers in plain language that most other councils are borrowing in a club with security against WCC's charge over Wellington ratepayers' property, care of the Local Government Funding Agency. Informed ratepayers would likely insist that WCC argue to keep debt low by all other councils.
- **Encumbering future councils:** Increasing general borrowings encumbers future councils, reducing their democratic freedoms. The prudence of previous councils to keep debt low is now being used to build a series of very costly and high-risk projects. This is an appropriation from past and future councils.

**KA's** submission has been contributed to and written by: Lesleigh Salinger (Chair), Chris Parker (Treasurer), Leith Wallace (Secretary), Bill Guest (Infrastructure spokesperson), Heather Sinclair (Environment Spokesperson), Andrea Skews and Derek Neale.

# Submission form

## Kōrero mai mō te mahere 10-tau Have your say on our 10-Year Plan

All submissions must be received by **midnight Monday 10 May 2021**.

You don't have to give feedback on every decision – 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 12 Manners Street, or visit [wgtn.cc/ltp](http://wgtn.cc/ltp).

### 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, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

Full name: <u>Island Bay + Beaumarvale Community Outreach</u>			
<b>Contact details</b>			
Address: [REDACTED]			
Phone number: [REDACTED]			
Are you making this submission as an individual or on behalf of an organisation?			
<input type="checkbox"/> Individual		<input checked="" type="checkbox"/> Organisation:	
What is your connection to Wellington? (tick all that apply)			
<input type="checkbox"/> I am a Wellington City Council ratepayer	<input checked="" type="checkbox"/> I live in Wellington	<input type="checkbox"/> I work in Wellington	
<input type="checkbox"/> I own a business in Wellington	<input type="checkbox"/> I study in Wellington	<input type="checkbox"/> I am a visitor to Wellington	
Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?			
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
If yes – We are offering two ways of speaking to Councillors about your submission. (Please tick which option(s) you would prefer?)			
<b>Oral forum</b> (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)	<input type="checkbox"/> Morning	<input checked="" type="checkbox"/> Afternoon	<input checked="" type="checkbox"/> Evening
<b>Oral Hearing</b> (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)	<input type="checkbox"/> Morning	<input type="checkbox"/> Afternoon	<input type="checkbox"/> Evening



# Our seven big decisions

The next seven questions relate to the big decisions for the 10-year plan.

- **Decision 1:** Increasing spending on the three waters network to fix the pipes
- **Decision 2:** Taking responsibility for the ownership of wastewater laterals
- **Decision 3:** Increased investment in cycleways
- **Decision 4:** Implementing our Te Atakura, First to Zero action plan
- **Decision 5:** Choosing a plan for earthquake-prone Council Office buildings
- **Decision 6:** Funding the Central Library strengthening and upgrade
- **Decision 7:** Choosing a plan for sludge minimisation

Detailed information on these decisions are on pages 20 to 47 of the Consultation Document.

**Question 8** in this submission form is a place for you to comment or provide any other feedback on the decisions.

You are also able to attach further information to your submission at the end of this form.

## 1. Investment in three waters infrastructure

There are three different levels of investment in the three waters network to consider. Our preferred level of investment is the **Enhanced** option, which focuses on improving the condition and reliability of the network in an affordable and sustainable way.

Problems with pipes have been a long time in the making, and we cannot fix everything at once. The Enhanced option represents a \$2.4b investment in our three waters network and is the middle-ground option that we are confident of being able to deliver in this plan. We will be able to review the level of investment in our next Long-term Plan review in 2024, when we will have more information on the network.

A summary of the proposed investment in in the three waters network is on pages 22 - 26 of the Consultation Document.

Which of these options do you prefer?

Enhanced (\$2.4b Council's preferred option) 	Maintain (\$2.0b investment - lower rates and debt)	Accelerated (\$3.3b investment - higher rates and debt)	None of these options	Don't know
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## 2. Wastewater laterals

Currently residents are responsible for the maintenance of the pipes connecting their property to the wastewater (sewerage) main underneath the road corridor. These are called wastewater laterals.

We propose that the Council takes ownership of the laterals between the property boundary and the sewerage main underneath the road corridor.

A summary of the proposal to take responsibility for wastewater laterals is on pages 28 - 29 of the Consultation Document.

Which of these options do you prefer?

Take ownership (Council's preferred option, \$32m investment) 	No change (no change in investment, rates or debt)	Neither of these options	Don't know
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### 3. Cycleways

Cycleways is an area where we have ambition to seriously lift our game - we'd like to build a network of connected and safe cycleways that allow Wellingtonians to be able to choose cycling as a mode of transport. Our full programme for the network can be viewed at [transportprojects.org.nz](http://transportprojects.org.nz) and if all of the routes were progressed, there would be a \$226m investment across the 10 years of this plan.

Our preferred option is a \$45m or 60 percent increase in funding for cycleways than what was planned in the previous Long-term Plan. It will progress \$120m of the full \$226m programme

We believe the high investment programme option balances the need for increased investment in this area with what is affordable for Council and what we will be able to deliver. It allows time in the programme for robust community engagement and to build capacity in the Council and the sector for the full programme to be eventually delivered.

A summary of the proposed investment to build more cycleways is on pages 30 - 33 of the Consultation Document.

Which of these options do you prefer?

High investment programme (Council's preferred option, \$120m capital investment)	Finish started projects (\$29m capital investment, lower debt and rates)	Medium investment programme (\$39m capital investment, lower debt and rates)
Accelerated full investment programme (\$226m capital investment, higher debt and rates) <input checked="" type="checkbox"/>	None of these options	Don't know

### 4. Te Atakura First to Zero (Climate Change)

Te Atakura - First to Zero is our response to the climate and ecological emergency we declared in 2019 but it is not yet funded.

Te Atakura is intended to ensure sufficient activity is undertaken in this decade to reduce our emissions. Council can do this by supporting the transport mode-shift projects, as well as encouraging the uptake of electric cars, providing seed funding to leverage businesses and community impact and supporting residents to be motivated to take action.

Our preferred option is to fully fund Te Atakura, which is included in our 5.3 percent average increase across 10 years.

A summary of the proposed investment in Te Atakura - First to Zero Action Plan is on pages 34 - 37 of the Consultation Document.

Which of these options do you prefer?

Fully fund the programme (Council's preferred option, \$29.9m investment) <input checked="" type="checkbox"/>	Medium investment with savings (\$25.4m investment, lower rates and debt)
Low level of funding (\$18.1m investment, lower rates and debt)	None of these options <input type="checkbox"/> Don't know <input type="checkbox"/>

### 5. Te Ngākau Civic Precinct - Council office buildings

Te Ngākau Civic Square is the musical, creative and democratic heart of Wellington but it has significant resilience challenges.

While we are still working through finalising the framework for Civic Square, a specific decision is required in this Long-term Plan with respect to the future of the Council office buildings - the Municipal Office Building (MOB) and the Civic Administration Building (CAB).

As the two buildings are connected, and have similar resilience issues, it is important that the future of them is considered together.

Our preferred option is to demolish and rebuild the MOB and CAB buildings in partnership with private investment through a long-term ground lease for the site.

Combining a MOB and CAB development would enhance this opportunity and significantly decrease the need for additional Council borrowing and ratepayer funding to address these impaired buildings.

A summary of the proposed approach to developing of Te Ngākau Civic Square on pages 38 - 41 of the Consultation Document.

Which of these options do you prefer?

Demolish and site developed through long-term lease (Council's preferred option)	Proceed with base build proposal for public purposes (higher debt and rates)
Retain and seek to repurpose (higher debt and rates) <input checked="" type="checkbox"/>	Sell to support development (no debt or rates impact) <input type="checkbox"/>
	None of these options <input type="checkbox"/> Don't know <input type="checkbox"/>

## 6. Fixing the Central Library

Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

After hearing from Wellingtonians in the 2020 consultation, Council agreed to recommend the high-level remediation option to be part of this plan. This option makes the building resilient to future shocks and supports our ability to deliver an adaptable modern library service, while preserving the buildings heritage. It also allows us to mitigate some climate change impacts in the future.

Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225 percent to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225 percent, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 - 2024/25.

A summary of the proposed investment to fund the fixing of the Te Ngākau Civic Square Central Library is on pages 42 - 44 of the Consultation Document.

Which of these options do you prefer?

Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% rates increase)	Council to strengthen Central Library later (complete in 2028 instead of 2025, additional 0.83% rates increase)	
Strengthen now by increasing rates further (additional 1.79% rates increase)	None of these options	Don't know

## 7. Reducing sewage sludge and waste

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

Our preferred option is to invest in a sludge minimisation programme through another funding source. This means the project would not be funded by Council, but if it is funded through a Special Purpose Vehicle, a levy of about \$70-\$100 per year will be charged to each ratepayer.

A summary of the proposed investment in sludge and waste minimisation is on pages 45 - 47 of the Consultation Document.

Which of these options do you prefer?

Sludge minimisation through alternate funding (Council's preferred option, \$147m-\$208m capital investment funded through a levy, no additional rates increase)	No change in current practice (no change to investment, rates or debt)	
Invest in technology at Southern Landfill (\$86m-\$134m capital investment and higher rates)	Sludge minimisation - through Council funding (\$147m-\$208m capital investment, above debt limit and higher rates)	
None of these options	Don't know	

## 8. Feedback on these decisions

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

Investment in three waters infrastructure	Wastewater laterals	Cycleways
Te Atakura (climate change)	Central Library	Sludge and waste minimisation
Te Ngākau funding for future work	None of these	

If the space on the next page is not adequate for your comments, please feel free to attach supporting information to the submission. **Please be clear** what decision you are commenting on.

Our community orchard is a welcoming space, where people meet, learn + share skills + grow food together. We are deeply concerned about climate change and urge the WCC to fully fund Te Atakura.

Te Atakura is a start, + we all need to work together to do more to achieve a just transition to zero carbon.

We need to get people out of cars, + to do this, we need to make it as easy as possible to get around. We think this means increasing bus frequency, + routes, building safe + separate cycle infrastructure, supporting schools with walking schoolbuses, + getting LGWM moving. We can explore alternative technologies to provide electricity security, like the small wind turbines for homes, subsidised solar panels, biogas + so on. Obviously any change, <sup>made</sup> to bus services needs to make sure that drivers are paid well + treated fairly, + the WCC + WRC should look at changing bus providers because recent actions by NZ bus shows just how vulnerable they are.

We need to support wellingtonians to become resilient - supporting people to learn skills like growing food, reducing waste and

Comments

knowing how to support each other in the coming climate crisis.

We need to ensure the participation of Māori in driving a just transition process. And we need to think about how climate change may affect our (urban (rough sleeping) community, & ensure we have accessible, safe housing for people to live in permanently.

9. Proposed 10-year budget (see page 10 for details)

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

The first year of the plan has a rates increase of 13.5 percent (after growth) and there is an average of 9.9 percent (after growth) over the first three years. This is higher than previous plans because of the **key challenges** faced by the city including infrastructure, housing, earthquake strengthening and and COVID-19 impacts.. Therefore, we now require a step up in the level of rates we charge. Details of the key challenges are on pages 20 - 47 of the **Consultation Document**.

Our proposed budget also represents our highest ever level of capital investment in Wellington. It addresses the need for increased investment in our three waters infrastructure and transport network and seismic strengthening of key buildings, along with making progress against all our other priority community objectives.

Our debt levels for this plan, including the value of uninsured assets, range from 134 percent to 239 percent of our annual income. Our proposed limit is 225 percent.

We think this is a sensible limit on our borrowing to ensure that the impact on affordability of rates is maintained and leaves enough 'headroom' to ensure we can repay our debt, and respond to expected but unfunded and unexpected future events and opportunities.

Do you support the proposed 10-year budget?

<input checked="" type="checkbox"/> I strongly support the proposed budget	<input type="checkbox"/> I somewhat support the proposed budget	<input type="checkbox"/> Neutral
<input type="checkbox"/> I somewhat oppose the proposed budget	<input type="checkbox"/> I strongly oppose the proposed budget	<input type="checkbox"/> Don't know

If you stated in Question 9 that you are neutral or do not support the proposed budget.

Do you support increasing or decreasing spend?

<input type="checkbox"/> I support increasing spend in the current budget	<input type="checkbox"/> I support decreasing spend in the current budget	<input type="checkbox"/> I support keeping the budget the same but with some changes	<input type="checkbox"/> Don't know
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## 10. Any other feedback on what is proposed for the 10-year Plan

### Future decisions

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

### Other projects

We also have many other services and projects detailed in our Statements of Service Provision.

### Council Fees and charges

We have also made changes to some of our fees and user charges. More information on these are available on our website [wgtn.cc/ltp](http://wgtn.cc/ltp) and available at our libraries and service centre.

Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?