
ORDINARY MEETING

OF

GOVERNANCE, FINANCE AND PLANNING COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9.15am
Date: Tuesday, 5 May 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

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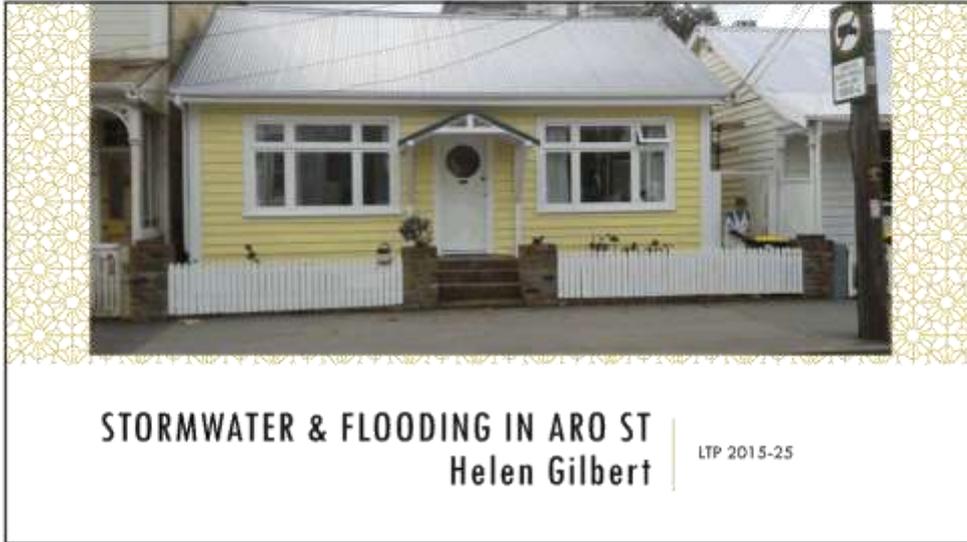
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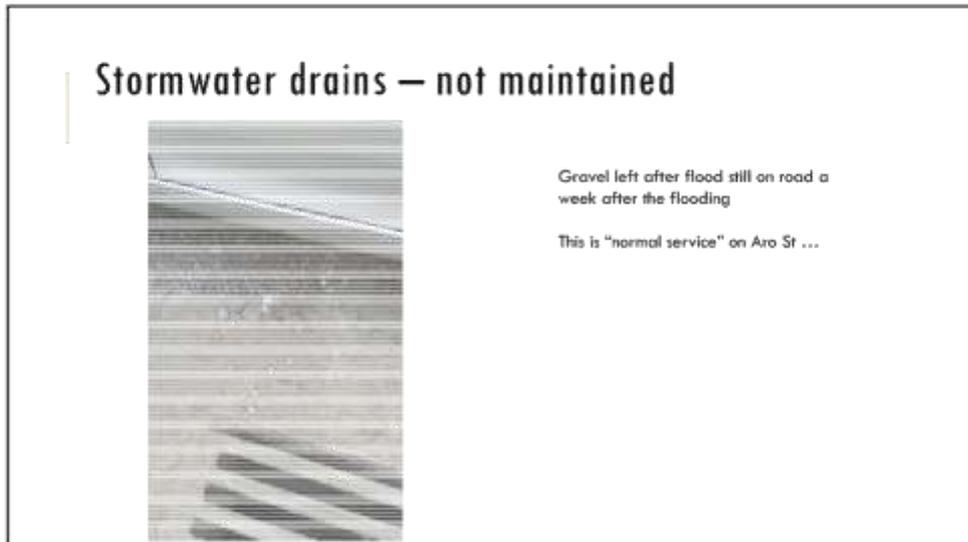
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**FUNDING IMPACT STATEMENT
2.5 FOR STORMWATER**

| | 2016/17 LTP \$000 | 2017/18 LTP \$000 | 2018/19 LTP \$000 | 2019/20 LTP \$000 | 2020/21 LTP \$000 | 2021/22 LTP \$000 |
|----------------------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Sources of operating funding | | | | | | |
| General rates, uniform annual general charges, rates percepts | - | - | - | - | - | - |
| Targeted rates (other than a targeted rate for water supply) | 18,522 | 19,262 | 20,019 | 20,907 | 22,030 | 22,779 |
| Subsidies and grants for operating purposes | 152 | 161 | 152 | 168 | 133 | 166 |
| Fees, charges, and targeted rates for water supply * | 10 | 10 | 10 | 10 | 11 | 11 |
| Internal charges and overheads recovered | - | - | - | - | - | - |
| Local authorities fuel tax, fines, infringement fees, and other rec. | - | - | - | - | - | - |
| Total operating funding (A) | 18,684 | 19,433 | 20,181 | 21,175 | 22,174 | 22,956 |
| Applications of operating funding | | | | | | |
| Payments to staff and suppliers | 7,591 | 7,548 | 7,676 | 7,930 | 8,138 | 8,593 |
| Finance costs | 3,481 | 3,797 | 4,394 | 5,092 | 5,292 | 5,606 |
| Internal charges and overheads applied | 1,600 | 1,634 | 1,660 | 1,720 | 1,760 | 1,797 |
| Other operating funding applications | - | - | - | - | - | - |
| Total applications of operating funding (B) | 12,642 | 12,977 | 13,726 | 14,732 | 15,190 | 15,996 |
| Surplus (deficit) of operating funding (A - B) | 6,042 | 6,456 | 6,455 | 6,443 | 6,984 | 6,960 |

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Item 2.1.1 Attachment 1

THE FUNDING PROBLEM

- Collect more than you spend
- Don't spend it where its needed
- Maintenance inadequate – Level of service NOT provided
- Renewals program is insufficient
- Capex program likely also insufficient

Solution

- Spend what you collect for maintenance
- Provide a reliable renewals programme
- Invest in additional stormwater capacity for ares that don't get the required level of service

Sub 4.

Wellington College Performing Arts Centre and Memorial Hall

- *In November 2014, The Headmaster, Board Chairman and I spoke to Jo Coughlan's committee about this exciting project, so most of you are already well aware of what is planned.*
- *Construction of the PAC is set to begin in December this year, and with a build of 14 months, the building will be ready for use at the beginning of 2017 when Wellington College celebrates its 150th year.*
- *Wellington College historically has a very successful working relationship with the Council illustrated by the Turf Sportsground which is of considerable benefit to the city of Wellington.*
- *A one off capital investment of two million dollars would allow for generous access to this exciting performing venue. There will be no ongoing maintenance and administration costs as the College would take on the responsibility of running the centre. We believe we are providing the Council with a win-win situation.*
- *The one thing we were determined to do thoroughly was to ascertain the community need for such a venue. Glenys Coughlin of Positively Wellington Venues provided me with a list of the 18 major Arts and Cultural groups, all of whom were contacted with significant feedback received.*
- *95% supported the project in principle and 75% said they would enjoy using the facility given the opportunity. Through months of discussion, effective technical features received an extensive emphasis and the architects are fully aware of what is expected.*
- *All the schools contacted said they were fully in favour and most said their present facilities were inadequate for hosting major formal occasions.*
- *Grant Robertson, the Wellington Central MP, has been a strong backer of the project and in his letter of support he writes, "the development of Wellington College's Performing*

Arts Centre will add significantly to the facilities for Arts and Culture in the city."

- *As the Town Hall is presently closed, Downstage no longer operating and now St James Theatre is yellow stickered, there is a growing trend of Wellington's performing arts' venues coming under real pressure.*
 - *Wellington markets itself as the Cultural capital of New Zealand but, with respect, I think it is presently struggling. In my discussions over the last year I have learnt that there is a steady move of young people, arts students and events to Auckland which must now be a great concern to the Council.*
 - *The Wellington College Performing Arts Centre will be 100% to the new earthquake code which will instil maximum confidence in all future users.*
 - *The major car parking problem in the city at the moment will not exist as the College has the space to contain all public vehicles securely.*
 - *Secondary school performing venues in Wellington are either very ordinary or not in existence. Wellington College's Performing Arts Centre could very beneficially serve as the central performing venue for Wellington Schools.*
 - *With the Town Hall closed, finding a place where the popular events "Big Sing" and "Extravaganza" can happen is a pressing dilemma.*
 - *I have had it reinforced that the Performing Arts Centre would be an ideal venue for the Shakespeare festival, many of the New Zealand Festival events and all types of formal musical events.*
 - *To date Wellington College has worked very hard over eight years to raise six and a half million dollars. The latest costings have the new 1430 seat building at 8.5 million dollars, construction beginning in six month's time.*
 - *So what effectively amounts to an equivalent quarter share in this exciting enterprise would mean the community would*
-

benefit considerable which should be an attractive proposition for the Council.

- *Wellington College is offering an exciting venue for the Community of Wellington at grassroots level. The need for this is huge and I urge you to give this project your full consideration.*

Oral Presentation of LTP submission to WCC – Tuesday 5th May 2015

Good morning,

May I first begin by expressing my total dissatisfaction relating to five minutes when presenting an oral submission. This process is unacceptable and should be reviewed.

I will limit my comments to the proposed runway extension.

Many statements have been made by the Council and the Mayor without any transparent process in support of these undertakings.

- (a) Council broke its own rules twice to subsidise the Consent process for the extension. How can it be trusted not to donate additional millions over and above the \$90 million plus interest, when the proposal has not even been costed? Transparency is not all about delegated authority.
- (b) Could it be a surreptitious move by Council to buy shares as a means to prevent it from being a minority shareholder?
- (c) Will Council include a categorical, irrevocable, legal and binding agreement that would prevent Infratil from selling its 2/3rd shareholding in the Airport once or if the runway is operational?
- (d) I wish to remind you that the mayor has promised a full consultation process relating to the Business Plan. I suggest that no further progress in the approval of any monies should be made until this process is complete.
- (e) When WIAL has committed itself to millions of dollars toward constructing a new terminal and a Hotel, why is Council prepared to donate monies toward the runway extension?

The Mayoral Forum of Councils has suggested Government financial assistance without prior consultation of their respective constituents.

Both, Mr Steven Joyce, Minister of Economic Development; and the Prime Minister have each made media statements to the effect that Government Funding toward the runway at this stage would not be considered.

In the real business world forecast budgets to assess the level of performance are required weekly, monthly, 3 monthly, 6 monthly and annually as a means of determining return on investment.

In the fantasy world of Council forecasts are based on the GDP, assumptions and economic returns to the dynamic vibrancy of the city over a 40 year period.

What will be put in place to assess the level of performance for Council Investment based on this philosophy?

The effect of Competition from other airlines and airports cannot be overlooked.

When competition will set the fare of an airline ticket, Council must seriously ask itself what will be the most compelling reason for tourists to fly long haul to and from Wellington.

When it comes to tourist numbers visiting Wellington, 3 or 4 flights per week cannot match the numbers of Sea Cruise visitors.

By way of example, the Carnival Shipping Company, as one company, has scheduled 47 voyages departing from Sydney this year.

When each of its two ships has the capacity to host 2600 per voyage the potential for visitors is astonishing.

In conclusion I would draw your attention to another financial priority.

Has Council considered the effect of additional disruption to traffic congestion that would be created as a result of increased activity to and from the airport?

This brings the inadequacy of existing transport infrastructure between the airport and the CBD into focus.

Sydney, Rome, Bangkok, Heathrow to name but a few, offer an underground train service for travellers destined to the Central City and beyond.

Where does this leave Wellington?

Thank You.

2013/2014

| DATE | SHIP | VOYAGE | DAYS | ITINERARY |
|--------|--------|--------|------|-------------------------------|
| 06 Jul | SPRIT | 5320 | 10 | New Caledonia & Vanuatu |
| 16 Jul | SPRIT | 5321 | 11 | New Caledonia & Vanuatu |
| 27 Jul | SPRIT | 5322 | 9 | New Caledonia |
| 05 Aug | SPRIT | 5323 | 12 | Fiji, New Caledonia & Vanuatu |
| 17 Aug | SPRIT | 5324 | 8 | New Caledonia |
| 29 Aug | SPRIT | 5325 | 12 | Fiji, New Caledonia & Vanuatu |
| 06 Sep | SPRIT | 5326 | 9 | New Caledonia |
| 19 Sep | SPRIT | 5327 | 12 | Fiji, New Caledonia & Vanuatu |
| 27 Sep | SPRIT | 5328 | 10 | New Caledonia & Vanuatu |
| 07 Oct | SPRIT | 5329 | 10 | New Caledonia & Vanuatu |
| 17 Oct | SPRIT | 5330 | 12 | Fiji, New Caledonia & Vanuatu |
| 29 Oct | SPRIT | 5331 | 8 | New Caledonia |
| 06 Nov | SPRIT | 5332 | 10 | New Caledonia & Vanuatu |
| 16 Nov | SPRIT | 5333 | 8 | New Caledonia |
| 24 Nov | SPRIT | 5334 | 11 | New Caledonia & Vanuatu |
| 05 Dec | SPRIT | 5335 | 8 | New Caledonia |
| 13 Dec | SPRIT | 5336 | 8 | New Caledonia |
| 21 Dec | SPRIT | 5337 | 9 | New Caledonia |
| 30 Dec | SPRIT | 5401 | 10 | New Caledonia & Vanuatu |
| 09 Jan | SPRIT | 5402 | 9 | New Caledonia |
| 18 Jan | SPRIT | 5403 | 12 | Fiji, New Caledonia & Vanuatu |
| 30 Jan | SPRIT | 5404 | 11 | New Caledonia & Vanuatu |
| 10 Feb | SPRIT | 5405 | 8 | New Caledonia |
| 18 Feb | SPRIT | 5406 | 5 | Tasmania |
| 23 Feb | SPRIT | 5407 | 8 | New Caledonia |
| 03 Mar | SPRIT | 5408 | 9 | New Caledonia |
| 12 Mar | SPRIT | 5409 | 9 | New Caledonia |
| 21 Mar | SPRIT | 5410 | 3 | Weekend Sampler |
| 24 Mar | SPRIT | 5411 | 9 | New Caledonia |
| 02 Apr | SPRIT | 5412 | 10 | New Caledonia & Vanuatu |
| 12 Apr | SPRIT | 5413 | 8 | New Caledonia |
| 20 Apr | SPRIT | 5414 | 10 | New Caledonia & Vanuatu |
| 30 Apr | SPRIT | 5415 | 10 | New Caledonia & Vanuatu |
| 10 May | SPRIT | 5416 | 8 | New Caledonia |
| 18 May | SPRIT | 5417 | 10 | New Caledonia & Vanuatu |
| 28 May | SPRIT | 5418 | 10 | New Caledonia & Vanuatu |
| 07 Jun | SPRIT | 5419 | 8 | New Caledonia |
| 15 Jun | SPRIT | 5420 | 10 | New Caledonia & Vanuatu |
| 25 Jun | SPRIT | 5421 | 8 | New Caledonia |
| 03 Jul | SPRIT | 5422 | 12 | Fiji, New Caledonia & Vanuatu |
| 15 Jul | SPRIT | 5423 | 8 | New Caledonia |
| 23 Jul | SPRIT | 5424 | 9 | New Caledonia |
| 01 Aug | SPRIT | 5425 | 11 | New Caledonia & Vanuatu |
| 12 Aug | SPRIT | 5426 | 8 | New Caledonia |
| 20 Aug | SPRIT | 5427 | 9 | New Caledonia |
| 29 Aug | SPRIT | 5428 | 8 | New Caledonia |
| 06 Sep | SPRIT | 5429 | 10 | New Caledonia & Vanuatu |
| 16 Sep | SPRIT | 5430 | 9 | New Caledonia |
| 24 Sep | LEGEND | 6432 | 12 | Fiji, New Caledonia, Vanuatu |
| 25 Sep | SPRIT | 5431 | 3 | Weekend Sampler |
| 28 Sep | SPRIT | 5432 | 10 | New Caledonia & Vanuatu |
| 06 Oct | LEGEND | 6433 | 10 | New Caledonia & Vanuatu |
| 06 Oct | SPRIT | 5433 | 9 | New Caledonia & Vanuatu |
| 16 Oct | LEGEND | 6434 | 11 | New Caledonia & Vanuatu |
| 17 Oct | SPRIT | 5434 | 8 | New Caledonia |
| 25 Oct | SPRIT | 5435 | 8 | New Caledonia |
| 27 Oct | LEGEND | 6435 | 10 | New Caledonia & Vanuatu |
| 07 Nov | SPRIT | 5436N | 7 | Melbourne Cup |
| 06 Nov | LEGEND | 6436 | 8 | New Caledonia |

2015

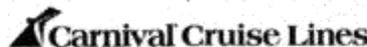
| DATE | SHIP | VOYAGE | DAYS | ITINERARY |
|--------|--------|--------|------|-------------------------------|
| 09 Nov | SPRIT | 5437N | 11 | New Caledonia & Vanuatu |
| 14 Nov | LEGEND | 6437 | 12 | Fiji, New Caledonia & Vanuatu |
| 20 Nov | SPRIT | 5438 | 12 | Fiji, New Caledonia & Vanuatu |
| 26 Nov | LEGEND | 6438 | 10 | New Caledonia & Vanuatu |
| 02 Dec | SPRIT | 5439 | 8 | New Caledonia |
| 06 Dec | LEGEND | 6439 | 10 | New Caledonia & Vanuatu |
| 10 Dec | SPRIT | 5440 | 8 | New Caledonia |
| 16 Dec | LEGEND | 6440 | 11 | New Caledonia & Vanuatu |
| 18 Dec | SPRIT | 5441 | 12 | Fiji, New Caledonia & Vanuatu |
| 27 Dec | LEGEND | 6501 | 9 | New Caledonia |
| 30 Dec | SPRIT | 5501 | 8 | New Caledonia |
| 05 Jan | LEGEND | 6502 | 10 | New Caledonia & Vanuatu |
| 07 Jan | SPRIT | 5502 | 12 | Fiji, New Caledonia & Vanuatu |
| 15 Jan | LEGEND | 6503 | 8 | New Caledonia |
| 19 Jan | SPRIT | 5503 | 10 | New Caledonia & Vanuatu |
| 23 Jan | LEGEND | 6504 | 12 | Fiji, New Caledonia & Vanuatu |
| 29 Jan | SPRIT | 5504 | 10 | New Caledonia & Vanuatu |
| 04 Feb | LEGEND | 6505 | 9 | New Caledonia |
| 08 Feb | SPRIT | 5505 | 10 | New Caledonia & Vanuatu |
| 13 Feb | LEGEND | 6506 | 10 | New Caledonia & Vanuatu |
| 18 Feb | SPRIT | 5506 | 12 | Fiji, New Caledonia & Vanuatu |
| 23 Feb | LEGEND | 6507 | 11 | New Caledonia & Vanuatu |
| 02 Mar | SPRIT | 5507 | 8 | New Caledonia |
| 06 Mar | LEGEND | 6508 | 9 | New Caledonia |
| 10 Mar | SPRIT | 5508 | 8 | New Caledonia |
| 15 Mar | LEGEND | 6509 | 11 | New Caledonia & Vanuatu |
| 18 Mar | SPRIT | 5509 | 12 | Fiji, New Caledonia & Vanuatu |
| 26 Mar | LEGEND | 6510 | 10 | New Caledonia & Vanuatu |
| 30 Mar | SPRIT | 5510 | 10 | New Caledonia & Vanuatu |
| 09 Apr | SPRIT | 5511 | 8 | Fiji, New Caledonia & Vanuatu |
| 21 Apr | SPRIT | 5512 | 8 | New Caledonia |
| 29 Apr | SPRIT | 5513 | 9 | New Caledonia |
| 06 May | SPRIT | 5514 | 11 | New Caledonia & Vanuatu |
| 19 May | SPRIT | 5515 | 8 | New Caledonia |
| 27 May | SPRIT | 5516 | 9 | New Caledonia |
| 05 Jun | SPRIT | 5517 | 3 | Weekend Sampler |
| 08 Jun | SPRIT | 5518 | 10 | New Caledonia & Vanuatu |
| 18 Jun | SPRIT | 5519 | 12 | Fiji, New Caledonia & Vanuatu |
| 30 Jun | SPRIT | 5520 | 8 | New Caledonia |
| 08 Jul | SPRIT | 5521 | 9 | New Caledonia |
| 17 Jul | SPRIT | 5522 | 11 | New Caledonia & Vanuatu |
| 29 Jul | SPRIT | 5523 | 8 | New Caledonia |
| 05 Aug | SPRIT | 5524 | 12 | Fiji, New Caledonia & Vanuatu |
| 17 Aug | SPRIT | 5525 | 10 | New Caledonia & Vanuatu |
| 27 Aug | SPRIT | 5526 | 12 | Fiji, New Caledonia & Vanuatu |
| 08 Sep | SPRIT | 5527 | 8 | New Caledonia |
| 16 Sep | SPRIT | 5528 | 9 | New Caledonia |
| 25 Sep | SPRIT | 5529 | 11 | New Caledonia & Vanuatu |
| 06 Oct | SPRIT | 5530 | 8 | New Caledonia |
| 14 Oct | SPRIT | 5531 | 9 | New Caledonia |
| 23 Oct | SPRIT | 5532 | 7 | New Caledonia |
| 30 Oct | SPRIT | 5533 | 8 | Melbourne Cup |
| 07 Nov | SPRIT | 5534 | 10 | New Caledonia & Vanuatu |
| 17 Nov | SPRIT | 5535 | 10 | New Caledonia & Vanuatu |
| 27 Nov | SPRIT | 5536 | 3 | Weekend Sampler |
| 30 Nov | SPRIT | 5537 | 9 | New Caledonia |
| 09 Dec | SPRIT | 5538 | 10 | New Caledonia & Vanuatu |
| 19 Dec | SPRIT | 5539 | 8 | New Caledonia |
| 27 Dec | SPRIT | 5601 | 8 | New Caledonia |

Carnival Legend 2015 Spring/Summer Itineraries will be announced at a later date.
Please check carnival.co.nz for the latest Itineraries.

AUSTRALIAN SCHOOL HOLIDAY CRUISES –
please check your current school holiday season.

TRAVEL AGENT CONTACT

www.carnival.com.au/shore-excursions.aspx



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Sub 703

St Peter's Submission to Council Long Term Plan – Talking Points

trick down became a trickle pond but still some steam

Introduction – Brian (2 min)

Introduce who we are: St Peter's, here since 1848, concerned for those at the bottom of the heap in Wgtn throughout that time via Chinese Mission, Taranaki St Mission, DCM etc.

Putting the People Back – ? (2 min)

[Introduce yourself: I am ... and I live I have been a part of St Peter's for ... years.]

Concerned that the Long Term Plan features a lot of 'stuff' but very little in the way of people. We understand, of course, that the theory is if we invest in infrastructure and make things attractive to business people will come and those people will, again in theory, create jobs and lift the economy, but we have seen a lot of this kind of theorising in the past thirty years and still we have an ever-expanding gap between those at the bottom and those at the top of the social heap.

Our desire is to see people front and centre of the Long Term Plan, and specifically to see the kind of attention paid to social needs that is currently being paid to infrastructure and business desires.

Ending Homelessness – Rachel (2 min)

[Introduce yourself: I am ... and I live I have been a part of St Peter's for ... years.]

Firstly we want to acknowledge the leading role the council has played in bringing together agencies involved in addressing homelessness issues in Wellington, and the ongoing role council is playing in that field.

Our concern is that while council's current commitment in this area is clear, the complete lack of any mention of the Te Mahana Strategy in the Long Term Plan creates a risk that this could become less of a priority over time. We would prefer to see projects like Te Mahana enshrined in the Long Term Plan, along with a commitment to further invest in this area. In particular we are aware that the proposal to establish a so-called wet-house in Wellington is somewhat stalled and we would like to see that reignited and supported by council.

A Big Picture Approach – Packiam (2 min)

[Introduce yourself: I am ... and I live I have been a part of St Peter's for ... years.]

One of the interesting possibilities floated in the Long Term Plan is the establishment of an Urban Development Authority to encourage further growth and development in the urban business sector. In our submission we have encouraged council to consider a similar approach to the social sector.

Currently there are a variety of projects, programmes and agencies working in a multitude of social service spheres in Wellington, with some of them having connections to different parts of the council structure and many having none, and we believe there is scope for council to play a role in ensuring there is a big picture approach to this area.

Living Wage - ? (1 min)

[Introduce yourself: I am ... and I live I have been a part of St Peter's for ... years.]

Before the last local body election we were proud to host a public meeting at St Peter's where most of you promised to work towards ensuring the Living Wage was extended to all council employees, including those in council controlled organisations and contractors, by the end of this term. We would simply like to echo the points made in the Living Wage Wellington submission earlier and reiterate that St Peter's stands firmly in favour of that promise being fulfilled,

Wrap-Up – Brian (30 sec)

13/05/2015

Item 2.1.1.12 Attachment 1



The image shows a slide with a black background. At the top left is the Team Wellington Football Club logo. To its right is the text 'TEAM WELLINGTON 2014 - 2015 SEASON' in white and yellow. Below this banner are several logos: ASB, Nike, and others, along with social media links for Facebook and Twitter. The main content of the slide is a list of bullet points in yellow text on a white background.

- Wellington's premier domestic football franchise – est. 2004
- Current holders of the Charity Cup
- Runners-up in the 2014-15 ASB Premiership - NZ's National League
- Finalists in the 2015 Oceania Champions League in Fiji on debut - put Wellington football on the international stage
- Qualified for the 2016 Oceania Champions League (OCL) – pathway to World Club Champs

13/05/2015



TEAM WELLINGTON 2014 - 2015 SEASON

ASB Nike Etihad Airways

facebook.com/TeamWellington twitter.com/TeamWelly

- A proudly Wellington franchise we help make Wellington the Football Capital of NZ
- Having both TWFC & Wgtn Phoenix Reserves in the ASB Premiership provides a 'home derby' unique to Wellington sport
- With the FIFA U20's World Cup looming TWFC helps maintain the primacy of Wellington for football over Auckland
- The high-performance end of Wellington's most popular game - provides inspiration to and a pathway for Wellington's 14,000 registered junior & senior domestic footballers



TEAM WELLINGTON 2014 - 2015 SEASON

ASB Nike Etihad Airways

facebook.com/TeamWellington twitter.com/TeamWelly

- An amateur franchise reliant on sponsorship, trust funding, local club contributions & fundraising incl. through community Fun Football Centres
- Costs to be competitive in the ASB Premiership & OCL are significant & growing
- TWFC's ability to continue to operate & compete would be greatly enhanced by WCC helping us to establish a firm foundation & help secure our future viability so Wellington's football community can continue to grow

13/05/2015



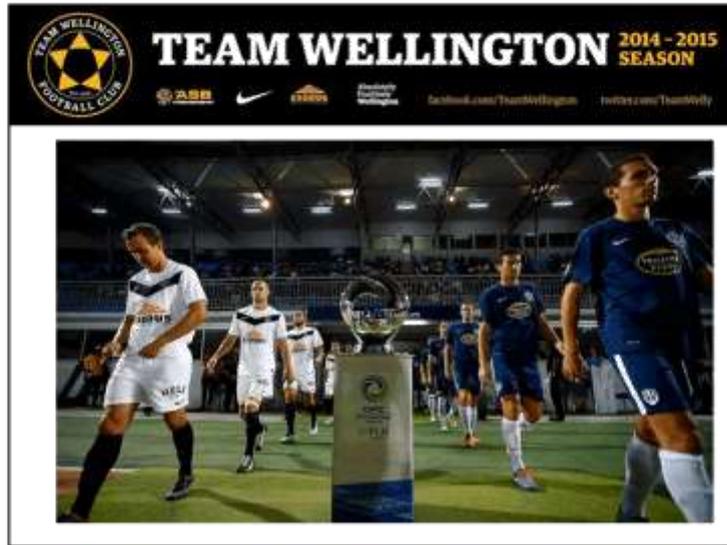
TEAM WELLINGTON 2014 - 2015 SEASON

ASB Nike adidas Canterbury Wellington Facebook.com/TeamWellington Twitter.com/TeamWelly

- Asking WCC to consider providing support:
 - Ground Fees
 - Relief of existing ground fees debt – re-classified as a contribution towards TWFC's successful 2013-14 (\$13k) & 2014-15 ASB Premiership & 2015 OLC campaigns (\$10k)
 - A 3 year commitment to provide training & match day grounds & associated resources as a WCC contribution (\$23k per annum)
 - Ongoing support
 - A 3 year commitment to an annual \$20k + GST contribution to TWFC's domestic and international campaigns for footballing success, player, coaching & general football development in Wellington



13/05/2015



13/05/2015

Item 2.1.1.12 Attachment 1



LTP Sub 11 - tabled info

**Team Wellington Soccer Incorporated
Financial Report
For the year ended 30 June 2014**

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Statement of Financial Performance

Statement of Movements in Equity

Statement of Financial Position

Notes to the Financial Statements

Audit Report

**Team Wellington Soccer Incorporated
Statement of Financial Performance
For the year ended 30 June 2014**

| | NOTE | 2014 \$ | 2013 \$ |
|----------------------------------------|------|-----------------|----------------|
| INCOME | | | |
| Grants | 2 | 263,416 | 278,792 |
| Sponsorship | | 87,755 | 136,165 |
| Hall of Fame | | - | 28,063 |
| FIFA World Champs Prize Money | | 29,691 | 29,200 |
| Community Coaching | | 10,250 | - |
| Corporate Hospitality | | 14,400 | - |
| Fun Football Centre | | 4,405 | 11,619 |
| Events | 3 | - | 1,860 |
| Other Income | | 6,341 | 6,193 |
| New Zealand Prize Money | | - | 249 |
| Interest | | 77 | 160 |
| TOTAL INCOME | | 416,345 | 492,301 |
| EXPENSES | | | |
| ACC Levies | | 528 | - |
| Accountancy & Management Fees | | 8,000 | 5,250 |
| Advertising & Marketing | 4 | 290 | 5,358 |
| Bank Charges | | 1,520 | 1,193 |
| Coaching | | 117,824 | 105,256 |
| Entry Fees | | 85,000 | 65,000 |
| Hall of Fame Costs | | - | 8,827 |
| Travelling Expenses | 5 | 9,881 | 8,777 |
| Player Relocation Expenses | | 10,700 | 19,948 |
| Physio & Medical Expenses | | 7,063 | 5,061 |
| Match Day Costs | 6 | 21,522 | 18,864 |
| Match Fees | 7 | 1,735 | 1,000 |
| Miramar Rangers Costs | | 14,674 | - |
| General Expenses | | 12,656 | 9,726 |
| Sponsorship | | 3,840 | - |
| Staffing Costs | 8 | 114,381 | 71,617 |
| Team Gear & Apparel | | 21,185 | 17,471 |
| Players Non-Taxable Training Allowance | | 43,647 | 113,423 |
| Interest | | 864 | 366 |
| TOTAL EXPENDITURE | | 475,310 | 457,137 |
| NET SURPLUS/(LOSS) | | (58,965) | 35,164 |

**Team Wellington Soccer Incorporated
Statement of Movements In Equity
For the year ended 30 June 2014**

| | 2014 | 2013 |
|----------------------------------------------|-----------------|----------------|
| | \$ | \$ |
| EQUITY (DEFICIT) AT START OF YEAR | (7,951) | (43,115) |
| Net surplus/(loss) for the year | (58,965) | 35,164 |
| TOTAL RECOGNISED REVENUE AND EXPENSES | (58,965) | 35,164 |
| EQUITY (DEFICIT) AT END OF YEAR | (66,916) | (7,951) |

**Team Wellington Soccer Incorporated
Statement of Financial Position
As at 30 June 2014**

| | 2014 | 2013 |
|-------------------------------------|-----------------|----------------|
| | \$ | \$ |
| CURRENT ASSETS | | |
| Cash and funds held in bank | 16,008 | 455 |
| Trade debtors and other receivables | 1,864 | 1,470 |
| GST Receivable | 5,081 | 5,920 |
| Total current assets | 22,952 | 7,845 |
| FIXED ASSETS | | |
| Computer Equipment | 3,011 | 1,217 |
| TOTAL ASSETS | 25,964 | 9,062 |
| CURRENT LIABILITIES | | |
| Cheque Bank Account | - | 11,896 |
| PAYE Payable to the IRD | 97 | 97 |
| Trade creditors and other payables | 92,783 | 5,021 |
| Total current liabilities | 92,880 | 17,014 |
| TOTAL LIABILITIES | 92,880 | 17,014 |
| NET ASSETS | (66,916) | (7,951) |
| Represented by: | | |
| Accumulated loss | (66,916) | (7,951) |
| TOTAL EQUITY (DEFICIT) | (66,916) | (7,951) |

For and on behalf of the Board

Chairman



Date: 29/03/15

Treasurer



Date: 29/03/15

**Team Wellington Soccer Incorporated
Notes to the Financial Statements
For the Year Ended 30 June 2014**

1 STATEMENT OF ACCOUNTING POLICIES

Reporting Entity

These are the financial statements of Team Wellington Soccer Incorporated (the "Society"). The Society is an incorporated Society registered under the Incorporated Societies Act 1908.

The financial statements of the Society have been prepared in accordance with generally accepted accounting principles.

The Society qualifies for differential reporting as it is not publicly accountable and is not large as defined in the Framework for Differential Reporting issued by the New Zealand Institute of Chartered Accountants. The Society has taken advantage of all available differential reporting exemptions.

Measurement Base

These financial statements have been prepared on an historical cost basis unless otherwise stated.

Specific Accounting Policies

The following specific accounting policies which materially affect the measurement of financial performance and financial position have been applied on a basis consistent with those used in previous years.

Grants Revenue

Grants are included in operating revenue when earned. If particular conditions are attached to a grant that would require it to be repaid if these conditions are not met, then the income received is recorded as a liability under Income Received in Advance to the extent of the conditions not yet met at the reporting date.

Accounts Receivable

Accounts receivable are stated at their estimated realisable value. Bad debts are written off through the Statement of Financial Performance when they are no longer considered recoverable.

Goods & Services Tax (GST)

The Statement of Financial Performance has been prepared so that all components of revenue and expenses are stated exclusive of GST. All items in the Statement of Financial Position are stated net of GST, with the exception of Accounts Receivable and Accounts Payable, which include GST where invoiced.

Income Tax

The Society is approved as an amateur sports promoter and is therefore exempt from income tax under the Income Tax Act 2007.

Fixed Assets

Fixed Assets are stated at cost less an allowance for depreciation to write off the cost over the estimated useful life of the asset.

Depreciation

Computer Equipment is depreciated at the rate of 33% (straight line).

Changes in Accounting Policies

There have been no changes in accounting policies during the year. All policies have been applied on bases consistent with those used in previous years.

Comparatives

Some comparatives have been restated to conform to the current years presentation.

2 GRANTS

| | 2014 | 2013 |
|-----------------------------|----------------|----------------|
| | \$ | \$ |
| New Zealand Community Trust | 60,000 | 96,000 |
| Infinity Foundation | 196,916 | 182,792 |
| Other | 6,500 | - |
| | <u>263,416</u> | <u>278,792</u> |

3 EVENTS

| | 2014 | 2013 |
|----------------|----------|--------------|
| | \$ | \$ |
| Season Tickets | - | 1,860 |
| | <u>-</u> | <u>1,860</u> |

**Team Wellington Soccer Incorporated
Notes to the Financial Statements
For the Year Ended 30 June 2014**

| 4 ADVERTISING & MARKETING | <table border="0"> <thead> <tr> <th style="text-align: left;">2014</th> <th style="text-align: left;">2013</th> </tr> <tr> <th style="text-align: left;">\$</th> <th style="text-align: left;">\$</th> </tr> </thead> <tbody> <tr> <td>Marketing Costs</td> <td style="text-align: right;">4,000</td> </tr> <tr> <td>Website</td> <td style="text-align: right;">1,358</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">5,358</td> </tr> </tbody> </table> | 2014 | 2013 | \$ | \$ | Marketing Costs | 4,000 | Website | 1,358 | | 5,358 |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|----|----|---------------------------|--------|-----------------------------------------------|--------|--|---------|
| 2014 | 2013 | | | | | | | | | | |
| \$ | \$ | | | | | | | | | | |
| Marketing Costs | 4,000 | | | | | | | | | | |
| Website | 1,358 | | | | | | | | | | |
| | 5,358 | | | | | | | | | | |
| 5 TRAVELLING EXPENSES | <table border="0"> <thead> <tr> <th style="text-align: left;">2014</th> <th style="text-align: left;">2013</th> </tr> <tr> <th style="text-align: left;">\$</th> <th style="text-align: left;">\$</th> </tr> </thead> <tbody> <tr> <td>Accommodation</td> <td style="text-align: right;">6,844</td> </tr> <tr> <td>Travel Costs</td> <td style="text-align: right;">1,933</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">8,777</td> </tr> </tbody> </table> | 2014 | 2013 | \$ | \$ | Accommodation | 6,844 | Travel Costs | 1,933 | | 8,777 |
| 2014 | 2013 | | | | | | | | | | |
| \$ | \$ | | | | | | | | | | |
| Accommodation | 6,844 | | | | | | | | | | |
| Travel Costs | 1,933 | | | | | | | | | | |
| | 8,777 | | | | | | | | | | |
| 6 MATCH DAY COSTS | <table border="0"> <thead> <tr> <th style="text-align: left;">2014</th> <th style="text-align: left;">2013</th> </tr> <tr> <th style="text-align: left;">\$</th> <th style="text-align: left;">\$</th> </tr> </thead> <tbody> <tr> <td>Match Day Activities</td> <td style="text-align: right;">3,165</td> </tr> <tr> <td>Stadium Hire</td> <td style="text-align: right;">15,699</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">18,864</td> </tr> </tbody> </table> | 2014 | 2013 | \$ | \$ | Match Day Activities | 3,165 | Stadium Hire | 15,699 | | 18,864 |
| 2014 | 2013 | | | | | | | | | | |
| \$ | \$ | | | | | | | | | | |
| Match Day Activities | 3,165 | | | | | | | | | | |
| Stadium Hire | 15,699 | | | | | | | | | | |
| | 18,864 | | | | | | | | | | |
| 7 MATCH FEES | <table border="0"> <thead> <tr> <th style="text-align: left;">2014</th> <th style="text-align: left;">2013</th> </tr> <tr> <th style="text-align: left;">\$</th> <th style="text-align: left;">\$</th> </tr> </thead> <tbody> <tr> <td>Player Misconduct Charges</td> <td style="text-align: right;">1,000</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">1,735</td> </tr> </tbody> </table> | 2014 | 2013 | \$ | \$ | Player Misconduct Charges | 1,000 | | 1,735 | | |
| 2014 | 2013 | | | | | | | | | | |
| \$ | \$ | | | | | | | | | | |
| Player Misconduct Charges | 1,000 | | | | | | | | | | |
| | 1,735 | | | | | | | | | | |
| 8 STAFFING COSTS | <table border="0"> <thead> <tr> <th style="text-align: left;">2014</th> <th style="text-align: left;">2013</th> </tr> <tr> <th style="text-align: left;">\$</th> <th style="text-align: left;">\$</th> </tr> </thead> <tbody> <tr> <td>General Manager Salary</td> <td style="text-align: right;">71,617</td> </tr> <tr> <td>Football operations and admin officers salary</td> <td style="text-align: right;">45,192</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">114,381</td> </tr> </tbody> </table> | 2014 | 2013 | \$ | \$ | General Manager Salary | 71,617 | Football operations and admin officers salary | 45,192 | | 114,381 |
| 2014 | 2013 | | | | | | | | | | |
| \$ | \$ | | | | | | | | | | |
| General Manager Salary | 71,617 | | | | | | | | | | |
| Football operations and admin officers salary | 45,192 | | | | | | | | | | |
| | 114,381 | | | | | | | | | | |
| 9 CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES | <p>There were no capital commitments or contingent liabilities as at 30 June 2014 (2013: \$Nil).</p> | | | | | | | | | | |
| 10 SUBSEQUENT EVENTS | <p>No significant events have occurred since 30 June 2014 (2013: \$Nil).</p> | | | | | | | | | | |
| 11 RELATED PARTIES | <p>During the year ended 30 June 2014, there were no transactions with related parties (2013: \$Nil).</p> | | | | | | | | | | |
| 12 GOING CONCERN | <p>During the year funding support from Wellington Phoenix was discontinued. This has contributed to negative equity at year end of \$66,916. The financial statements have been prepared on a going concern basis and the Board believe this to be the appropriate basis, based on their assessment. There is however a material uncertainty as to future funding of the Society that may cast doubt on its ability to continue as a going concern, and therefore that it may be unable to realise its assets and discharge its liabilities in the normal course of business.</p> <p>The Society is in an ongoing process to obtain more funding and the Board have the ability to limit expenditure depending on future income received to ensure the Society remains a going concern.</p> | | | | | | | | | | |

Wednesday, 22 April, 2015 | Today 12-18 | Thursday 11-18 | Friday 11-18 | Saturday 13-16 | www.wsn.co.nz

Cycle lanes wanted

By Emily Elliott

A call for separated cycle lanes in Karori is being heard far and wide. Karori West Normal School's bike track is all-go, and census data shows Karori has the second highest number of cyclist in Wellington – now parents, commuters, businesses, and schools are demanding safer cycling.

Megan Hulcher of Karori By Bike says 320 residents took part in a recent survey they conducted, and 80 per cent of respondents said they would be likelier to cycle if there were separated lanes – despite a third of partakers not calling themselves cyclists.

The majority of respondents also said improved cycling infrastructure would equal safer trips to school.

Continued on page 2

CYCLISTS: Jannah Dennison with her Karori West Normal School children Theo, Emmaus, and Myra, and deputy principal Janice Jones. **PHOTO:** Emily Elliott

Karori calls for cycle lanes

Continued from page 1

Megan says for every dollar Council spends on bike lanes, the NZTA will contribute \$2.

A report by Karori West Normal School and Karori By Bike states the number of people accessing the school and bus terminals each day exceeds the capacity of the road and footpath infrastructure.

Deputy principal of the school Janice Jones says that more families will want to cycle around Karori because of the new council-gifted bike track, so narrowness of footpaths and roads are an issue.

"Separated cycle lanes are the only things that make sense to me," she says.

Janice says painted lines on the road will not work as there are heavy trucks and buses that travel through the roads.

"Sometimes up to three or four buses at a time are lined up waiting – a child cannot cycle past them, it's too scary and daunting. So they use the footpath, which is too narrow.

"We are very fearful for our students in that someone will get hurt."

Janice says she only cycles on the back streets as she is fearful of the main roads, but would love to cycle to the shops if

there was a protected cycle lane.

Janice suggests the cycle lanes need not follow the road but go through the nearby parks for both cyclists and pedestrians to use, starting from the shops and going to the school.

"A separated cycle lane is good for the health of the whole community."

Resident Jannah Dennison says she and her children cycle, walk, or scooter to school, and her husband cycles to work each day.

"You have to keep your wits about you. My husband comes home regularly cross about near misses."

Anthony of Gamboni's Deli is one of many Karori businesses who displays a cycling sticker in support of cyclists.

"I think families will be more secure about putting children on bikes if there is a safe way to cycle," he says.

Residents can have their say on cycle networks on the Wellington City Council's long term plan website: www.our10yearplan.co.nz.

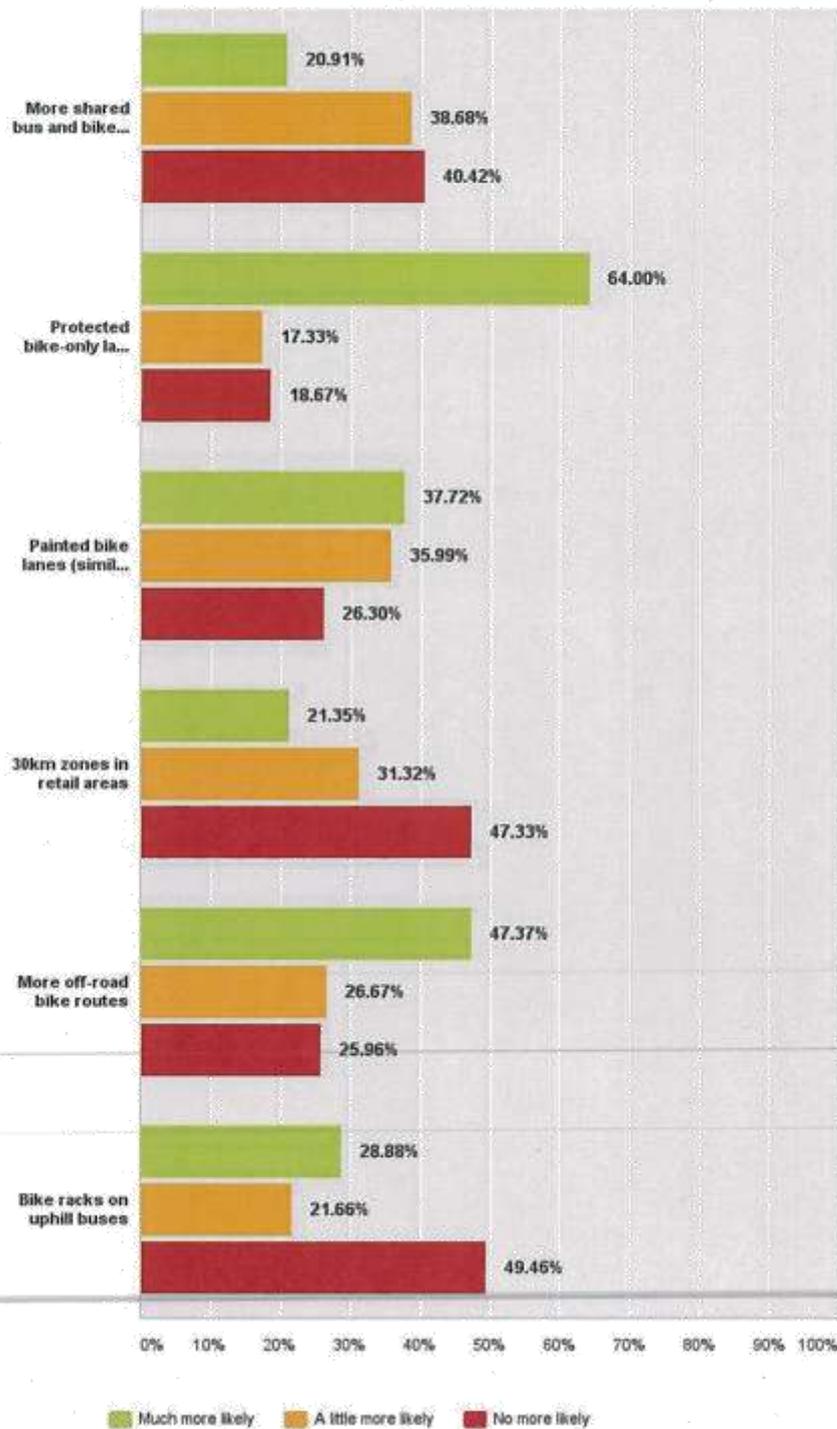
■ Does Karori need separated cycle lanes? Email your thoughts to news@wsn.co.nz.



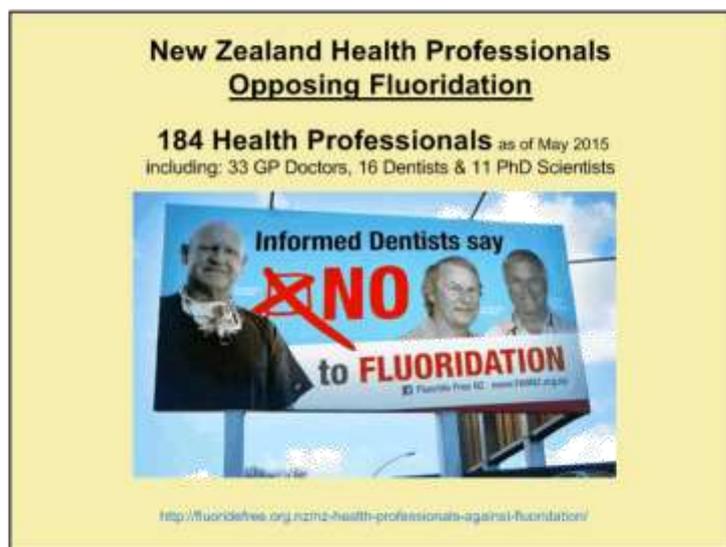
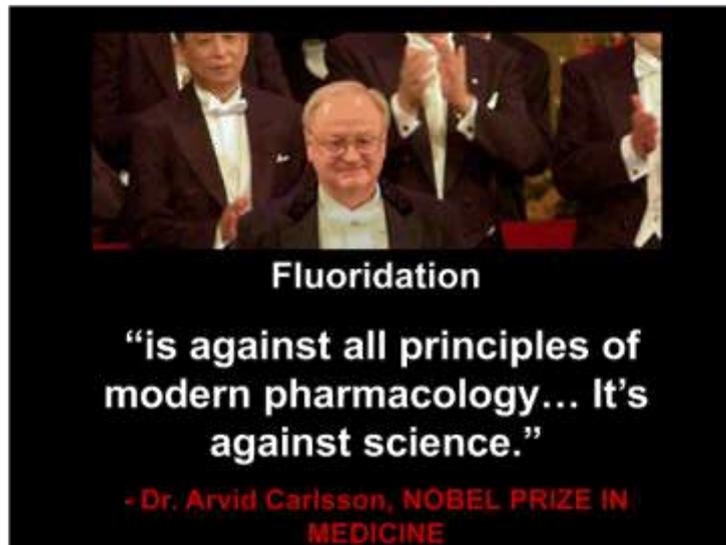
Sub 19

Q12 How much more likely would you be to ride a bike, if Karori had:

Answered: 303 Skipped: 17



13/05/2015



13/05/2015

**Why do we come to council to talk
about fluoridation every year?**



**Because councils have the power to call a
moratorium on fluoridation**



**And the Ministry of Health has never shown
any signs of taking over this responsibility.**

13/05/2015

Item 2.1.20 Attachment 1

LGNZ sought to abdicate responsibility for fluoridation decision-making to central govt by passing a motion at the LGNZ conference last year.



The Minister for LGNZ has not taken any action on this.

Many of you have heard about water fluoridation for several years.

As we have said in the past:

The statistics and science clearly show that fluoridation isn't working.

In addition to the other new things you'll be hearing from fluoridation presenters this week, I'd like to talk about a new solution to the controversial issue.



13/05/2015

A very successful alternative is now available!



Childsmile Practice
Here to help you look after your child's teeth

The advertisement features a photograph of a woman in a pink top kneeling to talk to a young girl in a pink outfit. Behind them stand three dental professionals in blue scrubs. To the right is the Childsmile logo, a blue circle with a smiling boy's face and the word 'CHILDSMILE' below it. At the bottom left is the NHS logo, and at the bottom right is the 'healthier scotland' logo.

Many councils overseas have withdrawn their funding for fluoridation.

Some have offered those funds and support to health boards for alternative programmes, like Childsmile.



The logos for Capital & Coast District Health Board and Childsmile are shown side-by-side. The Capital & Coast logo includes the text 'Capital & Coast District Health Board' and the Māori name 'ŌPŌKO KI TE URU HAUORA'. The Childsmile logo is the same as in the previous slide.

We're asking council to support this change now. It will motivate the DHBs to implement a change to Childsmile.

13/05/2015

Item 2.1.20 Attachment 1



**THIS WEEK'S HEADLINES
in the USA**

13/05/2015



THIS WEEK'S HEADLINES

"Government Says Drinking Water Should Contain Less Fluoride."

"It might be doing more harm than good."

"For the first time in more than 50 years, the federal government has recommended lowering the level of fluoride in drinking water."



"Higher levels of fluoride have been shown to increase the risk of dental fluorosis, a staining of the teeth. Mild cases lead to white spots, while more severe ones can cause brown stains and mottling..."

The most recent data shows that **41% of American adolescents** between the ages of 12 and 15 have some form of fluorosis, a number that continues to rise, according to the Centers for Disease Control and Prevention."

- Newsweek

13/05/2015

Item 2.1.20 Attachment 1



U.S. Department of Health & Human Services
Office of the Surgeon General

**Fluorosis is now an epidemic; Permanent damage.
Rates of 30- 44% in US, Australia & NZ**



**Our group,
The NZ Health Professionals
Opposing Fluoridation are calling
for councils to urgently implement
a moratorium on fluoridation.**

In New Zealand, the rate of fluorosis in fluoridated communities is double the
rate in non fluoridated communities.

13/05/2015



Research published this year indicates that fluoridation is linked to more negative health effects. Studies published this year have drawn a link between fluoridation and [Thyroid Disease](#) and [attention deficit hyperactivity disorder](#) as well.



24 February, 2015
"A large study [from Kent University] that looked at data from 98% of medical practices in England suggests that water fluoridation may increase the risk of developing [hypothyroidism](#), or underactive thyroid. This condition, in which the **thyroid gland doesn't produce enough hormones**, is associated with **symptoms such as fatigue, obesity and depression.**"

Newsweek

13/05/2015

Item 2.1.20 Attachment 1



University of Kent

24 February, 2015

"The study found that locations with fluoridated water supplies were more than **30% more likely to have high levels of hypothyroidism**, compared to areas with low levels of the chemical in the water. Overall, there were 9 percent more cases of underactive thyroid in fluoridated places."



More than a hundred overseas media outlets have covered the news.

Lowered Thyroid Function (Hypothyroidism)

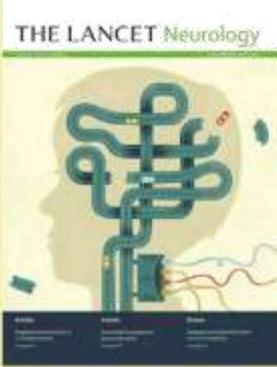


Newsweek: Water Fluoridation Linked to Higher ADHD Rates. (10 March 2015)
 Disability Today: Water Fluoridation in England Producing Higher Rates of Underactive Thyroid (8 March 2015)
 Channel 7 News: BBC: Link lost for fluoride? (27 February 2015)
 MedPulse: New Study Confirms Negative Impact of Fluoride On Thyroid Gland. (27 February 2015)
 Birmingham Mail: Fluoride in Birmingham's water could cause depression and weight gain - scientists (26 February 2015)
 Chicago Tribune: British study links fluoride, underactive thyroid. (26 February 2015)
 MD Talk: Water Fluoridation Linked to Hypothyroidism. (26 February 2015)
 Philadelphia Inquirer: Fluoride in Drinking Water Tied to Higher Rates of Underactive Thyroid. (26 February 2015)
 Oregon Live: Fluoride in water: New study suggests link to underactive thyroid. (26 February 2015)
 MSN: Fluoride in Drinking Water Tied to Higher Rates of Underactive Thyroid. (26 February 2015)
 Global Research: Water Fluoridation and Hypothyroidism: Research Exposes How Water is Making us Depressed, Sick (25 February)
 Health Daily: Fluoride in Drinking Water Tied to Higher Rates of Underactive Thyroid (25 February)
 Daily Mail: Is your tap water poisoning you?
 Energy and Environment Magazine: Melbourne study links fluoridation to thyroid malfunction (25 February 2015)
 The Age: Studies linking fluoride in water to health issues prompt Australian review. (25 February 2015)
 Doctors Lounge: Water Fluoridation Linked to Hypothyroidism in Women (25 February 2015)
 British Post: Is fluoride in drinking water making people fat and depressed? (25 February 2015)
 Endocrine Today: Fluoridated water contributes to increased rates of hypothyroidism (24 February 2015)
 The New American: New Research Undermines the Dangers of Fluoride. (24 February 2015)
 Newsweek: Water Fluoridation May Increase Risk of Underactive Thyroid Disorder. (24 Feb 2015)
 Hart News: Stop water fluoridation, says public health expert (24 February 2015)
 Science Daily: Water fluoridation in England linked to higher rates of underactive thyroid. (24 Feb 2015)
 Yorkshire Post: Fluoride in water increases risk of thyroid illness by 30 per cent (24 Feb 2015)
 Irish Mirror: Adding fluoride to water may cause underactive thyroid. (23 February 2015)
 Telegraph: Fluoride in drinking water may trigger depression and weight gain, warn scientists. (23 Feb 2015)
 Daily Mail front page headline: Is the fluoride in your tap water poisoning you? (23 February)



13/05/2015

Scores of studies, have also shown that high levels of naturally occurring fluoride in water harm brain development and reduce IQ.



Published in The Lancet last year, fluoride is now classified as a neurotoxin.

Latest fluoridation myth dispelled:



General Anesthetic surgeries on children with serious dental decay are not happening more in non fluoridated areas:

13/05/2015

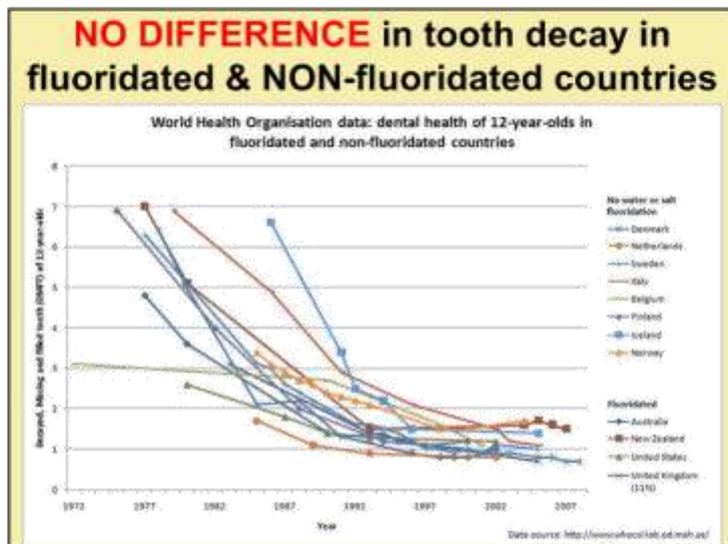
**Taumarunui General Anaesthetics
for dental decay**
Fluoridation stopped 2011

| Calendar year | Cases |
|--------------------|------------|
| 2005 | 27 |
| 2006 | 22 |
| 2007 | 23 |
| 2008 | 22 |
| 2009 | 22 |
| 2010 | 20 |
| 2011 | 5 |
| 2012 | 7 |
| 2013 | 14 |
| 2014 | 17 |
| Grand Total | 179 |

**As we have said in the past: The statistics and
science clearly show that fluoridation isn't
working.**



13/05/2015



13/05/2015

You're hearing several new things about fluoridation this year.

**But now let's talk about the
NEW SOLUTION
to this long-standing controversial issue:**



**The very successful alternative
that is now available:**



13/05/2015

Item 2.1.20 Attachment 1

Scotland's population is 5 million.



The Scottish government's Childsmile programme is very successful.
It's MUCH cheaper than the NZ fluoridation programme.



Nursery toothbrushing saves £6m in dental costs

"A scheme to encourage nursery children to brush their teeth has saved more than £6m in dental costs, according to a new study."

10 November 2013
<http://www.bbc.com/news/uk-scotland-24880356>

13/05/2015

Childsmile has shown Scotland that-

If NZ implements Childsmile nationwide:

- 1) We will save \$10 million a year **\$\$\$\$SAVINGS**

(That includes half of the \$20 million we now spending on General Anesthetic oral surgeries on children) nationwide

- 2) We will save much of the ~ \$22 million we currently spend on NZ dental programmes that include:
 - a) fluoridation and
 - b) \$20 million in GA surgeries.

Switching from fluoridation to Childsmile: NZ would be spending half of current costs, with everything all up.



The elements of these programmes are:

- Daily school brushing education
- Healthy Eating and
- Dental Screening in schools.



13/05/2015

These successful alternative programmes are early intervention pre-school, and school dental programmes:

Designed to Smile in Wales:



<http://www.designedtosmile.co.uk/home.html>

Designed to Smile in Wales:



13/05/2015

University of Copenhagen's programme in Thailand:



<http://medicalxpress.com/news/2015-03-insight-rickling-poor-oral-health.html>

Childsmile Core Programme:

- Dental Pack containing a toothbrush and toothpaste for every child.
- All nursery children (whether it is a local authority, voluntary or private nursery) is offered **free, daily, supervised toothbrushing**
- Childsmile promotes a holistic approach to healthy living, teaching children in nurseries about healthy snacks and drinks.
- Initiatives for schools to improve child dental health and help prevent obesity.



<http://www.child-smile.org.uk/professionals/childsmile-core.aspx>

13/05/2015

Item 2.1.20 Attachment 1



13/05/2015



13/05/2015

Item 2.1.20 Attachment 1



Councils now have an opportunity to support this change.

A diagram consisting of two rows of stylized human faces, representing a diverse group of people. The faces are arranged in a semi-circular arc. Below the faces is a glass of blue liquid on a small white tray, symbolizing water fluoridation.

They can offer their support to motivate the Ministry of Health and DHBs to make the switch from fluoridation to Childsmile.

13/05/2015

Now that you know a better programme exists:

Council has 3 options:

Option 1

- Continue the ineffective, unsafe use of fluoridation : fluorosis rates, thyroid disease, ADD, other consequences.



Now that you know a better programme exists:

Option 2

- Councils can withdraw fluoridation services and offer support or funds to the DHB for a transition period for set-up costs for Childsmile



13/05/2015

Now that you know a better programme exists:

Option 3

- Simply call a moratorium on fluoridation. This provides the Ministry of Health motivation and support to make a positive change
- Because it is not local councils' job to provide or fund oral health programmes.
- The Ministry of Health and DHBs can make the switch to a Childsmile programme



- Daily school brushing education
- Healthy Eating and
- Dental Screening in schools.



13/05/2015

Submission to Council, 2015: The Healthy Option is Fluoride Free



presented by Dr. Stan Litras, BDS BSc, a private dentist and convener of the group Fluoride Information Network for Dentists, established in 2013 with the aim of assisting transparency and balanced information on fluoridation in the public interest. It is in no way implied that any views which may be expressed represent those of the New Zealand Dental Association, the New Zealand Medical Association, or the Health Department

councils have an basic obligation to provide clean water



13/05/2015

Auckland council requested review of water fluoridation science



According to the University of York Centre for Reviews and Dissemination:

"Systematic reviews differ from other types of review in that they adhere to a strict scientific design in order to make them more comprehensive, to minimise the chance of bias, and so ensure their reliability. Rather than reflecting the views of the authors or being based on only a (possibly biased) selection of the published literature, they contain a comprehensive summary of the available evidence."

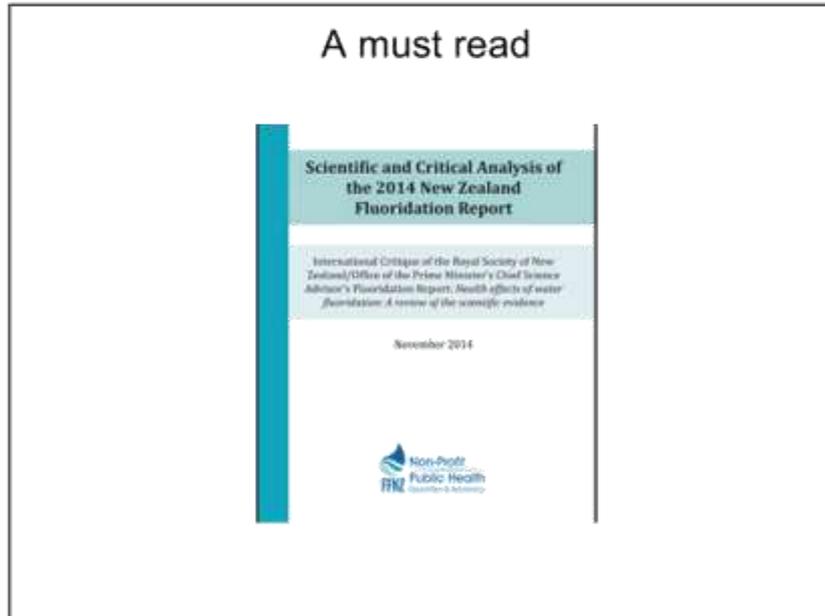
<http://www.york.ac.uk/inst/crd/fluofaq.htm#q6>

Royal Society review Not reliable

| | YORK | NRC | RS |
|--------------|------------------------------------|-----------------|-----------------------------------------|
| Time | 1 year | 3 years | 3 months |
| Cost | £1million | US \$6 million | NZ\$50,000 |
| Panel | Balanced | Balanced | ProF only |
| Transparency | Open | Open | Secret |
| Findings | Limited benefit Health concerns | Health concerns | "Broadly effective" "no-one at risk" |

13/05/2015

Item 2.1.21 Attachment 1



"Analysis of evidence from a large number of epidemiological studies and thorough systematic reviews has confirmed a beneficial effect of CWF on oral health throughout the lifespan." PAGE 8

"No obvious advantage appears in favour of water fluoridation compared with topical prevention. The effect of continued systemic exposure of fluoride from whatever source is questionable once the permanent teeth have erupted."
SCHER 2011

13/05/2015

Item 2.1.21 Attachment 1

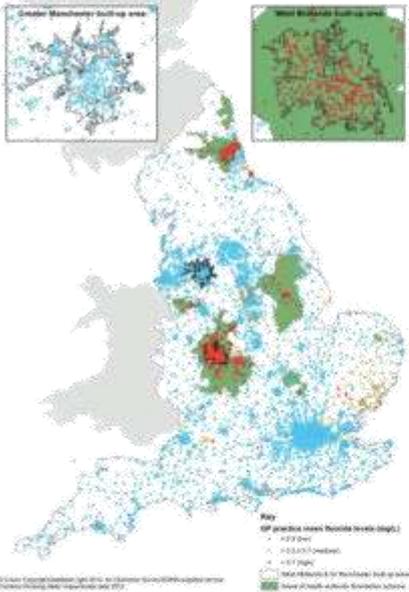
"the safety margins are such that no subset of the population is at risk because of fluoridation"

- Safety margins are inadequate
- No Control of dose
- Ignored NRC and York reviews: "more research needed"



New research

- Osteosarcoma
- IQ reduction
- Thyroid
- ADHD



13/05/2015

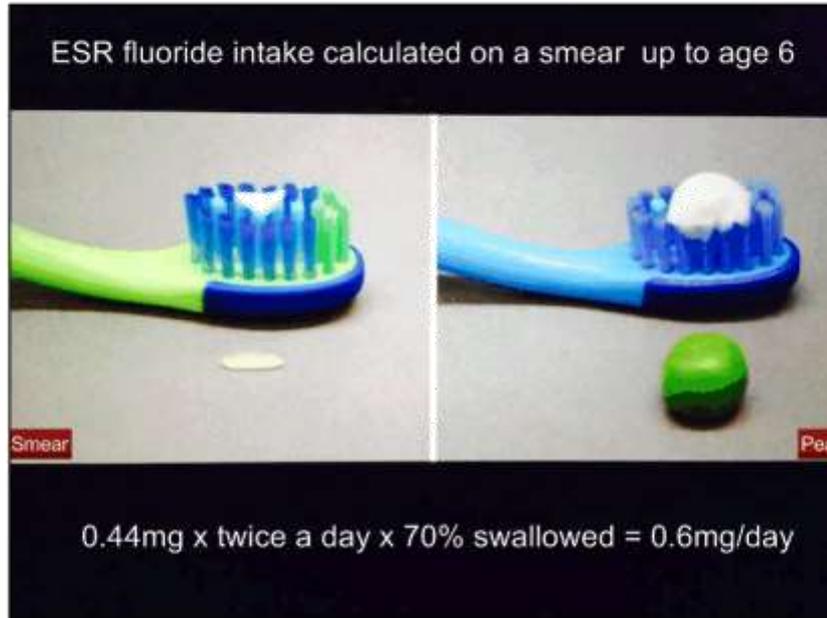
Item 2.1.21 Attachment 1

| Age | Kg | Diet | TOTAL | MRL MAX DOSEAGE |
|----------|-----|-------|-------|-----------------|
| 3 months | 7.5 | 0.003 | 0.003 | 0.3 |
| 9 months | 9 | 0.18 | 0.18 | 0.45 |
| 3 years | 13 | 0.25 | 0.25 | 0.65 |
| 5 years | 20 | 0.36 | 0.36 | 1 |
| 12 years | 54 | 0.5 | 0.5 | 2.7 |
| Adult | 75 | 0.98 | 0.98 | 3.75 |

| Age | Kg | Diet | Toothpaste | TOTAL | MRL MAX DOSEAGE |
|----------|-----|-------|------------|-------|-----------------|
| 3 months | 7.5 | 0.003 | 0 | 0.003 | 0.3 |
| 9 months | 9 | 0.18 | 0.35 | 0.53 | 0.45 |
| 3 years | 13 | 0.25 | 0.3 | 0.55 | 0.65 |
| 5 years | 20 | 0.36 | 0.41 | 0.77 | 1 |
| 12 years | 54 | 0.5 | 0.3 | 0.8 | 2.7 |
| Adult | 75 | 0.98 | 0.3 | 1.28 | 3.75 |

13/05/2015

Item 2.1.21 Attachment 1



| Age | Kg | Diet (no CWF) | Diet (with CWF) | Toothpaste | TOTAL (with CWF) | MRL MAX DOSEAGE |
|----------|-----|---------------------|--------------------|------------|---------------------|--------------------|
| 3 months | 7.5 | 0.003 | 1.0 | 0 | 1.0 | 0.3 |
| 9 months | 9 | 0.18 | 0.71 | 0.35 | 1.06 | 0.45 |
| 3 years | 13 | 0.25 | 0.57 | 0.3 | 0.87 | 0.65 |
| 5 years | 20 | 0.36 | 0.86 | 0.41 | 1.27 | 1 |
| 12 years | 54 | 0.5 | 1 | 0.3 | 1.3 | 2.7 |
| Adult | 75 | 0.98 | 2.07 | 0.3 | 2.37 | 3.75 |

13/05/2015

Item 2.1.21 Attachment 1

| Age | Kg | Diet (no CWF) | Diet (with CWF) | Toothpaste | TOTAL (with CWF) | MRL MAX DOSEAGE |
|-------------------|----|---------------|-----------------|------------|------------------|-----------------|
| Adult | 75 | 0.98 | 2.07 | 0.3 | 2.37 | 3.75 |
| High intake adult | 75 | 4.9 | 10.35 | 0.3 | 10.65 | 3.75 |

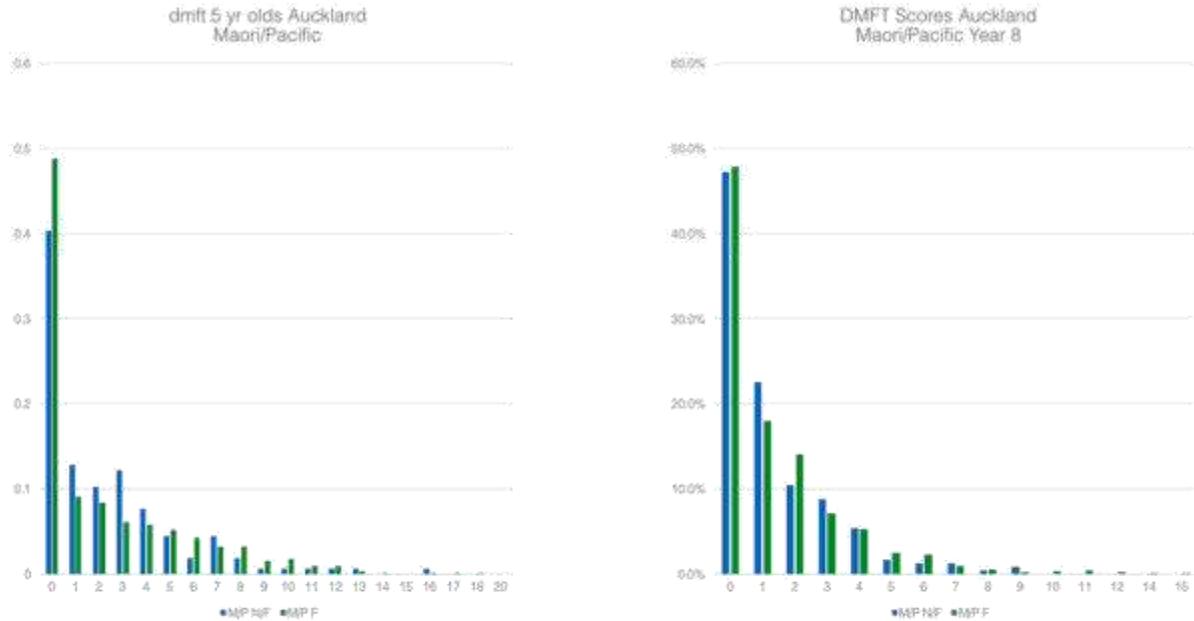
five times higher

twice as likely

25% more likely



Water fluoridation no benefit to Maori and PI: Auckland data 2012-2013



Source: NZ Ministry of Health (OIA inquiry)

13/05/2015

Item 2.1.22 Attachment 1



2015-2025 LONG TERM DRAFT PLAN

The Kilbirnie Park Sports and Community Club concept plan provides an exciting upgrade and revitalisation of existing assets for sports clubs and community organisations in the Eastern Suburbs. The plan will enhance and underpin existing investment in facilities in the area such as the Aquatic centre, ASB centre and the artificial facility.

This plan will provide a much needed facility at a key sports and recreation hub, resulting in an integration of local schools, major sporting codes and the community, as well as the optimisation of infrastructure and facilities.

This submission

- Applies in favour of and supports the Sportville Partnership Fund for;
 - Initial funding to investigate long term feasibility, further develop design, resource consents for the Sportville concept.
 - Longer term funding of public facilities such as changing facilities, toilets, car parking.
- Reserve South Eastern Corner of Kilbirnie Park for this concept plan and for this plan to be a key part of the Kilbirnie Park master plan, currently being developed.

2

13/05/2015

CONCEPT PLAN

Key highlights of the concept plan;

- Formation of the Kilbirnie Park Sports and Community Club initially comprising Eastern Suburbs Cricket Club, Marist AFC and Marist St Pats RFC, as founding members. Have SMOG, Capital Swim and St Pats College as affiliate members. Membership open to other sports and community clubs.
- Sell existing clubhouses at Kilbirnie Park and Hataitai Park.
- Proceeds from Clubhouse sales together with other funding sources to be used to build a two level approximate 350-400 square metre new club house at the South Eastern corner of Kilbirnie Park, to replace existing cricket clubrooms.
- Relocate No 1 cricket block and the practice nets to the South Eastern corner.
- Relocate soccer field to the South Eastern corner of Kilbirnie Park.

MEMBERSHIP

- In excess of 2,000 members.

3

KEY MESSAGES

- Strong foundation clubs and affiliate support with a commitment to work with each other.
- Strong stakeholder support – Cricket Wellington, Wellington Rugby Union and Capital Football.
- New facility fit for purpose that replaces existing clubrooms and is within the existing footprint. That is
 - Right sized and ideally position;
 - Meets the needs of all clubs at the outset;
 - Long term environmentally sustainable and efficient.
- Long term sustainable model.
- Strong membership base to ensure all year utilisation and cost synergies
- Financially responsible approach to ensure long term financial viability
- Complements and underpins significant investment already made in the area.
- An attractive and exciting community asset and committed St Pats College support.

4

13/05/2015

Fluoridation in Wellington 2015

Mary Byrne
Fluoride Free New Zealand
(Fluoride Action Network NZ Inc)

Email Prof David Skegg (Royal
Society) to Sir Peter Gluckman
(chief science advisor)

“The RSNZ has today received the
same letter from Dr Blakely. It would
make sense for our two organisations
to make a combined response”.

13/05/2015

Email Prof David Skegg (Royal Society) to Sir Peter Gluckman (chief science advisor)

"As you know, in 2012 we considered making fluoridation the subject of one of our Emerging Issues papers. This would have required us to appoint a panel to review the **extensive literature that has been pouring out.**"

Email Prof David Skegg (Royal Society) to Sir Peter Gluckman (chief science advisor)

"I agree that the anti-fluoridation campaign is gathering momentum and that local authorities are put in a difficult position."

13/05/2015

Item 2.1.25 Attachment 1

Email Prof David Skegg (Royal Society) to Sir Peter Gluckman (chief science advisor)

“How would you like to proceed? The quickest approach would be for you and me to issue a joint statement, which could at least in part be an amalgamation of our earlier statements.”

Email Prof David Skegg (Royal Society) to Sir Peter Gluckman (chief science advisor)

“Alternatively the Royal Society could appoint a panel to review the evidence .. But that would take several months to come to fruition. Would that create more uncertainty or would the fact that it is occurring give local authorities some much needed breathing space?”

13/05/2015

Email Prof David Skegg (Royal Society) to Sir Peter Gluckman (chief science advisor)

Report was politically motivated to give local authorities "much needed breathing space" and not a Report to review the extensive literature that has been "pouring out".

**Gluckman and Skegg
got it wrong.**

The Report said that the Harvard meta analysis found a drop of 1 IQ point which they said "this is likely to be a measurement or statistical artefact of no functional significance"

13/05/2015

Item 2.1.25 Attachment 1

Gluckman and Skegg got it wrong.

It was a drop of $\frac{1}{2}$ a standard deviation not 1 IQ point . They actually found a drop of 7 IQ points.

Thyroid study 2015

Large UK study by scientists at the University of Kent and published in mainstream, peer reviewed journal, found fluoridation at 0.7ppm or more increased rates of hypothyroidism in women by 60%.

Naturally high fluoride at 0.3ppm also increased rates by 30%.

13/05/2015

ADHD Study 2015

US researchers found that as fluoridation rates increased in US states, rates of ADHD also increased correspondingly.

US lowers fluoridation maximum

US lowers to 0.7ppm as the maximum for fluoridation.

Wellington is 0.85ppm.

NZ has similar rates of dental fluorosis as the US.

What is this Council going to do about this?

Sof # 473

B Wellington's
FLUORIDATED WATER



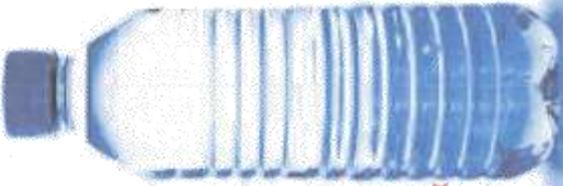
***DOSE**

Pregnant women - **No limit**
Children under 3 - **No limit**
Children 3 to 5 - **No limit**
Children 6 to 8 - **No limit**
Persons 9 and over - **No limit**

Contains **0.85 parts per million fluoride**
from unapproved Hydrofluorosilicic Acid

*** WCC provides no dosage or warnings**

A Pharmacy Grade
FLUORIDATED WATER



**- WARNING -
*DOSE**

Pregnant women - **Nil**
Children under 3 - **Nil**
Children 3 to 5 - **250 mL/day max**
Children 6 to 8 - **500 mL/day max**
Persons 9 and over - **1 litre/day max**

Contains **1.0 part per million fluoride**
from Pharmacy grade Sodium Fluoride

*** As per Medicines Regulations 1984**

Medicines
Revised: 19 December 2014
Label Statements Database
Edition 1.15 (December 2014)

This database lists the warning and advisory statements that are required on medicine and related product labels under regulations 13(1)(i) and 14(1)(f) of the Medicines Regulations 1984. Words of a similar meaning to the statements in the database may be used and individual statements may be combined provided the intent is not changed.

The full set of labelling requirements for medicines is specified in the Medicines Regulations 1984 and described in the Medsafe guidance document *'Guideline on the Regulation of Therapeutic Products in New Zealand, Part 5: Labelling of Medicines and Related Products'*.

| | | | |
|-----------|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| Fluorides | <p>In products for external use other than paste/porcelain for cleaning teeth</p> <p>For oral use</p> | <ul style="list-style-type: none"> • Do not use in children under 6 years old • Do not swallow • Dosage <ul style="list-style-type: none"> 3 to 5 years old 0.25mg fluoride per day 6 to 8 years old 0.5mg fluoride per day 9 years old and over 1.0mg fluoride per day • Fluoride tablets should be chewed thoroughly or dissolved in drinking liquid before swallowing • Use of this product is not necessary if water supplied with fluoridated water. Contact your dental professional or local water authority for information on the fluoride content of your water supply. • Do not use if you are pregnant. | <p>1/02/2015</p> <p>1/02/2015</p> |
|-----------|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|

13/05/2015



**Vote Against
Runway Extension**

- Anti-business
- Useless for travel
- Climate changer

C Watson Consultancy Limited

- Architectural practice, research, evaluation
- Exporting Australia, Europe, Canada 1995-
- Once had to work on site
- Switching to on-line architectural services
- Architectural textbook, Oxford UK, skype, email

13/05/2015

Robbing Peter to pay WIAL is anti-business



Airport won't pay, ipso facto; it is NOT viable. EOS

Welly kids need skilled careers

Tourism = Min. wages:

- Hotel housekeepers
- Taxi drivers
- Waiters, waitresses

Skilled careers:

- Medicine
- Engineering
- Research

13/05/2015



**AKL, SYD, MEL
connect to network**

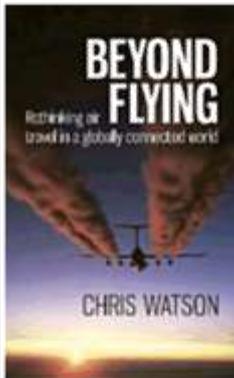
- WLG = national hub
- International pax transit thru AKL, SYD, MEL

Stop Wellingtonians leaving

- Welly businesses need Welly customers
- Econ: every departure encourages “escape”
- Stats: 50% international pax outbound
- $250 = 50 + 2 \times (20 + 80)$
- Patronise Asian
- Let WIAL ask Guangzhou City Council for \$

13/05/2015

Less Flying



- Safe climate is critical for Welly
- 1% of folks' flights emit 5% CO_{2e}
- Leading thinkers around world
- Produce: email, Skype, Google
- Published in Cambridge, UK

Climate Stabilisation

- 80% of air travel is discretionary
- NZs farmers, foresters, fishers exposed
- 1/6 species face extinction esp NZ (Guardian)
- Rapid and severe emission cuts are critical
- Comfortable lives with very low emissions
- Less flying is critical

13/05/2015

Signs of Change - Conferencing

- Convention centre ... white elephant Press 2014
- Signs of Change - linked mini conferences
- Lean, Green Science Machine (Nature)
- UK Gov Travel Management decision tree
- European standard for reducing flying
- American Geophysical Conferences - on line
- MOOC

Public Asset Management

Don't entertain airport ambitions because:

- No business case
- No financial due diligence
- No Investment Logic Mapping
- No cost, benefit study
- No engineering advice
- Not climate-safe

13/05/2015

Fossil Fuel Divestment

Smart money dumping stranded assets. Don't be holding white elephants when music stops. (OPT)

- Rockefeller
 - Norway
 - Victoria uni
 - Stanford uni
 - Anglicans, CofE
 - Dunedin
- 1m medical students urging Gates, Wellcome to divest ff
 - Yale, Harvard, Oxford uni considering divestment

13/05/2015

Item 2.1.29 Attachment 1



13/05/2015



Why not to cycle...

hull cycle network

13/05/2015

Item 2.1.29 Attachment 1



13/05/2015

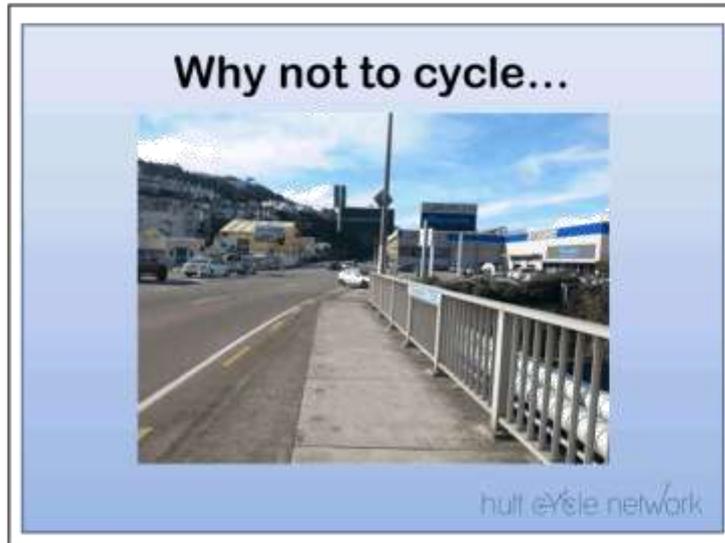


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Item 2.1.29 Attachment 1

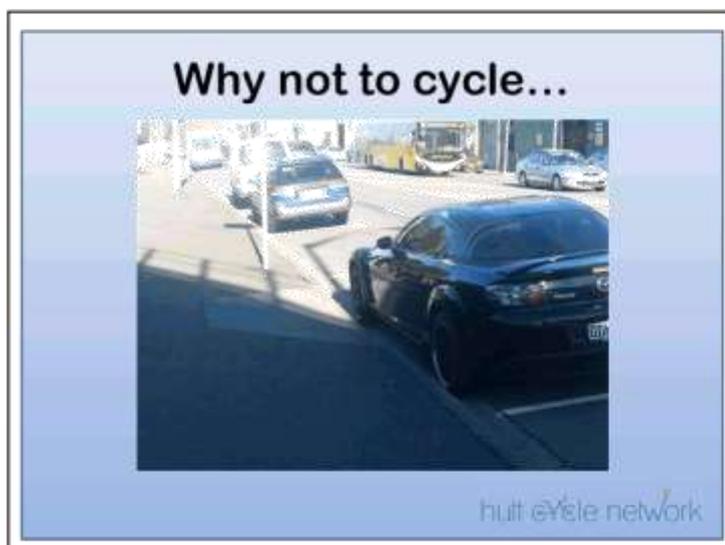


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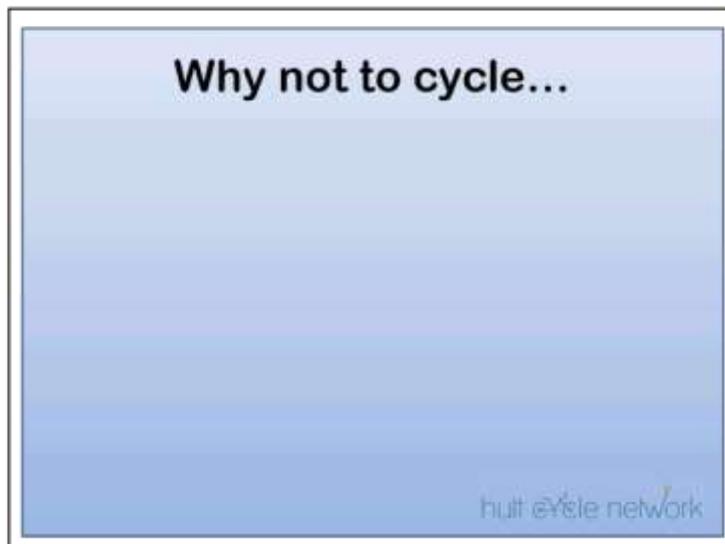


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Item 2.1.29 Attachment 1

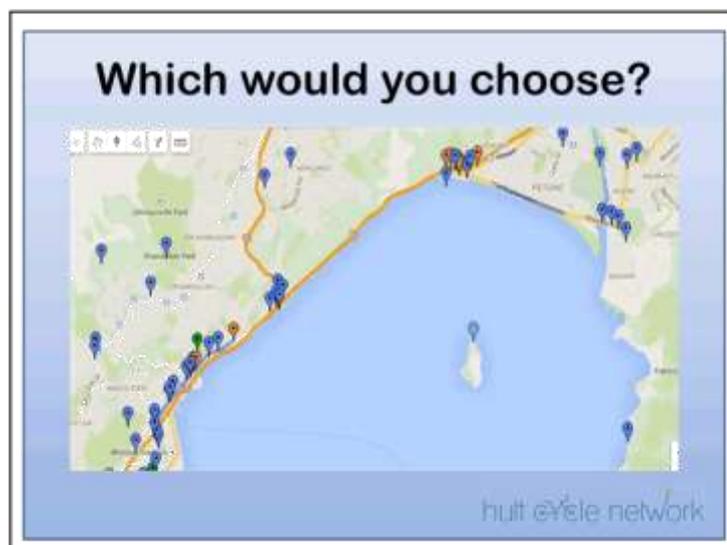


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13/05/2015



13/05/2015

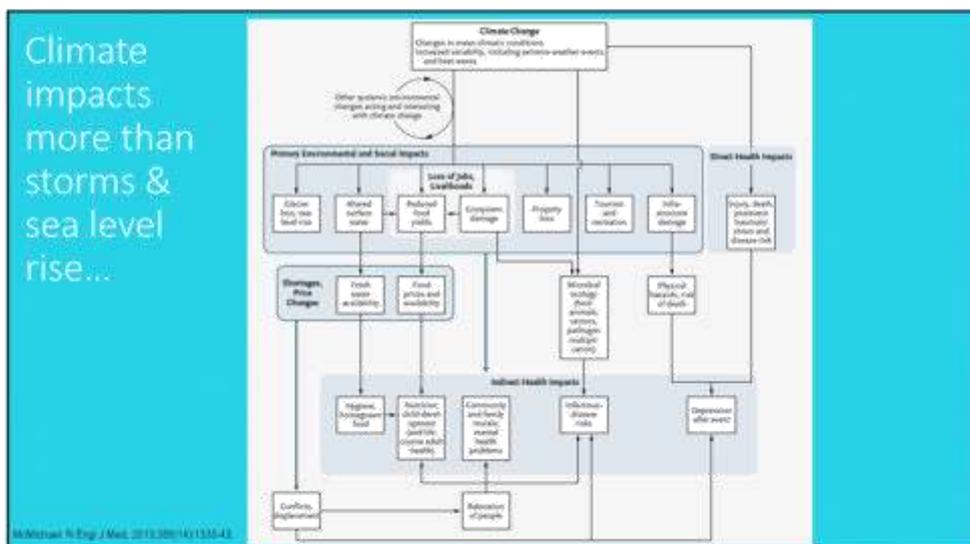
Item 2.1.37 Attachment 1



Ora Taiao
NZ Climate & Health Council

healthy climate, healthy people...

300+ senior doctors and other health professionals
advocating climate action for important health & equity gains
now – and over the decades ahead



13/05/2015

Item 2.1.1.37 Attachment 1

bad news or good news?

Wellington GDP 10 year growth to March 2014 22%

Auckland 23% Tauranga 27%

Wellington Region's Genuine Progress Index (WR-GPI)
is a richer measure of our wellbeing

WCC Long Term Plan 2015-2025

Wider implications of climate changes for future rating capacity

Update Climate Plan: international aviation, adaptation, COP 21 Paris

Jobs from low emissions industries: tech hubs & video-conferencing

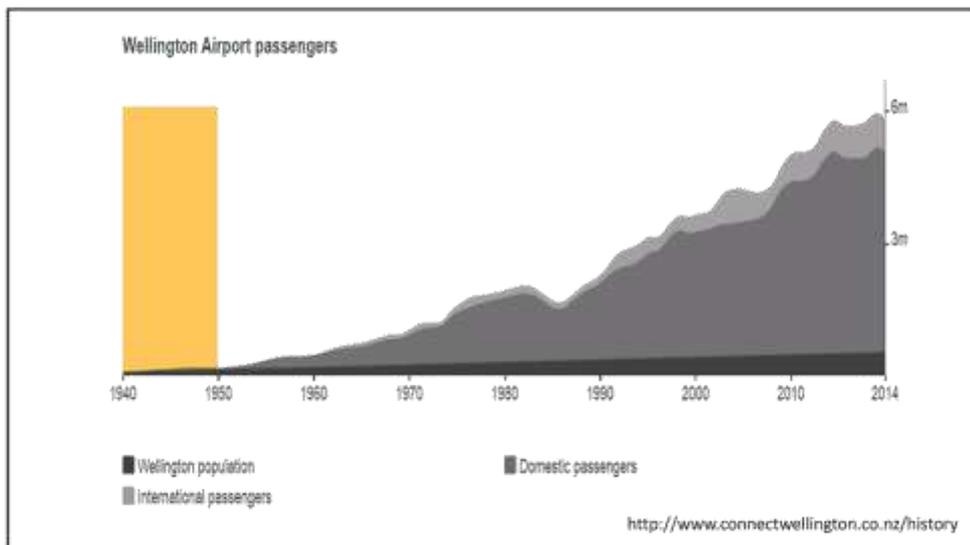
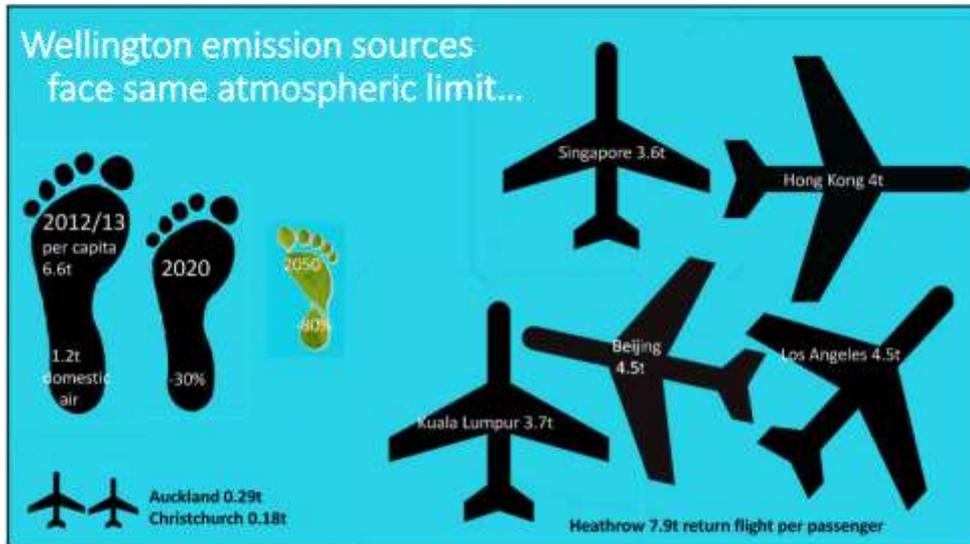
Future-proof: cycling, walking, clean-energy public transport, car share

Oppose high emissions: airport & motorway expansion, diesel buses,
fossil fuel investment, TPPA



13/05/2015

Item 2.1.37 Attachment 1



13/05/2015

Item 2.1.37 Attachment 1

WCC Long Term Plan 2015-2025

Wider implications of climate changes for future rating capacity
Update Climate Plan: international aviation, adaptation, COP 21 Paris
Jobs from *low emissions industries*: tech hubs & video-conferencing
Future-proof: cycling, walking, clean-energy public transport, car share
Oppose high emissions: airport & motorway expansion, diesel buses,
fossil fuel investment, TPPA



Ora Taiao
NZ Climate & Health Council

healthy climate,
healthy people...



Sub #1013



NZ Climate & Health Council

www.orataiao.org.nz

5 May 2015

Wellington City Council's Draft Long Term Plan 2015-2025 – summary points

Today, we ask councillors to understand the connections between changes to our global climate and what we all value about Wellington – and take a consistent approach to protect and grow Wellington.

We agree with the Council: *"Cities rather than countries are taking the lead on climate change issues"* and *"We need to take a climate change lens to all of Council's activities and programmes"*, and we endorse the World Bank's statement: *'Decisions taken today lock in the futures of many cities. The infrastructure of 2050 is being built today, yet the world of 2050 will be very different from today.'*

1. Changing climate context

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

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

- Strongly support Council's wide consultation for a positive Wellington future.
- **Challenge – choosing the right projects to fund at the right level to get there.**
- Strongly oppose funding or supporting projects that will increase our climate-damaging greenhouse gas emissions.
- **Crossroads: commit to low emissions LTP** – not mix of projects that sabotage city resilience.
- **Top priority is better understanding implications of climate changes** much more than physical changes of rising seas and more extreme weather events, NZ exposed to global economic, health and security impacts.
- This is urgent and integral to decisions about the runway extension, cycleways, Council borrowing, rating capacity, and other infrastructure projects and priorities – and helps **determine how much financial risk to take** with financing new projects.
- **Cannot afford 'business-as-usual' approach to rating capacity** for LTP projects.
- Good stewardship also means a broader approach to measuring Wellington's future growth – not just GDP which is simply a measure of money flows (not whether the profits are flowing offshore, nor whether stable living wage jobs are created).
- GDP not a measure of city health/wealth/wellbeing – Genuine Progress Index (GPI) etc.
- Climate emissions key measure to future-proof Wellington – quantify impacts of projects.
- Council needs to help create the infrastructure to support a just transition to a low emissions economy – **especially the most vulnerable households.**
- Well-designed climate action can mean real health gains in short and longer term.
- Cheaper to mitigate now, investing in low emissions infrastructure – fast so can still adapt.
- The internationally agreed limit is 2°C average global warming – small island states (including our Pacific relatives and neighbours) threatened by rising seas are call for 1.5°C limit.
- **What matters most is total quantity of emissions – faster we reduce emissions, the better.**
- Global atmosphere has real physical limits for a safe and adaptable climate.
- A **'global fairness' approach** is Greenhouse Development Rights Framework¹ – aligns with latest IPCC Fifth Assessment Report, and that climate action does not increase world poverty.

¹ <http://climateequityreference.org/calculator/>

- GDR assumes around half NZ's gross emissions reductions will be domestic and half offshore funded by NZ – international aviation and shipping emissions are excluded.
- GDR gives NZ a target of 34Mt CO₂-equivalents for 2020 – appears to equate to 58% reduction on NZ's 2013 gross emissions by 2020, with 29% reduction in NZ's gross emissions by 2020, and NZ funding 29% reductions offshore.
- Calculating Wellington's fair share is debateable, and complicated by Wellington's data baseline of 2000/01, rather than 1990.
- In any case, the Long Term Plan action is the same – we need to do all we can to rapidly reduce emissions (regardless of whether Council increases current 30% 2020 target).
- Projects that increase emissions are obviously off the table.

2. Airport runway extension

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

- Wellington's Climate Action Plan 2013 goals: *reduce city emissions by 30% on 2000/2001 levels by 2020, and 80% of 2000/2001 levels by 2050.*
- But airport runway extension needs *more* aviation emissions to finance it – passenger numbers doubling from 5 million to 10 million per year.
- **Bottom line:** each return flight to Hong Kong is 4.0 tonnes per person, Singapore 3.6 tonnes, Kuala Lumpur 3.7 tonnes, Beijing and Los Angeles 4.5 tonnes each, Heathrow 7.9 tonnes⁴
- Wellington's per capita annual emissions of 6.6 tonnes in 2012/13 – 3% reduction so far towards targets of 30% reduction in next 5 years (2020) and 80% in next 35 years (2050).
- Almost a fifth of Wellington's footprint relates to domestic emissions – international flights nor international shipping emissions not being measured yet.
- But emissions impacts of Singapore and Hong Kong return flights are 12-22 times greater than domestic flights at 0.29 tonnes return to Auckland or 0.18 tonnes to Christchurch.
- **Numbers count** – despite 'economic benefits' claim over next 40 years, Wellington airport is not measuring current emissions, nor projecting emissions impacts from runway expansion.
- Climate protection choice: take a consistent approach to emissions reductions, or be forced to by bottom-up and/or top down action (UK 'One-in-Five' campaign, COP21 Paris)?
- **False economy to create jobs by climate damage**
- Subsidising high emissions industries for jobs giving with one hand and taking with the other.
- Climate changes bad for our environment-based NZ economy and bad for global economy (risky for NZ's open economy) – so bad for jobs, including Wellington's public service jobs.
- Climate changes worse for already vulnerable households – priority for living wage jobs?
- Subsidise/support low/zero emissions industries for jobs – with scrutiny.
- **Other considerations** include risk of increasing Wellingtonians flying overseas, spending discretionary income offshore.
- Factors governing airline decisions other than length of runway or Wellington's difficult wind (where extensions will not mitigate hazardous turbulence over Newlands⁵).
- Air NZ has recently pulled long-haul flights from Christchurch.
- Airport already seems to be pushing boundaries on how much it can charge for services.
- Runway extension does not have the support of central Government (despite funding other emissions-intensive projects e.g. RONS and off-shore oil exploration).
- Prime seaside location for climate changes and rising seas – increasing risk of storm damage to extension and flooding of existing runway may be likely before this century ends (estimates of sea level rises are rising with increasing emissions and better modelling).

⁴ <http://www.carbonzero.co.nz/EmissionsCalc/tourismeditor.aspx>

⁵ <https://www.niwa.co.nz/publications/wa/water-atmosphere-9-december-2013/fear-of-flying-into-wellington>

3. Healthy transport, healthy city

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

Strongly support active and public transport improvements, strongly oppose expansion of private vehicle transport

- Support rapid expansion of active and public transport networks so that more Wellingtonians are able to use their legs and/or share transport for more trips more often.
- More ambitious targets set for active and public transport use, rapidly moving to renewably-powered public transport and fleets of car share cars in every suburb.
- Everyone wins from putting public and active transport first
- Create an easy and attractive city to live and move around – priority support for less physically mobile Wellingtonians to move round more easily, and low income households.
- Reduce distances between work, home, study and recreation with sensible urban planning.
- Support and speed up cycling revolution – rapid progress on city-wide safe cycle network.
- Research shows high economic returns on cycling infrastructure investment.^{iv}
- Conversely, we are designing physical activity out of transport systems, where half of adult NZers do not get even a healthy 30 minute minimum of daily physical activity – costly.
- Safe cycling for both commuters and community cyclists – especially school students.
- Bike tracks in schools AND safe cycling to and from school.
- Green light for cycleways ready to build – important demonstration models
- **Three-way transport action:**
 - (i) rapidly reducing the Council's own emissions footprint (and applying experience)
 - (ii) helping create regional infrastructure to support low-emissions living
 - (iii) actively and vocally opposing all infrastructure, initiatives and investments that lock in high emissions living and risk escalating emissions regionally, nationally and globally.
- **Otherwise, roading expansion simply increases car dependence, clogs our city and undermines the viability of the Council's public transport initiatives.**
- Work with Wellingtonians to reclaim our transport and create a city that's attractive, active and easy to move around, a city that's more about community than cars.
- Don't wait on NZTA's court case and years of congestion-causing roadworks – survey and create better solutions now for eastern suburb people commuting into the city.
- Shared transport must be renewably powered and high spine capacity – no sense to buy diesel-powered buses in 2017, even if these are hybrids.
- Dismantling current renewably-powered trolley buses before a renewably-powered alternative is purchased – a move in the wrong direction.

4. Encouraging industries

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

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

Mostly Neutral

- Support low/zero emissions industries that are soundly managed; subject to the future rating capacity for finance.
- Technology sector appears to offer potential for 'weightless' job growth.
- Tech-hub include Wellington becoming centre of excellence for video-conferencing?

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

5. Smart, resilient and prudent city

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

- Support smart technology that creates greater city resilience with adverse events, reduces emissions and makes city work better for Wellingtonians – win-win solutions.
- A resilience project could be setting up a rapid alternative transport plan for all the Council's staff, so that when winter storms (or other events) temporarily take the region's trains offline, networks of staff living in similar locations are already set up so all staff and Council vehicles can be fully packed with passengers to get to and from work during disruption.
- Transport resilience plan could include pre-arranged set-ups for work from home, staggering work-hours into off-peak, bikes to be shared effectively, and 'buddies' for longer walks.
- Use project learning for similar plans with major employers, and share approaches online.

6. Quake-proofing

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

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

- Note approaches to climate change mitigation and adaptation should be broadly consistent with earthquake strengthening work with respect to public safety levels and risk.
- May be prudent to consider the location of buildings to be quake-proofed relative to exposure to known and readily predictable sea level rises and/or extreme weather events.
- Extent of quake-proofing cost-sharing may set precedent for future adaptation cost-sharing with residents and businesses likely to be affected by flooding, sea level rises and extreme weather events (and thus bearing the costs of property repair, repeated repair, and/or retreat, as well as increasing insurance costs).

7. Amenities for Wellingtonians and visitors

(8) Should Wellington seek to remain the events capital of New Zealand? (9) Do you support our plan to provide a new and improved venue for concerts? (10) Do you support upgrading sports facilities where need has been demonstrated?

(11) Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer? Mostly neutral on all four

- Priority is creating infrastructure to support a just transition to a low emissions economy, with particular attention for the most vulnerable households in Wellington.
- Caution on modelling future demand from likely overseas tourism numbers, given very high emissions impact of both international aviation and cruise ships, NZ's location as a long-haul destination, and the urgency in reducing global emissions.
- Hospitality tends to be low wage work – concentrate on encouraging low-emissions industries that can pay Wellingtonians living wages and provide reliable hours.

8. Urban development

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

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

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

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

- Containing our city, concentrating living close to centres, with attractive people-friendly spaces to move freely around and enjoy, is a priority with a growing population and increasing need to rapidly reduce emissions.

Primary contact point for correspondence and feedback:

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



Newtown Residents' Association

www.newtown.org.nz

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

Points emphasized in oral submission on the Wellington City Council Draft Long Term Plan 2015-2025, Tuesday May 5th 2015.

Please read these notes in conjunction with our full written submission.

COUNCIL SERVICES

Our priority is the maintenance or improvement of core Council services.

We have observed that some Council services have diminished, either in quantity or quality, since these services were contracted out and we would like these reinstated.

We expect

- clean water;
- good sewerage that does not pollute our environment;
- effective and sustainable networks for the movement of people around the city in the form of decent roads, footpaths and cycleways;
- healthy natural environment accessible to all citizens;
- safety and security;
- the provision of public housing;
- increased WCC focus on recycling, - recycling bins on the streets, household collection of green/garden waste, periodic inorganic/electronic goods collection

Since our submission was written heavy rainfall has highlighted **problems with storm water drains** – we request urgent attention for this.

ECONOMY

A Livable City with Better Transport Options is the priority for us.

We only support investment in projects if it can be demonstrated that they will promote greater equality and a more livable city for all.

We have doubts over the value of investing in the Airport Extension, the Film Museum and the Conference and Concert Venues at this point in time.

We support the proposal to upgrade the Basin Reserve – with the proviso of specific public consultation on the future of the Museum stand before decisions are made.

We ask for a firm commitment in the Plan for extending living wage rates to all employees of Council Controlled Organisations and workers for third parties contracting to Council.

URBAN LANDSCAPE

Social Housing: we support the continued provision of social housing. The housing stock must not be sold to fund other projects.

Earthquake strengthening:

- Rates rebates to owners who are unable to afford the cost of earthquake strengthening in buildings that preserve context and history.
- The provision of interest-free loans when rates rebates are not sufficient for the task.

A stronger focus on the effects of climate change is immediately required.

WITHIN NEWTOWN

A particular emphasis on –

- **Urban planting** – the trees along our streets need attention or replacing. We would like edible planting to be prioritized.
- **Toilet facilities** - the one block of public toilets are constantly in poor shape and insufficient for the current population of Newtown.
- The maintenance and improvement of **walkways, footpath surfaces and guttering** is important.
- **Walkways** between streets need better lighting and need hand rails installed, as several are currently unsafe for those with decreased mobility.
- **Improving street lighting** in Newtown.

NEWTOWN FESTIVAL

This hugely successful Festival began through grassroots local community initiative, and has developed into one of the signature Wellington events.

We would like to see the Council recognise it as such and continue to support it: the annual Newtown Festival Street Fair has its 20th anniversary in 2016.

CONSULTATION

- **We stress the need for early engagement, rather than just consultation on plans. We should have had the chance to start discussing residents' views on the Long Term Plan earlier than last September.**
- **We advocate for local communities being provided with the resources to develop their own Long Term Plans.**

TINAKORI ROAD UPGRADE PROJECT



FOOTPATH PAVERS



THORNDON VILLAGE UPGRADE PROJECT

ARTISTS WITH THORNDON CONNECTIONS

KATHERINE MANSFIELD – AUTHOR

MAJOR CHARLES HEAPHY VC – EXPLORER/SOLDIER/POLITICIAN/PAINTER

FRANCES HODGKINS – PAINTER

DOUGLAS LILBURN – COMPOSER

RITA ANGUS – PAINTER

THOMAS McCORMACK – ARTIST

JANE CAMPION – FILM DIRECTOR

AVIS HIGGS – TEXTILE DESIGNER/PAINTER

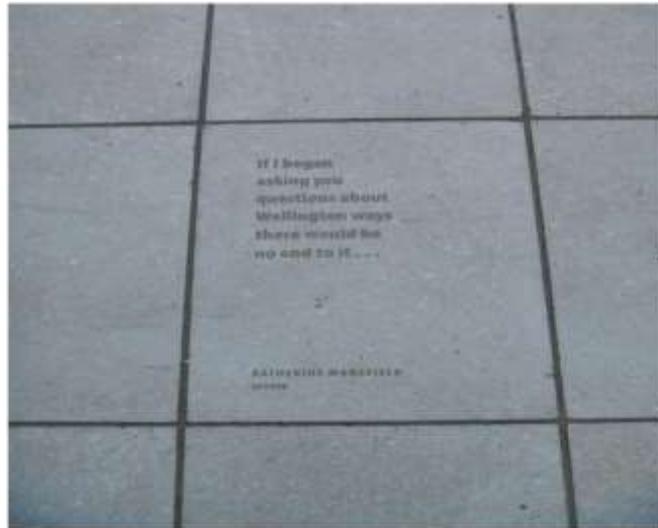
DAME JANET PAUL – PUBLISHER/ ART HISTORIAN/PAINTER

VALERIE BEERE – PORTRAIT PAINTER

DOROTHY K RICHMOND - ARTIST AND ART TEACHER

KIRSTY GUNN - AUTHOR

ARTISTS QUOTES – EXAMPLES



POSSIBLE FUTURE ADDITIONS

EVELYN PAGE – PAINTER

RONALD BURT – MUSICIAN AND ARTIST

HELEN CRABB – 'BARC' - ARTIST AND ART TEACHER

MICHAEL NICHOLSON - ARTIST IN SCULPTURE, PAINTING & VIDEO

ROBERT PARKER - ORGANIST

JANE STOWE – PAINTER

PARSONS FAMILY – SINGERS

FREDERICK PAGE – PROF OF MUSIC/PIANIST

RICHARD CAMPION – THEATRE PRODUCER

EDITH CAMPION - ACTRESS

THOMAS BRACKEN – POLITICIAN / POET ?

WINIFRED UPHAM – SINGER

SIR MICHAEL FOWLER – ARCHITECT / WATERCOLOURIST

DINAH PRIESTLY – AUTHOR / ILLUSTRATOR

JANE PERRY – PAINTER

VALERIE SCOTT - PAINTER

Sub 655

Improvements to Island Bay Skate Park

A: Create a new 'fun-box' and extend simulating Waitangi Skate Park

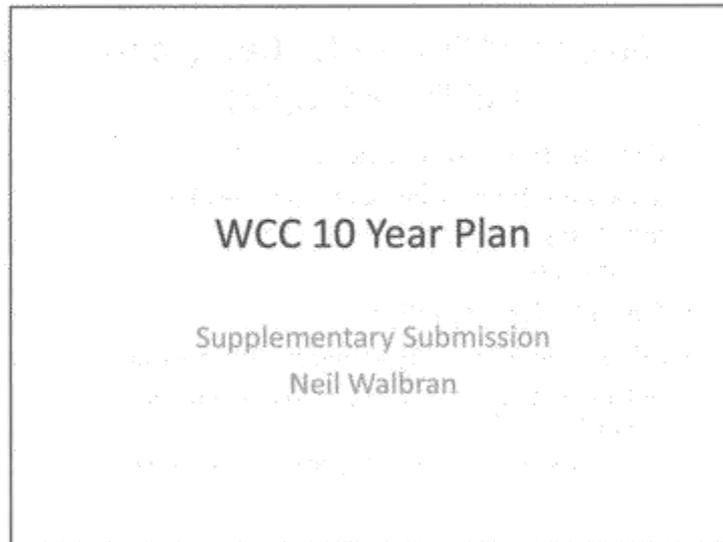
B: Connect cycle park

C: Create a picnic area



Sub 615/136

5/6/2015



Submission on Investment and Liability Management Policy

- 10 year plan for growth includes investments in 'commercial' enterprises (runway, etc)
- Council investments in commercial enterprises tend to be controversial as create winners and losers
- Could benefit from showing robust and transparent process based on sound principles
- Picking winners creates losers, so bound to be controversial
 - Investing in film industry might close 100 cafes who had to pay extra rates to fund film subsidy

5/6/2015

Suggested Process for Developing Guiding Principles

- Consider some key principles
- Seek input from others used to reviewing monopoly investments – e.g. Commerce Commission
- Consult affected parties
- Adapt as learn from past investment decisions
 - Implies review all investments against original justification
 - Define how review to be done as part of original approval

Suggested starting point for guiding principles

- Why does the council need to invest:
 - Why does council need to intervene?
 - Why can't commercial parties do it?
 - Usually better equipped to understand and manage risks
 - Council picking winners creates losers so need to show good case
 - Why now?
 - Investment in the face of uncertainty
 - Will we know more later?
 - What is benefit of investing now (to capture possible option) versus cost
 - Real option value analysis
 - Further information available
 - Questions?

21/05/2015

Item 2.1.53 Attachment 1



- John Beckett – Executive Director, BARNZ
- Lawrence Kubiak – Director, NZIER

- BARNZ represents the 20 airlines that fly into New Zealand



- Wellington City Council long term plan
- \$90m for extension of runway at Wellington Airport
- Plus \$60m from other councils
- Airlines have thin margins and evaluate new routes very carefully

21/05/2015



- An independent cost benefit analysis is essential for a public investment in infrastructure
- An economic impact analysis does not compare what would happen with the proposal with what would happen without the proposal
- EIAs use multiplier analysis, without any explanation of the multiplier



- If the runway extension proceeded, WIAL would feel entitled to charge airlines \$50m per annum
- A daily long haul service would pay about \$3m per annum
- The missing \$47m would probably be charged to all other air services into Wellington
- Wellington would become less connected

21/05/2015



- Net of tax return 8.4% per annum
- Gross return 11.7%
- Depreciation $\$350\text{m} \times 1/40 = \9m pa
- Return on capital $\$350\text{m} \times 11.7\% = \41m pa
- Additional operating costs $\$3\text{m}$
- Total $\$53\text{m}$ per annum

**Sub # 1045 - Pacific
Advisory Group**

Pacific Advisory Group — Wellington City Council

Submission on Wellington City Council's Draft Long Term plan 2015-2025

The Pacific Advisory Group provides a link between the Council and Wellington's Pacific communities. A key part of our role is to enable Pacific peoples to participate in the Council's decision-making processes and help the Council understand the needs of Pacific communities and how these may be addressed in the context of the Council's roles and priorities. We are a voice for Pacific communities in Wellington City.

It is the submission of The Pacific Advisory Group that Wellington City Council should include in the Long Term Plan 2015-2025 a commitment to becoming a Living Wage Council and ensuring the whole council workforce is paid the living wage, including those employed through contractors.

We support Wellington City Council's leadership to date on the Living Wage. We welcome the commitment our Council has made to become a Living Wage employer. We welcome the steps already taken to fulfil this commitment and look forward to the Living Wage being extended to all Council staff, including the lowest paid who are employed by contractors.

Many of the lowest paid in our city and also in the Council workforce are Pacific workers. Too many Pacific workers and their families are struggling on very low incomes. They are going without basic needs. They struggle to pay bills and support their children to have the best opportunities and education. They are working very long hours just to get by.

The Pacific Advisory Group stands for all workers and their families earning enough not just to survive but to participate fully in family and cultural life and the life of our city. That is why we support the call for the Living Wage.

It is not acceptable that workers on poverty rates of pay are in the Council workforce. Most of the lowest-paid council workers are employed in WCC-contracted organisations, with the cleaning and recycling workforce paid not much above the minimum wage of \$14.75 an hour. Many of these workers are Pacific workers.

We applaud the fact that Wellington City Council has voted to support in principle becoming a Living Wage Council and has taken some big steps towards paying the Living Wage to directly-employed employees. Council has also committed to directing council controlled organisations to consider how they would implement the Living Wage and report back as part of the 2015 Long Term Plan; and supported work to be done by Council staff on how to apply the Living Wage to staff employed by contractors.

The Pacific Advisory Group strongly supports Wellington City Council taking the next steps towards the Living Wage being extended to all the council workforce, including for those who are employed through contractors and are currently on very low wages, insufficient to provide decent lives for their families.

As Wellington's largest employer, we support Wellington City Council taking a lead on the Living Wage and setting an example to other employers in Wellington City.

It is the submission of The Pacific Advisory Group that Wellington City Council's commitment to the Living Wage for the whole workforce should be included in the Council's 2015-2025 Long Term Plan.

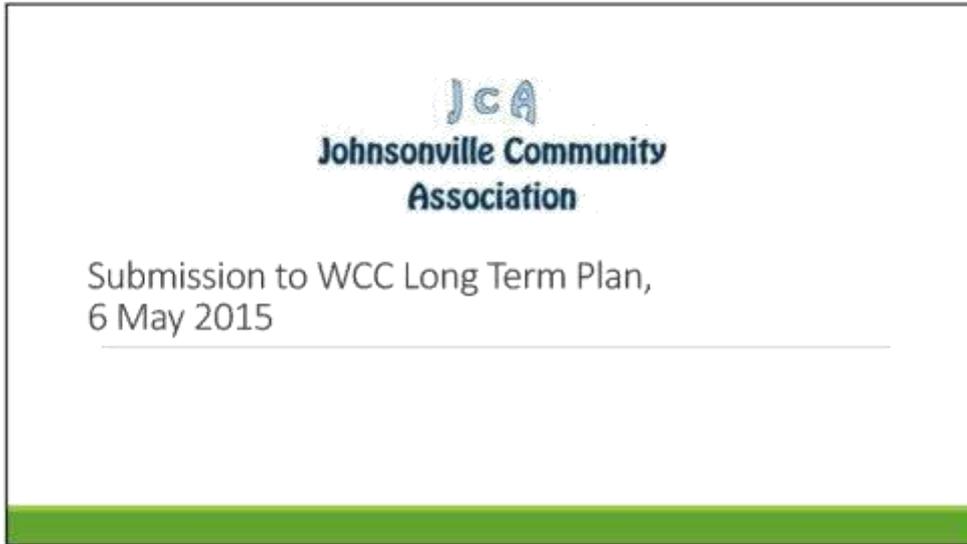
The Pacific Advisory Group would like to make an oral submission.

For more information contact:

Name, email, phone

15/05/2015

Item 1.1.61 Attachment 1



15/05/2015

Item 2.1.61 Attachment 1

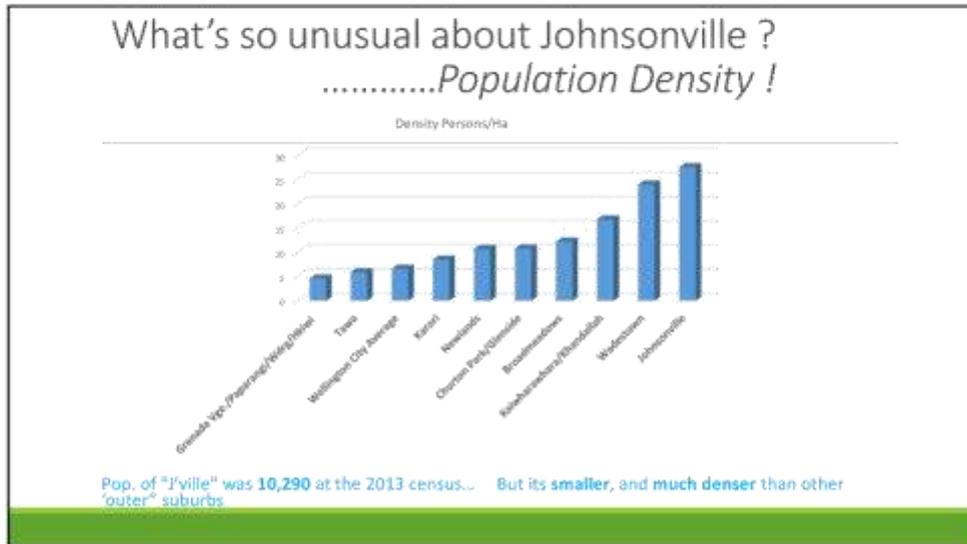


Johnsonville Community 10-Year Strategy

| Project |
|------------------------------------------------------------------|
| Built |
| 1. New Library |
| 2. Enhanced retail opportunities (incl. a new mall) |
| 3. Creation of Public Greenspace within Central Johnsonville |
| 4. Safer pedestrian Access & Improvements to Traffic Flow |
| 5. Cinema |
| Services |
| 6. Undergrounding of All Utilities Incl. cabling & UFB |
| 7. Integrated Public Transport |
| 8. Enhanced Park 'n Ride services |
| 9. More Responsive Street Maintenance Services |
| 10. Improved & Enhanced Services for senior Citizens |
| Recreation & Culture |
| 11. Improve Recreational Cycle-ways |
| 12. Recreation Centre (Indoor Facility) |
| 13. More and Better Playgrounds & Green Open Spaces for all ages |
| 14. Upgraded Public Facilities at Alex Moore Park |
| 15. Wheelie park |
| Strategic |
| 16. A Town Centre / Heart |
| 17. Beautification of Johnsonville |
| 18. Better Motorway Access |
| 19. Preservation of History and Heritage |
| 20. Establishment of Community Board |

15/05/2015

Item 1.1.61 Attachment 1



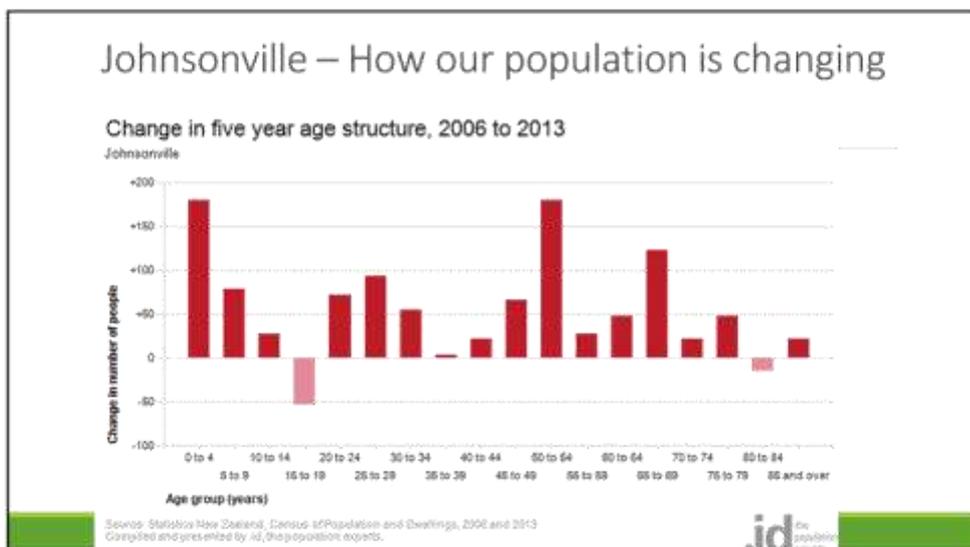
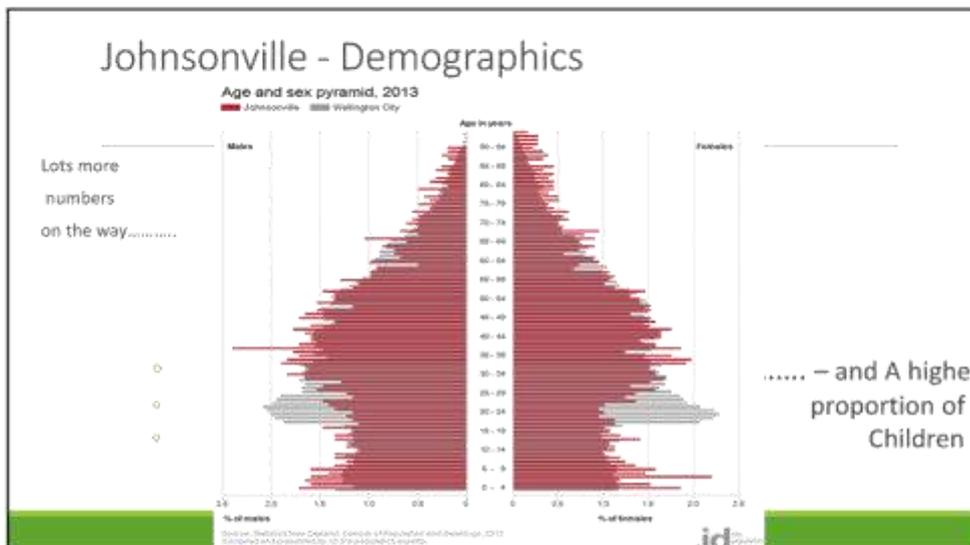
What's so unusual about Johnsonville ?Population Density (2/2)

| | Density Persons/Ha | 2013 Population | Area / Ha |
|-----------------------------------|-----------------------|---------------------|---------------|
| Grenada Vge./Paparangi/Wdrg/Hkūwī | 4.6 | 5430 | 1186 |
| Tawa | 5.9 | 14175 | 2394 |
| Wellington City Average | 6.6 | 200100 | 29,024 |
| Karori | 8.5 | 14736 | 172 |
| Newlands | 10.7 | 7278 | 682 |
| Churton Park/Glenside | 10.8 | 6508 | 606 |
| Broadmeadows | 12.2 | 1536 | 126 |
| Kaiwharawhara/Khandallah | 16.8 | 8478 | 509 |
| Wadestown | 24 | 3525 | 147 |
| Johnsonville | 27.6 (5.1%) | 10239 (1.3%) | 371 |

Johnsonville is over **4 x more dense** than Wgtn. Average....
With **5.1%** of Wellingtons total Pop.and only **1.3%** of its area

15/05/2015

Item 2.1.61 Attachment 1



15/05/2015

Summary - Pressures on Johnsonville

Population Density

- Higher density than most – dense already, “organic” growth PLUS MDRA + 3000 pop. in 15 years

Transport Hub

- How avoid gridlock?

Sub-regional Centre Status

- Commercial & Service centre for northern suburbs (where most growth is)
- Yet WCC “restricts” commercial growth to “protect” CBD from competition

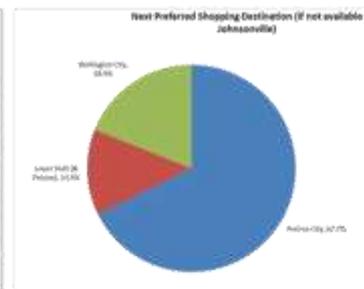
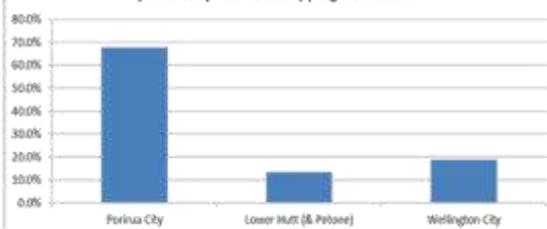
Fast growing pop. – especially Children(600 more “children” 18 & under)

- 600 more “children” 18 & under coming with MDRA
- Pressure on schools, lack of facilities

The Great Johnsonville Survey 2014

Shopping Preferences of Johnsonville Residents (Q.7)

Q.6 If you cant find what you want in Johnsonville, where is your next preferred shopping Destination?



15/05/2015

Learnings from JCA 2014 retail survey:

What did our Survey Prove?

1. "Despite an overwhelming 43.1% of Johnsonville residents work in CBD, only 11.9% of their shopping trips are to the CBD, and only 18.9% of people prefer to shop in the CBD if they cannot buy an item in Johnsonville."
2. "Although only 2.3% of Johnsonville residents work in Porirua, a much larger 11.9% of their shopping trips are to the Porirua & a massive **67.7% of people prefer to shop in Porirua if they cannot find an item in Johnsonville.**"

So What?

WCC must research for themselves, and

.....acknowledge they are driving commercial activity out of Wellington City by stifling northern suburbs ability grow their commercial sector in keeping with population growth....

Built portfolio —The 5 things that Johnsonville Community wants Built over the next Decade

- 1 New Library
- 2 Enhanced retail opportunities (Incl. a new mall)
- 3 Creation of Public Greenspace within Central Johnsonville
- 4 Safer pedestrian Access & Improvements to Traffic Flow
- 5 Cinema

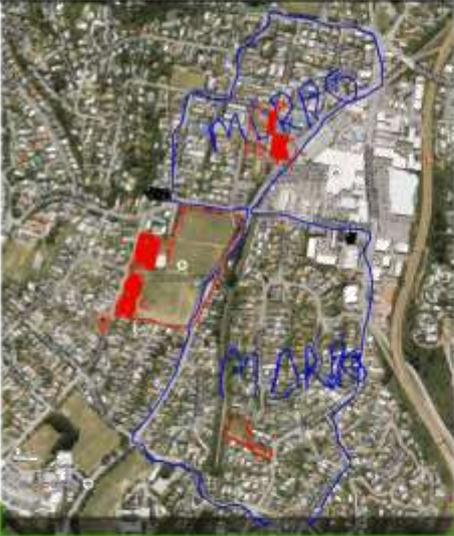
15/05/2015

Item 2.1.61 Attachment 1

Sports & Recreation
(12) **Recreation Centre (Indoor Facility)**



Park Sacrifices in
MDRA zone
2013-2016



15/05/2015

Item 1.1.61 Attachment 1



More Carparks on A.M.P. -contrary to the Recreation reserves *as per Reserves Act 1977*

17 Recreation reserves

(1) It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as recreation reserves, for the purpose of providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside.

(2) It is hereby further declared that, having regard to the general purposes specified in subsection (1), every recreation reserve shall be so administered under the appropriate provisions of this Act that—

- those qualities of the reserve which contribute to the pleasantness, harmony, and cohesion of the natural environment and to the better use and enjoyment of the reserve shall be conserved;

15/05/2015

Item 2.1.61 Attachment 1

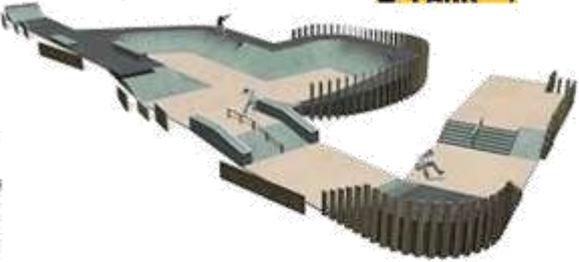


15/05/2015

Sports & Recreation
(13) More and Better Playgrounds & Green Open Spaces for all ages.
E.g. Gilbert Young Play area: *Only \$ 65 K budgeted for 2016 upgrade of a substantial park surrounded by MDRA ? You have to be joking!*



Sports & Recreation
(15) Wheels Park



15/05/2015

Balancing social infrastructure with long-term need for greenspace.

Johnsonville needs and deserves WCC investment in

- Sports facilities
- Clubrooms
- Indoor sports facilities

.....But NOT at the cost of cannibalising greenspace & playing fields.

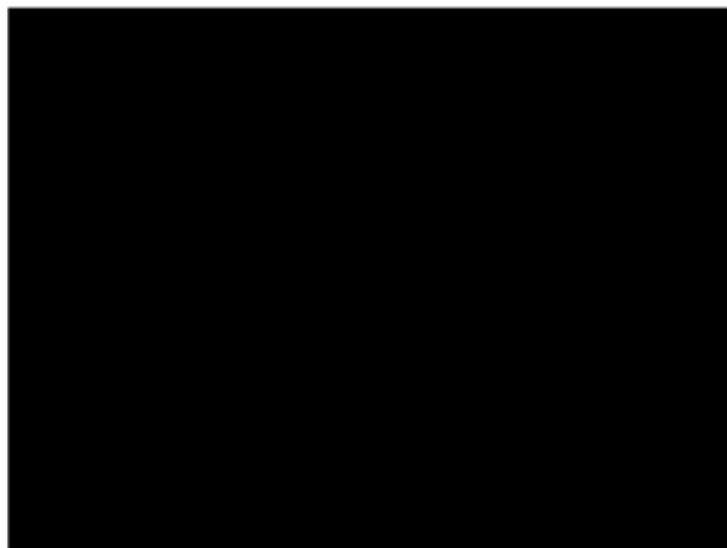
The Johnsonville Community would Support "Sportsville" development....

.....but NOT at the "cost" to future generations.

Support for \$ 1.45 mil contribution contingent on finding alternate parking options – **otherwise, the Johnsonville Community strongly oppose Phase 2 of Alex Moore Park Redevelopment.**



5/21/2015



5/21/2015

Item 2.1.65 Attachment 1

WCC Bikes in Schools

- In 2015 Wellington City Council became the first local body to fully fund and manage the implementation of Bikes in Schools at three Wellington schools
- Now 1300+ students now riding within school every week, this is the largest Bikes in Schools in NZ
- These children will be healthier, happier and more independent

Why WCC Bikes in Schools?

- Currently large numbers of Wellington children don't have the opportunity or skills to ride a bike
- The impact of Bikes in Schools goes beyond the school into the wider community
- It maximises the ROI of Wellington City Council's investment in cycling by increases future usage

5/21/2015

Request

Wellington City Council to continue to show leadership by funding Bikes in Schools in at least five Wellington schools per year

Aprox. cost = \$250,000 pa



21/05/2015

Item 2.1.66 Attachment 1

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 1

Background
48 year old retail business on Thorndon Quay, at Northern end of Wellington CBD

Aim of submission
To gain more clarity about respective roles of SH1, Aotea Quay and Thorndon Quay

Assumption
SH1 preferred option for vehicles such as single occupant commuter cars

 Nancy's Stitch Studio
Nancys
www.nancys.co.nz

261 Thorndon Quay 473 4047 Leslie Brown email@ljbrown.net.nz

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 2

Question 1
Is Aotea Quay rather than Thorndon Quay the preferred alternative for vehicles such as single occupant commuter cars that are not on SH1?

- 30km shared zone on Thorndon Quay would encourage the commuters to identify the hierarchy of routes
- We ask the council to support NZTA in smart motorway plans, in particular traffic light managed on ramps

 Nancy's Stitch Studio
Nancys
www.nancys.co.nz

261 Thorndon Quay 473 4047 Leslie Brown email@ljbrown.net.nz

21/05/2015

Item 2.1.66 Attachment 1

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 3

Question 2

Are Thorndon Quay and Aotea Quay both going to carry increased public transport flows?

- What street(s) directly north of the station will carry the bus core and local services.
- SH1 and Aotea Quay - options for "Express" Bus Routes



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 4

Question 3

Are walkers expected to be on both Thorndon Quay and Aotea Quay?

- The RLTP suggests a pedestrian crossing over a 70k road with heavy freight traffic from a foot path on railway side to the other side with no designated footpath. Where to safely after that
- Thorndon Quay much more friendly and safer also easier to get to the northern suburbs
- To meet the requirement for pedestrian access to Interislander Terminal, a walkway over railway line from north Thorndon Quay is a much safer option



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

21/05/2015

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 5

Question 4

Are cyclists to be provided for on both Thorndon Quay and Aotea Quay?

- Is a cycle way on Thorndon Quay just a temporary step rather than the final version of a section of the water side Great Harbour Way.
- We understand from the corridor plan, the costs and other impediments in realising this section of the Great Harbour Way as an actual “harbour way” at this time.



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 6

Question 4 continued

Are cyclists to be provided for on both Thorndon Quay and Aotea Quay?

- We feel that we have to record our concern that the respective costings of cycle improvements do not yet take into account the detrimental effects on existing businesses for what might only be a temporary solution.
- We note that the Auckland Skypath bridge clip on proposal is an indication of how serious they are about a properly separated cycling infrastructure



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

21/05/2015

Item 2.1.66 Attachment 1

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 7

Question 5

Will there be further work continuing on from the North Lambton Quay Proposal?

- We like the North Lambton Quay (Stout St) proposal because it may make Thorndon Quay less attractive to traffic intending to pass through without stopping
- For the same reasons we would support further traffic calming on Bunny St in front of the Railway Station.



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 8

Question 6

Where does the Port Access Plan and Port Precinct Plan sit in relation to decisions being made now?

- It is important that decisions made now on what Thorndon Quay looks like makes sense with respect to the roles of the SH1 motorway and Aotea Quay so that we get a State Highway (motorway) and a major road (Aotea Quay) and a predominantly local road (Thorndon Quay).
- This is particularly so for heavy vehicles – are all three routes going to be approved routes for HPMVs?



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

21/05/2015

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 9

Question 7

Are in car payment methods going to continue to be available?

Because our submission is about getting the most from the use of the road space, we express cautious interest in the concept of wireless carpark sensors, particularly if the system allows for;

- 'dynamic pricing'
- drivers paying for the actual time that they use
- signs/apps showing parking availability.(Section 10, Our 10-year plan)



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

Submission on **Our 10-year plan Wellington Urban Growth Plan** - Slide 10

Vision for Thorndon Quay

Thorndon Quay to continue to grow as a living community of retail, trade supplies, design studios, churches, child care, dance studios, apartments, cafes, offices and computer, sewing machine and vehicle repair much like the 'activity street' definition under the Plan

Our vision for the area is that it becomes:

'a take time to stay environment rather than a pass through at speed'

So that businesses that contribute to Wellington's sustainable and innovative economy can continue to prosper



261 Thorndon Quay 473 4047

Leslie Brown email@ljbrown.net.nz

#309

Good afternoon,

I want to talk about the proposed extension to the airport runway, from a climate change perspective. We're told by various people, that to avoid dangerous climate change – tipping points etc. – we will have to achieve zero greenhouse gases emissions. Some, like the IPCC say by mid century, others, for example the Tyndall Centre for Climate Change Research in the U.K. say that reaching zero emissions by 2030 will give us only a 50/50 chance of avoiding dangerous climate change.

The Tyndall Centre, backed up by the World Bank Group, are adamant that all our decision-making and all our actions must be based on that premise of zero emissions. We have to understand this.

If we apply that thinking to any proposed Wellington airport extensions, the proposition just doesn't make sense. More flying means more greenhouse gases emissions.

From a climate change perspective, the money involved would be a thousand times better spent on building up a completely fossil fuel-free city-wide transport system. Or embarking on a programme of public education and discussion on climate change.

We have to acknowledge that cutting out flying will have vast ramifications – on personal lives; trade; tourism incomes to name a few issues. But in 2014, overseas visitors to this country were responsible for more than 9 million tonnes of greenhouse gases from international aviation alone.

What price zero emissions while that continues?

I know Auckland airport would have been a major destination, rather than Wellington, but what we're talking about is flying in general. Even though it produces far less in emissions than does agriculture.

Some of you are probably thinking, what about the Emissions Trading Scheme and offsets? I contend that neither are of much use when we're aiming at zero emissions. –

I quote from the Guardian, June 16, 2007. "The idea that we might cancel our own greenhouse gases by paying for projects that reduce the gases elsewhere was born in the early years of climate politics. It was adopted by the corporate lobby at the Kyoto summit in 1997 and has grown into a large but deeply troubled adolescent -" In my opinion the ETS was not designed to produce zero emissions, and should not be taken into account when estimating the City's carbon footprint.

(If we're to tackle climate change, the projects being rolled out by offset companies should be happening anyway, funded by governments around the world, while companies and individuals reduce their carbon footprints directly. Only in this way – by doing everything possible to make reductions everywhere, rather than polluting in one place and offsetting in another – does the world have a good chance of avoiding runaway climate change.)

The hard truth is, it all has to change. By 2050 at the latest. Which might be too late, so say by 2030 – which might also be too late, but it's worth giving it our best shot.

We should at least be familiar with a 4° world scenario, because that's where we're heading if we miss the zero emissions target, and ignoring the threat won't make it go away. **"The way we have been doing things in the past is no longer going to be possible in the future (Christiana Figueres, Executive Director of the UNFCCC)."**

So I have to say that extending the airport is not a good idea – on the contrary, I can foresee a time when we've come to our senses and phased out an airport altogether, except perhaps for emergency services, over a long enough time span to give other transport services time to develop, and people time to adjust.

The figure to bear in mind is, zero emissions. Not just reduced emissions, but zero emissions. It will be a huge challenge, but the alternative, a four, or even six degree world is unthinkable.

Thank you.

(Dr. Johan Rockstrom of the Stockholm Resilience Centre in Sweden has said, "2015 is potentially one of the most decisive years in modern human history on Earth when it comes to determining our future prospects for wellbeing and prosperity for 9 to 10 billion people over the next century").

With four degrees, we will watch Italy, Spain, Greece, and Turkey, as well as much of the U.S. and Africa, turn into deserts. Arctic ice will permanently disappear, and summer temperatures in Europe will be 50 degrees C. Up to 300 million more people will be affected by coastal flooding each year, there will be a 30 – 50 per cent reduction in water availability in southern Africa, agricultural yields will decline 15 – 35 per cent in Africa and up to half of all species on earth will go extinct. Gwynne Dyer.

#900

Submission on the Wellington Long Term Plan 2015-2025

Prepared by Paul Young, Pattern Reid, and Nadine Dodge on behalf of Generation Zero
Wellington, 17 April 2015.

1. About Generation Zero

[1] Generation Zero is a youth-led nationwide organisation launched in 2011 with over 10,000 supporters. We believe that New Zealand has the ability and opportunity to be an example to the world of how to rise to the challenges of climate change, while creating a better country in the process. Our vision is for a thriving, zero-carbon Aotearoa by 2050. To achieve this, we advocate for the development and implementation of comprehensive local and national government plans, along with immediate steps to reduce greenhouse gas emissions and fossil fuel dependence. Generation Zero is not aligned with any political parties and is 100 percent independent in its views.

2. Introduction

[2] Thank you for the opportunity to submit on the draft Long Term Plan 2015-2025 ("LTP"). Like the council, Generation Zero Wellington believes Wellington is the 'coolest little capital' in the world. Many of the projects proposed under the council's 'invest to grow' strategy will contribute positively toward ensuring Wellington is a liveable city, and a place where talent wants to live.

[3] We believe the city's liveability is enhanced greatly by its compact urban form, and the ease with which people can access work and leisure activities using active and public transport. As such these factors should be given more priority within the LTP's strategic direction and funding allocation.

[4] We have a strong interest in the strategic direction chosen for Wellington's development in the LTP, as it has implications for the sustainability of the city's urban form and transport system in the coming decades. Furthermore, the direction taken on economic growth and physical development now will have consequences for Wellington's emissions profile.

3. General themes

3.1 The right kind of growth

[5] We share the Council's desire to improve Wellington's economic well-being. We strongly support and agree with the principle of 'investing to grow'.

[6] However it is not as simple as pursuing unqualified 'growth' - we need to question whether proposed projects are investing in the 'sustainable growth' the LTP states it aims to achieve. In



the 21st century that must mean economic development that is compatible with rapidly driving down carbon emissions, and ideally contributes to doing so.

[7] We believe that win-wins are absolutely possible, and cities leading the charge on low carbon development will be economically successful. We strongly agree with the conclusions of the *Better Growth, Better Climate* report by the New Climate Economy (the Global Commission on the Economy and Climate) that compact urban development with strong public transport connections makes for lower carbon cities that are also "more productive, socially inclusive, resilient, cleaner, quieter and safer."¹ As a youth-led organisation, we are very aware of the growing desire from our peers to live in cities that fit this bill. For example, a recent study by the Rockefeller Foundation found that "More than half (54 percent) of Millennials surveyed say they would consider moving to another city if it had more and better options for getting around, and 66 percent say that access to high quality transportation is one of the top three criteria they would weight when deciding where to live."²

[8] It seems the Council typically views investments like public transport and cycleways through a narrow lens and they are rarely looked at as 'economic development'. They absolutely should be. The importance of liveability for attracting increasingly mobile talent to create new businesses and job opportunities cannot be overstated. Wellington has a natural advantage amongst Australasian cities thanks to its compact form, but others such as Auckland are gaining ground quickly.

[9] There are many elements in the LTP that are well-aligned with our vision, such as inner city regeneration, the cycleway network, support for film and tech industries, and making public spaces more vibrant and liveable. However, some elements - such as the airport extension, roading expansions and conference centre - seem to be chasing an economic model of 'keeping up with Auckland', which is misguided in our view. Investing that money instead in areas that will further enhance Wellington's liveability, such as a light rail network for the city, could deliver greater gains while also helping transition Wellington towards a zero carbon future.

We propose that:

- The Council considers the economic development benefits of smart transport and urban development, and reflects this in the LTP.

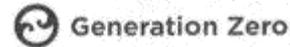
3.2 Compatibility with Climate Change Action Plan and emissions targets

[10] Climate change is recognised in the LTP. This is consistent with WCC's Climate Change Action Plan 2013 ("CCAP"), which sets a target to reduce Wellington's emissions by 30% relative to 2001 levels by 2020, with a longer term goal to decrease emissions by 80% by 2050. However we note that the CCAP is not mentioned in the LTP, nor are the reduction targets. Given that the CCAP stated that its recommendations would "be reflected in the Long Term Plan 2015-2025", this seems like a serious omission.³ We argue that the effect the 'invest to grow' strategy will have

¹ <http://newclimateeconomy.com/report/>

² <http://www.rockefellerfoundation.org/about-us/news-media/access-public-transportation-top/>

³ Climate Change Action Plan 2013, p17.



on Wellington's emissions needs to be recognised in the LTP and considered in the decision-making processes for the proposed projects.

[11] Further to this, some of the proposals made under the 'invest to grow' strategy have potential to increase Wellington's emissions, working against the Council's reduction goals. We believe all major projects should undergo an analysis of their expected impact on carbon emissions, and was that this could be mitigated.

[12] The level of population growth and increased visitor numbers predicted under the 'invest to grow' strategy will increase transport demand, which could increase Wellington's vehicle based CO₂ emissions without action to prevent this. Given that road transport contributed 34.8% of Wellington's greenhouse gas emissions in 2009-2010, reducing car dependence should be priority for local councils. However the LTP proposes major roading projects to cater for increased transport demand, indicating to us that roading is being given priority over issues of climate change and emissions. Given that Wellington's emissions actually decreased from 2009-2013, any developments that will increase this need to be considered seriously, as do low emission alternatives.

[13] Lastly, while the LTP mentions climate change, it is predominantly discussed in relation to infrastructure resilience and hazard management. This does little to address the issue of emissions themselves. Instead the Plan needs to focus on proactive mitigation through planning our urban development, infrastructure and transport systems with emissions reductions in mind.

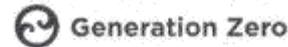
We propose that:

- The LTP acknowledge and be made consistent with the Climate Change Action Plan 2013.
- All major projects undergo a climate change impact assessment, detailing their expected impact on Wellington's emissions.
- Projects consider Wellington's emissions reduction targets of 30% by 2020 and 80% by 2050 as laid out in the Climate Change Action Plan 2013.
- That these considerations be written into the LTP.

3.3 Integrated transport and land-use planning

[14] The LTP proposes to stimulate residential development in the CBD, and create medium density housing in town centres along the growth spine. Generation Zero strongly supports these proposals for their environmental and social benefits.

[15] As recognised in the LTP, intensifying housing development within existing city and suburban centres reduces travelling distances and car demand, and induces the use of more sustainable transport modes. It also produces many co-benefits including increased social interaction, improved physical health, and more efficient infrastructure and resource use.



Redeveloping public spaces alongside these housing developments is also a fantastic way of enhancing the vibrancy and liveability of Wellington, and will help draw people to the city.

[16] However, while the LTP proposes higher density housing and more public and active transport infrastructure, we feel that it stops short of its goal, as it fails to identify the need for integrated urban form and transport planning. Urban form is not just buildings alone, it is the whole system inclusive of buildings, transport and infrastructure. Setting separate goals for housing and transport does not lead to ideal outcomes for either. Integrated planning is one of the key tools for developing a well-designed, liveable city, and for adapting our urban environments to a low carbon future. Developing medium density housing is beneficial as it maximises proximity and accessibility to a wide range of everyday activities (employment, recreation, retail, etc.), creates mixed land uses, and provides easy access to alternative transport modes. Planning medium density housing separately from transport will by design be unsuccessful if it is not supported by strong public and active transport connections which maximise the ease with which people can access activities.

As such, we propose that:

- The LTP recognise the importance of integrated urban form and transport for creating a liveable and sustainable city by including this wording in its text.
- The LTP state more clearly the connections between the transport and urban form projects, and how they support each other.

4. Comment on specific projects and initiatives

Throughout this sections, expressions of support and recommendations are highlighted in bold.

4.1 Cycleway network

[17] **We strongly support the prioritisation of the cycleway network as proposed in the LTP. However we recommend that the LTP articulate concrete targets for the development of the cycleway up to 2025.** Targets are vital to the councils ability to assess the progress toward increased cycleways in their annual reporting, and provides the community with more certainty about the Council's commitment to the cycleway network. **We also wish to see the Island Bay Cycleway proceed without delay.**

4.2 Other transport investment

[18] Encouraging and investing in public and active transport is recognised in climate change literature as a key way to achieve emissions reductions. It also has major co-benefits for improving health and addressing road congestion. The Wellington City Council Urban Growth Plan recognises this, and states that active and public transport modes will be prioritised over automobile transport. The LTP also states that public transport, cycling and walking will be prioritised under the 'invest to grow' strategy, but we feel this has not been reflected in the proposed projects or funding allocations.

 Generation Zero

[19] Of the \$732 million proposed operational funding budget for transport, \$433 million is for roading projects, for example the Airport to Ngauranga Gorge corridor. While this is predominantly a NZTA investment, the Council should not automatically support it. It is out of line with the vision of liveability and sustainable growth, and most importantly, represents a huge missed opportunity to invest in transforming Wellington's other transport modes. Only \$50 million is allocated to cycleways and bus priority infrastructure. This investment profile is inconsistent with the vision of sustainable growth the LTP articulates. It does not even reflect *current* mode share in Wellington; only 43% of journeys to work are made by passenger vehicles but 59% of the transport funding is dedicated to roading projects.

[20] Following from the LTPs prioritisation of alternative transport modes, **we recommend that the council oppose the NZTA's current roading plans, and work with the Wellington community to develop an alternative transport plan focused on public and active transport, and smarter ways to address transport issues that also reduce carbon emissions.**

4.3 Airport extension

[21] While the Plan recognises the need to adapt to climate change, the airport extension project conflicts with this statement in a number of ways. Firstly, increased numbers of flights will increase Wellington's emissions from the aviation transport sector. Aviation accounted for 18% of Wellington's GHG emissions in 2009-2010. Regionally, aviation emissions have risen 50% since 2001, even as road transport emissions remain stable. If the council is committed to reducing its emissions profile, developments in the aviation sector must be managed carefully.

[22] Secondly, if the number of flights increases this will also create additional demand in road transport, and increase emissions in that sector.

[23] However while the Council must consider the effect on Wellington's emissions profile, we argue that projects such as the airport extension need to be planned in the context of global emissions. If the airport runway extension acts to divert more international flights through Wellington, but the overall number of international flights remains the same, then the project may not have a significant impact on global aviation emissions. Clearly there are many factors to consider when assessing the impact of the extension in relation to climate change. **As such, we argue that an emissions impact assessment must be undertaken as part of the council's decision to fund and give consent to the project.**

[24] Building on this, the decision to extend the airport runway must consider the impact of sea level rise. Kilbirnie and the airport are low lying, situated on reclaimed land, and are in an identified hazard zone. We question the logic of making such a significant infrastructure investment in a known hazard zone. On the surface such a decision contradicts the council's focus on infrastructure resilience and adaptive planning. **We argue that the risk sea level rise and climate change poses to the airport must be considered in the decision making process in the form of a climate change impact assessment.**

[25] Given these issues, and the significant level of investment allocated to the airport extension, **we feel the opportunity costs for the project need to be carefully considered before an investment decision is made.** While the extension is predicted to increase economic activity in the city, we believe there may be other equally beneficial projects that could increase business.



and growth while ensuring that growth is sustainable, and more in line with the council's overarching vision for the city.

[26] Finally, if the airport extension is to go ahead on the expectation of more visitors, it is even more essential for Wellington to have a high quality public transport connection from the airport to the city and Railway Station. This would further strengthen the case for light rail.

4.4 Housing areas

[27] We strongly support the identification of medium density housing areas in suburban centres, and housing intensification zones within the CBD. Intensification within existing city boundaries reduces land consumption, infrastructure costs, and reduces travel demand among other benefits. There is evidence of growing demand for medium density housing in Wellington, indicating that the market is increasingly ready for a shift to this form of living.

[28] We are pleased to see the need for links to high quality public transport, walking and cycling amenities mentioned for the inner city. However, the commitment to this is somewhat unclear in the section on strengthening town centres in Johnsonville, Karori and Tawa. The LTP should explicitly acknowledge a commitment to transit-oriented development and quality walking and cycling facilities in the areas pegged for growth.

4.5 Urban redevelopment agency

[29] We strongly support the creation of an Urban Redevelopment Agency to cohesively manage urban development. This is a strong step to ensuring all elements of urban development are planned in an integrated way, producing better outcomes overall. However we note that no funding has been allocated to the creation and running of this agency in the Plan. Without funding, support the promise of this agency is meaningless. Given the potential of this agency we would like to see funding earmarked in the Plan.

4.6 Other issues

[30] We also support the installation of LED street lighting and wireless parking sensors, improvements to public spaces, and further work to understand the impacts of climate change on Wellington.

5. Summary of recommendations

[31] In summary, while the LTP includes many positive proposals for managing Wellington's future growth, Generation Zero has several recommendations that would strengthen the LTP's incorporation of climate change and sustainable urban development into the proposed growth strategy for Wellington.

[32] In order to ensure the impact of the proposed 'invest to grow' strategy on climate change be recognised in the LTP, we recommend that:

- It acknowledges and is made consistent with the Climate Change Action Plan 2013.



- That all projects consider Wellington's emissions reduction target of 30% of 2001 levels by 2020, and 80% by 2050 as laid out in the Climate Change Action Plan 2013.
- All major projects undergo a climate change impact assessment, detailing their expected impact on emissions, particularly the airport extension and transport projects.

[33] In order to ensure that urban development and transport developments proposed in the LTP are sustainable we recommend that:

- The LTPs stated prioritisation of cycleways is supported by the inclusion of delivery targets.
- The LTPs stated prioritisation of alternative transport modes is supported by council opposition to NZTA roading projects.
- The LTPs stated prioritisation of alternative transport modes is supported by the creation of an alternative transport plan for the city.
- The LTP explicitly recognises the importance of integrated urban form and transport for creating a liveable and sustainable city.
- The LTP explicitly commits to transit-oriented development and quality walking and cycling facilities in the suburban areas pegged for growth.
- The LTP state more clearly the connections between the proposed transport projects and urban form projects, and how they support each other to create a sustainable outcome.
- Funding is earmarked for the Urban Redevelopment Agency.

[34] We also recommend that:

- The Council considers the economic development benefits of smart transport and urban development, and reflects this in the LTP.
- The Council consider the opportunity cost of investing in the airport extension and give consideration to alternative investments to deliver on the stated goals.
- The Island Bay Cycleway goes ahead without delay.

15/05/2015



Creative Capital Arts Trust

Submission on the Wellington City Council 10-Year Plan 2015

The collage features four images: a group of dancers in purple and orange costumes, a man in a blue jacket holding a red and white mask, a man with a wide-eyed, open-mouthed expression, and a large outdoor festival at night with many people and string lights.

Creative Capital Arts Trust (CCAT)

CCAT was established in 2011 to:

- Deliver arts events in Wellington which provide a platform for innovative new work and help to develop the skills of emerging artists.
- Create accessible and diverse arts festivals to encourage participation and people to join the audiences.
- Facilitate events which encourage more people to participate in the arts.

CCAT delivers the **New Zealand Fringe Festival** and **CubaDupa**



Wellington is unique. It has a very vibrant arts scene. What we are attempting to do with Fringe and CubaDupa is build events to showcase and support that scene.

15/05/2015

Item 2.1.73 Attachment 1

CCAT supports WCC investing for growth



- A vibrant artistic and social environment is attractive to the sort of people Wellington needs to build its economy
- There is a virtuous cycle as more people and more activity means more support and participation in the arts
- FRINGE and CUBADUPA provide economic benefit to the city
- Economic growth and the arts are interlinked. A crucial part of that growth are events which support emerging artists, innovation and participation

Wellington should seek to remain the events capital of New Zealand

- The success of the inaugural CUBADUPA festival and the enduring FRINGE festival (25 years annually) show that Wellingtonians have a strong appetite for participatory, innovative and accessible artistic events
- The "event" aspect of both festivals is important
- Globally such events are growing sources of attraction for out of town visitors as well as for locals to spend time in their own city rather than travelling
- They also contribute to Wellington's brand as the Culture Capital and home to exciting and diverse artistic activities
- We need to keep challenging ourselves to deliver better events with more variety to ensure a consistent level of activity and celebration in the city



15/05/2015

Wellington needs to ensure its place as the Events Capital of New Zealand by producing more events like CUBADUPA that are all about Wellingtonians' proud sense of place

- Over the last three years CCAT has seen a large growth in the numbers of people participating in FRINGE and an overwhelming response from participants and the people to CUBADUPA
- We are also seeing a growing level of commercial support, engagement and interest including from Wellington's crucial tertiary education sector. Strong evidence that it is not just us who recognise the economic benefit of the events we oversee.



**Fringe and CubaDupa – Why Wellington?
Our point of difference**

Around 1,500 participating artists – 80% from Wellington.

Wellington Fringe double the size of Auckland Fringe.

130,000 estimated audience members.

200 shows, 700 performances and events.

Only in Wellington



15/05/2015

Item 2.1.73 Attachment 1

CubaDupa – video by major sponsor Wellington Airport



Wellington is unique. It is the Arts Capital. Fringe and CubaDupa are showcase events. They are good for the arts, good for the community, good for Wellington. Well done Wellington City Council for backing them. Let's have more

Key themes to audience feedback on CubaDupa

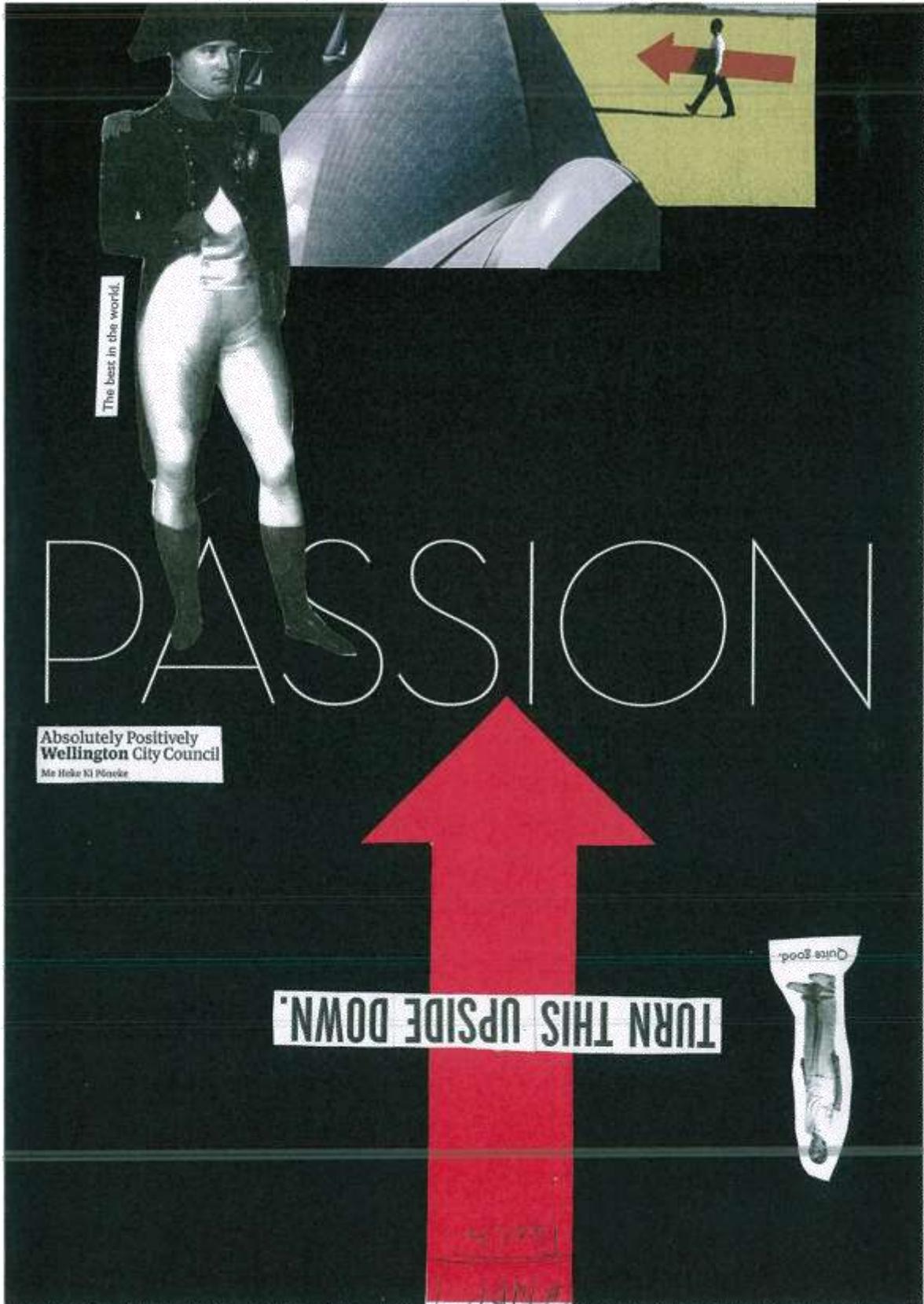
“This could only happen in Wellington”

“Made me proud of my city”

Wellington needs this

People who have moved away from Wellington – made them want to move back

Item 2.1.7.5 Attachment 1



SUB #276

Wellington City Council Draft Long-term Plan

Ratepayer's submission: Don MacKay

Thank you for the opportunity to be heard.

I should make clear that I am not here as a particular critic of the Council. I think that overall it does a reasonably good job particularly in managing its business as usual.

There are, however, two main points that I want to address regarding the draft long-term plan.

The first is that the Council needs to prioritise rather more than is evident from the draft plan, and the proposed rates increases in it. Rates increases of up to 4.5% annually over the next three years, and 3.9% annually over the next ten years are not acceptable. That is around a 40% increase in rates over the next ten years, nearer 50% in fact if the increases are compounding which I assume they are. The current annual increase in the CPI is 0.1%, and in my submission that is the figure which should be the Council's benchmark.

I realise that this will require some difficult prioritisation. In the absence of savings elsewhere, projects in the draft long-term plan will not be able to be pursued and some other work will not be able to be done. However that is exactly the situation that most ratepayers are in – we are not able to do everything we would like to do and we have to live within budget, in many instances within or close to the CPI. We are not able simply to pass on cost increases elsewhere. Many have fixed incomes indexed to the CPI or other indexes, and the proportion on fixed incomes is increasing as the ratepayer base ages.

A disciplined approach also requires projects to be prioritised and weighed up against each other in a structured way, rather than being dealt with in isolation, such as the recent living wage decision.

My second point relates to the proposed airport extension. In my submission there is no credible economic analysis that can justify the expenditure of \$90 million of ratepayers' money – and will that be "all" – on an airport extension. I am alarmed at the head of steam that seems to be building up behind this on the part of some. The "If we build it they will come" approach, which is encouraged by the Airport Company and its major shareholder, needs to be underpinned by hard-headed economic analysis and commitments from the airlines.

A few years ago I chaired the United Nations Committee with responsibility for setting and overseeing the United Nations budget – at that time around US\$ 3 billion. I am well versed in the risks of taking decisions based on wishful thinking, and of "group think."

Oral submission to WCC on LTP 2015

Anne MacLennan aomacl@ihug.co.nz

Wellington City Council Draft Long Term Plan

Copy of oral submission presented on 6th May 2015, slightly tidied and with references added.
(Due to time constraints, I started with my "Main concern" when presenting)

Thanks:

Support:

- **Tech sector stimulation**
- **Strengthen key civic buildings**
- **I support smart technology as in LED lighting, (but NOT parking sensors – unnecessary expense if significant reduction in cars and changing public expectations over next 5-10 years)**
- **Regeneration of inner-city precincts, improved public spaces (eg laneways), and strengthening suburban town centres can help rebuild communities.**
- **We know that Wellington is very vulnerable to major earthquakes or extreme weather events. Rebuilding communities is fundamental to resilience. People meeting and talking to each other as when walking, cycling, and using public transport is important. We need to be encouraging local household and business energy + food production, and waste management. We could save water and improve resilience by encouraging composting toilets.**
- **Living wage for all Council employees**
- **Respect for all in society, reduced inequities also contribute to cohesive, resilient communities**
- **Cycleway initiatives** great work. Please keep it up.

The city's narrow and winding streets mean that some road and/or footpath space must be reallocated. This may ultimately mean prioritising cycle lanes or cycle parking over on-street car parking in some areas.

I agree this is the way we need to be thinking.

Neutral:

- Film industry support to stay local and grow
- Events capital of NZ
- Strengthening heritage buildings
- Upgrading sports facilities
- Development of new tourist experiences
- Optimise infrastructure to realize savings and better cope with adverse events
- Priority projects in Urban Growth Implementation Plan

Main concern is the lack of priority given to climate change

We know from the IPCC updates last year, that we are heading for a 4-6C rise by the end of this century¹. This is the critical decade² to make transformative change and it's almost half over. CC must be high on the priority list of a long term plan.

¹ IPCC (2014) Climate Change 2014 Synthesis Report P.59 https://ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_All_Topics.pdf OR

New Zealand Climate Change Centre (2104) IPCC Fifth Assessment Report NZ Findings. https://www.nzclimatechangecentre.org/sites/nzclimatechangecentre.org/files/images/research/NZCCC%20Summary_IPCC%20AR5%20NZ%20Findings_April%202014%20WEB.pdf

[Note some temperatures related to 1986-2005, others to 1900]

² Climate Commission (2013) The Critical Decade 2013: Climate Change Science, Risks and Responses, <http://www.climatecouncil.org.au/uploads/b7e53b20a7d6573e1ab269d36bb9b07c.pdf>

Oral submission to WCC on LTP 2015

Anne MacLennan aomacl@ihug.co.nz

4C as described in the World Bank report³ a couple of years ago leads to a chaotic and scary world for today's youngsters to be landed with.

Oppose

- **New and improved venue for concerts**
- **Broad approach of investing for growth as in this plan**
We need 21st century growth models, not 19th/20th century ideas. That's what got us into this mess of resource depletion, pollution, gross inequities, chronic disease and climate change. Consider GPI cf GDP.
- **Limiting rates increases to 3.9% over 10y to fund investment for growth cf 3.1% for business as usual.**
I strongly object to increased borrowing as we are going to have to face increasing costs of infrastructure repair as well as costs for mitigation and adaptation.

- **Improve international air connections: the proposed extended runway.**

Economic impact report⁴

1. Terms of reference: *prepared the Report for the benefit of the Wellington Airport, and has considered only the interests of the Wellington Airport. ... makes no representations as to the appropriateness, accuracy or completeness of the Report for any other party's purposes.*
No consideration of costs – economic, social, environmental.
 2. Assumptions include: *increases in the number of international passengers travelling to Wellington will grow in line with projected increases in total ... international passenger movements to New Zealand ... The modelling assumes sufficient supply to meet projected demand based on market growth forecasts and the expected traffic capture rate of direct services.*
Operational 2020; 16-33 flights weekly by 2060: but 2060 is going to be very different from now (eg physical -sea level/storm surges; social; economic)
 3. Main driver for these long haul flights is to be tourism, with business, students and freight also mentioned
- Increased CO2 levels are predicted to cause increased clear air turbulence in the jet stream⁵, so that by mid-century – before 2060, there will be increased strength and frequency of significant turbulence on long haul flights, especially in winter. Severe turbulence can be expected to prolong travel time and add to fuel consumption thus emissions as well as injuries. This might put some tourists off.
 - Some businesses are being encouraged to decrease air travel. The 1 in 5 challenge in the UK aims to reduce flying 20% over 5 years⁶. In the first 3 years, a dozen large agencies including the Scottish Govt cut their flights by 38% on average, saving £2 million and 3,000 tonnes of CO₂. The reduced flying also had benefits in quality of life and work for employees.
 - Our smart tech industry will provide top quality communications for business – thereby improving international (cyber) connections

³ World Bank (2012) Turn Down the Heat: why a 4°C warmed world must be avoided. http://www-wds.worldbank.org/external/default/WDSContentServer/WDSP/IB/2012/12/20/000356161_20121220072749/Rendered/PDF/NonAsciiFileName0.pdf

⁴ Ernst and Young (2014) Wellington International Airport Limited: Economic impact of the proposed runway extension. <http://connectwellington.co.nz/static/documents/WIAL-Economic-Impact-Report-010414.pdf>

⁵ Williams PD, Joshi MM (2013) Intensification of winter transatlantic aviation turbulence in response to climate change. *Nature Climate Change*, 3, 644–648. doi:10.1038/nclimate1866

<http://www.nature.com/nclimate/journal/v3/n7/full/nclimate1866.html>

⁶ <http://www.globalactionplan.org.uk/one-in-five-challenge>

http://assets.wwf.org.uk/downloads/one_in_five_report.pdf?ga=1.205519700.517030452.1430994952

Oral submission to WCC on LTP 2015

Anne MacLennan aomacl@ihug.co.nz

- We should be producing more of our needs locally thus reducing need for freight flights, and the new runway won't take freight planes anyway⁷.
- **Improvements to transport that will allow for safer, faster and more reliable journeys**
NZ emitted 67Mt CO₂ in 1990, and 81 Mt in 2013⁸ – this is the wrong direction. Energy emissions ie transport + electricity generation increased by 32% in this time. Our government has committed to the miserly reduction of 5% on 1990 levels by 2020, but even this is clearly not achievable if we continue to encourage road and air travel by building new roads, tunnels and runways.

We've got to get people out of cars. There is a tsunami of chronic disease – obesity, diabetes, heart disease, cancer, musculoskeletal and mental health issues – all aggravated by current lifestyles including lack of active transport/inactivity and the pollution caused by fossil-fuelled transport. I see this every working day and our health services are under huge pressure already. This will just get worse as worsening climate change kicks in.

Diesel buses should be banned.

The best way of reducing the Basin congestion is to reduce the cars and trucks using it. I'm fairly sure that lots of people will be pleased to swap cars for bikes as the cycleways are developed.

I am alarmed at the resources to be squandered on fossil-fuelled transport systems which will become stranded assets before 2030. Resources badly needed to develop our transformed, resilient, and prosperous Wellington – starting now.

As the head of the IPCC has said, *"Continued warming increases the risks of severe, pervasive, and irreversible impacts. ... People who are socially, economically, culturally, politically, institutionally or otherwise marginalized are especially vulnerable to climate change."*⁹

Let us remember that today's children are going to inherit a world out of their control unless we make dramatic changes now. Thus presenting us with a moral imperative.

Thank you

⁷ Economic Impact p2

⁸ MFE (2015) New Zealand's Greenhouse Gas Inventory 1990-2013

<http://www.mfe.govt.nz/publications/climate-change/new-zealands-greenhouse-gas-inventory-1990-2013>

⁹ Pachauri (2014) IPCC 5th Assessment Report presentation in Lima See slide 4

https://ipcc.ch/news_and_events/docs/COP20/LCAHLD.pdf

see also:

Oral submission to WCC on LTP 2015

Anne MacLennan aomacl@ihug.co.nz

Notes:

Williams PD, Joshi MM (2013) Intensification of winter transatlantic aviation turbulence in response to climate change. *Nature Climate Change*, 3, 644–648. doi:10.1038/nclimate1866
Atmospheric turbulence causes most weather-related aircraft incidents¹. Commercial aircraft encounter moderate-or-greater turbulence tens of thousands of times each year worldwide, injuring probably hundreds of passengers (occasionally fatally), costing airlines tens of millions of dollars and causing structural damage to planes^{2,2,3}. Clear-air turbulence is especially difficult to avoid, because it cannot be seen by pilots or detected by satellites or on-board radar^{4,5}. Clear-air turbulence is linked to atmospheric jet streams^{6,7}, which are projected to be strengthened by anthropogenic climate change⁸. However, the response of clear-air turbulence to projected climate change has not previously been studied. Here we show using climate model simulations that clear-air turbulence changes significantly within the transatlantic flight corridor when the concentration of carbon dioxide in the atmosphere is doubled. At cruise altitudes within 50–75° N and 10–60° W in winter, most clear-air turbulence measures show a 10–40% increase in the median strength of turbulence and a 40–170% increase in the frequency of occurrence of moderate-or-greater turbulence. Our results suggest that climate change will lead to bumpier transatlantic flights by the middle of this century. Journey times may lengthen and fuel consumption and emissions may increase. Aviation is partly responsible for changing the climate⁹, but our findings show for the first time how climate change could affect aviation.
[I have the full paper, but because of copyright, can't send it in full to all councillors]

<http://www.globalactionplan.org.uk/one-in-five-challenge>

Business flights are often a large part of an organisation's costs and carbon emissions, as well as impacting employee health and wellbeing.

The One in Five Challenge, launched by [WWF-UK](http://www.wwf.org.uk) in 2009, has helped UK businesses rethink their travel plans, resulting in fewer flights and higher productivity.

Global Action Plan has taken over the One in Five Challenge from WWF, bringing over 20 years of behaviour change expertise to the challenge of cutting flights. Our goal is to work with businesses to embed long term changes to employee behaviour.

One in Five supports businesses and organisations to reduce their flights, save money on their travel budgets, and cut CO₂ emissions.

Results from the last 3 years are impressive: members have cut their flights by **38% on average, saving £2 million and 3,000 tonnes of CO₂.**

One in Five challengers commit to reducing their business flights by 20% over a 5-year period and receive support from Global Action Plan to understand travel behaviours in their organisation. We then develop a plan to help you reduce flying, engage your high-fliers, and take advantage of smarter technology such as video and phone conferencing.

Successful Challengers, who include BSKyB, BT, CapGemini, LloydsTSB and the Scottish government, are given the One in Five Challenge Award.

Who am I?

- Concerned and highly affected resident and small business owner
- Hold a PhD on marine impact assessments with focus on sediment-related impacts from large-scale anthropogenic developments
- Co-Chair of the Guardians of the Bays
- 7 years on the WCC Environmental Reference Group, including as Co-Chair

Presentation to the WCC on
subject of the proposed airport
extension in the LTP

Dr Sea Rotmann

SEA – Sustainable Energy Advice Ltd

Moa Point Resident

The image is a collage of several elements:

- Top Section:** A night-time photograph of a city skyline across a body of water. Below the photo is a yellow button with the text "Our vision for Wellington" and a right-pointing arrow.
- Middle Section:** The text "Grow Wellington by connecting us to the world." is written in white on a dark background.
- Navigation Bar:** A horizontal bar containing the text "Connect Wellington" with a logo, followed by a vertical line and the words "Benefits", "Viability", "Environment", "Planning", "History", "News", and "Have your say".
- Text Section:** The text "Concern 1: One-sided propaganda and zero consultation" is written in white on a dark background.
- Image Grid:** A grid of three smaller images: a sunset over water with a tree branch in the foreground, a person swimming in a pool, and a river with white water rapids.
- Bottom Section:** A large landscape photograph of a river with a waterfall, with the text "Why am I here?" written in white at the bottom.



Concern 1: One-sided propaganda and zero consultation

An investment in the runway extension will take the brakes off Wellington growth.

Around 65% of the world's population will be able to fly within one stop to Wellington by extending the runway.

our local economic development.

Potential direct economic return for New Zealand.

500%
Economic return

Zealand.

Potential direct economic return for New Zealand.

We want to meet today's demand and grow Wellington for the future. That has to start now. The Wellington region is the second largest regional contributor to the New Zealand economy, but the additional time and financial cost to fly globally from Wellington is negatively impacting our local economic development.

Concern 1: One-sided propaganda and zero consultation

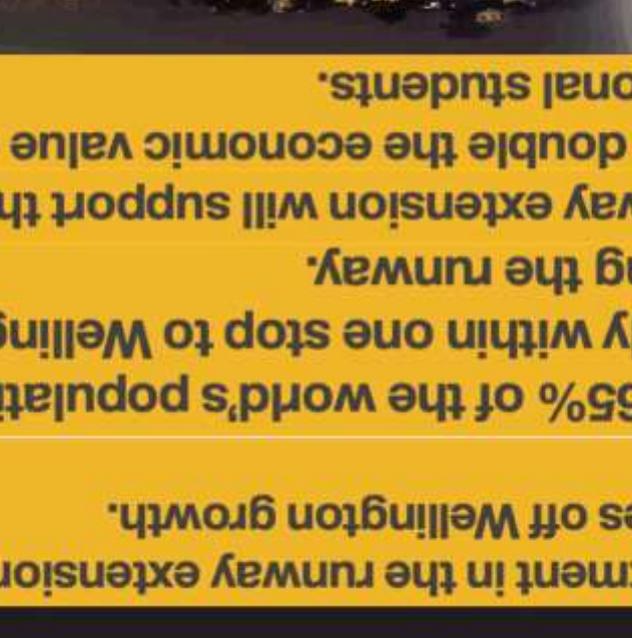
An investment in the runway extension will take the brakes off Wellington growth.

Concern 1: One-sided propaganda and zero consultation



An investment in the runway extension will take the brakes off Wellington growth. Around 65% of the world's population will be able to fly within one stop to Wellington by extending the runway. The runway extension will support the national target to double the economic value of international students.

Concern 1: One-sided propaganda and zero consultation



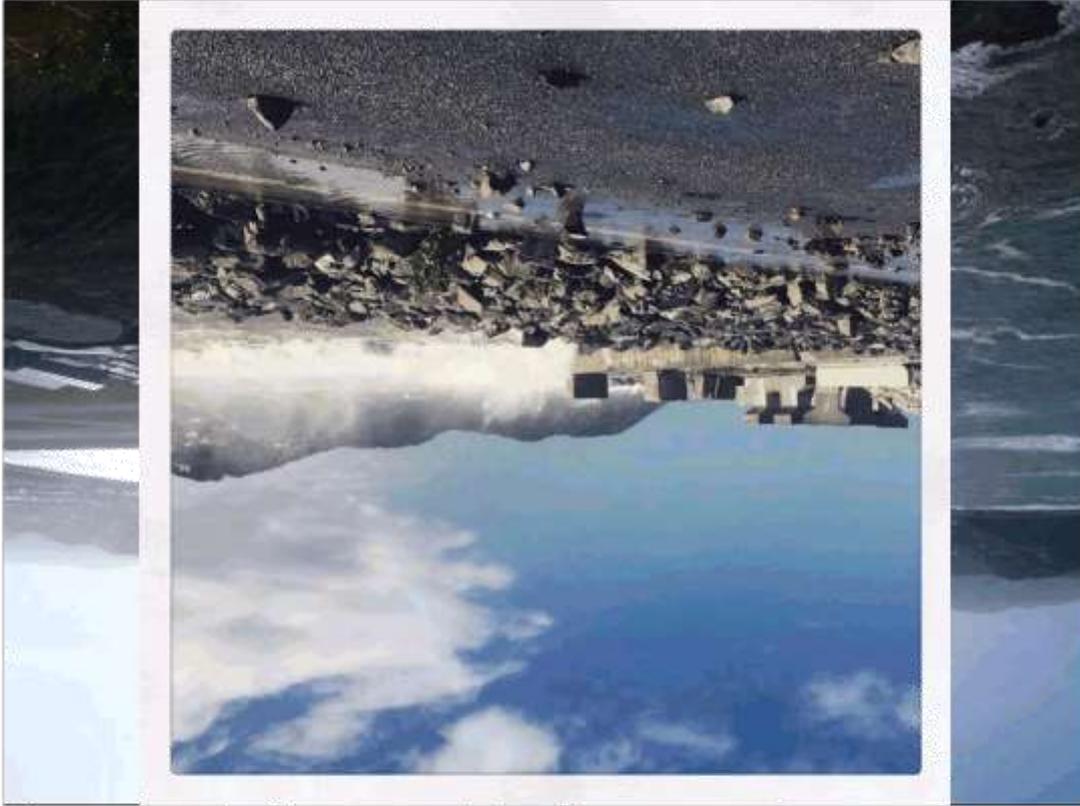
An investment in the runway extension will take the brakes off Wellington growth. Around 65% of the world's population will be able to fly within one stop to Wellington by extending the runway. The runway extension will support the national target to double the economic value of international students.



Concern 2: Impropriety

- Mayor sits on WIAL board
- Deputy Mayor uses the media for ad hominem attacks on experts criticising the flimsy numbers
- Insist that 'the numbers stack up' against all evidence to the contrary
- Some Councillors don't seem to keep an open mind during consultation

Item 2.1.91 Attachment 1





Item 2.1.1.91 Attachment 1



Concern 5: Illegality

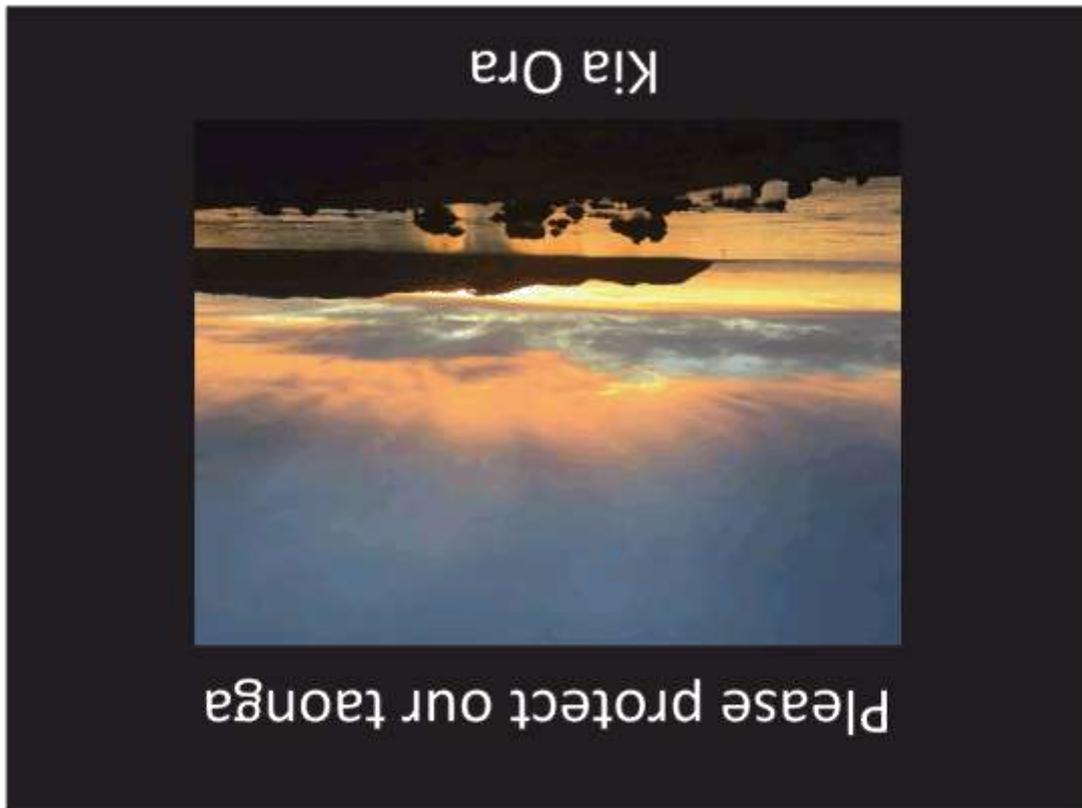


- Section 93B of LGA
- This is not a 'fair representation' of the project
- WCC has failed to explain how rates, debt and levels of service will be affected
- Other options have not been provided
- Interested and affected parties can thus not make informed decision
- Grounds for a judicial review?

Concern 4: Irrationality



- No business case
- No committed airline
- No support from Central Govt
- No clear plan or costings
- No impact or risk assessments
- But we will sell assets, increase debt and rates?



My plea to the Councillors

- Please do not support the plan for extending the airport runway

1. It is based on flawed or insufficient numbers
2. It is based on a flawed consultation process
3. It will have massive, irreversible impacts on the South Coast and its users
4. It will have significant, long-term, not-yet-costed impacts on the entire Wellington Region

15/05/2015

Item 2.1.92 Attachment 1

Guardians of the Bays

City wide residents' group

Opposed to committing ratepayer
money to extend the runway

Guardians of the Bays

We support growth for the city – but not at any cost

We seek development of a full business
case before committing to funding

We do not believe the extension will achieve
the benefits needed to warrant
such a substantial investment

The social, environmental and cultural impacts
have not been assessed

Joint Sub # 884/892 - Sea Rotmann and
Steve Mahoney - SEA - Sustainable
Energy Advice Ltd / Guardians of the Bays
- Thu 7 May, 9.40am

15/05/2015

**What Problem are You
Trying to Fix?**

- Low economic growth?
- The inconvenience of travelling internationally
via other ports?
- A gap in business needs?
- Other?

Why Extend the Runway?

- Will an extension solve the problem?
- Why have no other options been presented?
 - make it easier to link to Auckland's hub
- Extension is only one option
 - the most risky, expensive and destructive option
- Is this the best use of Council funds?
- Does Council know the potential downsides?

15/05/2015

Item 2.1.92 Attachment 1

*"New generation aircraft could mean
an extension of Wellington Airport's
runway would not be needed"*

The Mayor

ComPool 15/0/13

*"You could build a new runway
and find in 5 years' time that there's
an airplane that can land on the
[original one] anyway"*

Tim Brown, WIAL Chairman

ComPool 15/0/13

Joint Sub # 884/892 - Sea Rotmann and
Steve Mahoney - SEA - Sustainable
Energy Advice Ltd / Guardians of the Bays
- Thu 7 May, 9.40am

15/05/2015

Report Findings

Only one long haul flight per day
– not confirmed

Grossly inflated benefits to the region
have been described as
"rubbery, flimsy and meaningless"

Will contribute only \$15 million
of annual revenue over 45 years
– not a good return on \$300 million.

CV Report

The Cost

What is the actual cost?
\$300m? \$350m? \$XXXm?

Who pays?

What is this guestimate based on?

Is it good value?

What are the ongoing costs and forecast over-
runs?

Where is the risk analysis?

15/05/2015

Item 2.1.92 Attachment 1

Where is the Business Case?

Has Council seen a business case?

BERL and Ernst & Young reports
are not business cases

Have been heavily criticised by credible business,
aviation, airline and tourism commentators

NZIER review: "the risk that the methodology
employed by Ernst & Young overstates benefits,
while overlooking costs, is too great to be ignored"

WCC needs to analyse NZIER review
as part of its due diligence, rather than just
discrediting and dismissing it

*"There is not a clear business case
for the airport to invest \$300m"*

S Sanderson, WIAL CEO

ComPut 15/05/15

15/05/2015

Infratil / WIAL

Infratil/WIAL won't fund it all themselves

Ratepayers will be footing the bill to increase
the value of their asset

Increased asset value allows WIAL greater profits

Infratil has a poor record with its airports:
Lubeck, Prestwick and Manston all sold
at huge losses

WCC Process

The Mayor, against the advice of Council officers,
is on the WIAL board – *conflict of interest?*

Councillors are required to view any proposal impartially

Several Councillors have been aggressively promoting this proposal
while attacking opponents in the media

Under the Local Government Act, councils must consider all impacts
of investments: social, financial and environmental

A business plan developed within Treasury's Better Business Case
framework is needed before seeking approval from residents

WCC has a duty to be fiscally responsible

WCC has had no meaningful consultation with ratepayers

Has there been "fair representation" under the LGA?

Joint Sub # 884/892 - Sea Rotmann and
Steve Mahoney - SEA - Sustainable
Energy Advice Ltd / Guardians of the Bays
- Thu 7 May, 9.40am

15/05/2015

Item 2.1.92 Attachment 1

*Prime Minister worried that without
the commitment of international carriers
to base themselves in the capital,
Wellington ratepayers would be left
with a white elephant*

Download 01/15

Government Funding

The Mayor and Council CEO have said this can't go ahead
without central government funding

The Prime Minister has raised doubts about the projects' viability

Steven Joyce, Minister of Economic Development,
has noted that Auckland and Christchurch pay for their
investments through their own bank balances

Bill English, Minister of Finance and Infrastructure,
does not believe the extension would bring any
economic growth to Wellington

Simon Bridges, Minister of Transport,
has questioned the proposal and its national significance

Joint Sub # 884/892 - Sea Rotmann and
Steve Mahoney - SEA - Sustainable
Energy Advice Ltd / Guardians of the Bays
- Thu 7 May, 9.40am

15/05/2015

Regional Funding

The Mayoral Forum has only agreed to support the extension
pending the development of a business case *that proves*
the viability of the proposal, securing an airline
and funding from central government

The Chamber of Commerce is now asking for the same things

Over the next 5 years Hutt, Porirua and Upper Hutt
will all be significantly increasing their debt levels
to fund their own infrastructure upgrades

Industry Response

The airline industry organisation BARNZ opposes the extension

The tourism industry see no merit in the proposal

The airport's biggest user (Air New Zealand) opposes the
extension and has said that its long haul hub will be Auckland

Auckland Airport is significantly increasing its capacity

Christchurch Airport is actively seeking new airlines

Auckland and Christchurch airports have cheaper landing fees,
longer runways, no curfews, better plane parking
and are the natural entry and exit points for tourists

15/05/2015

Item 2.1.92 Attachment 1

Impact on Travellers

Will WIAL have to increase landing fees to pay for the extension?
– this will affect all passengers

WCC says that only users of the extension will pay for it
– how can they guarantee this?

Two day delay on some flights – travellers wont want to wait

Only airline mentioned will not be flying long haul
– will be hubbing from Sydney

Price rather than the most direct route is the biggest
consideration

Our biggest market is Australia – make it easier to get there

Reports say lack of direct flights from China deter international
students – where's the evidence for this?

In Conclusion

This is a high risk venture,
with ratepayers carrying too much of the risk

Proposal relies on too many assumptions
which have not been costed properly

Not good value for money

Likely to have significant cost blow outs

The proposal lacks clear problem definition,
and clarity about how the extension will solve any problems

The extension comes with considerable environmental,
social and cultural impacts which have not been addressed

This is a great deal for Infratil but a very bad deal for the city

15/05/2015

Our Questions to Council

What is the problem you are trying to solve?

What is the actual cost going to be?

Who will pay for this and how?

Which airlines have committed to fly here long-haul?

How will the long-term economic benefits of this project be assessed and how likely are they to be achieved?

What are the specific risks of this project?

We Ask Council

To reject the current proposal because there is no clear case for it

To develop a comprehensive business case, including full environmental, social and cultural impacts

To secure a committed airline and Government buy in

Before discussing the proposal with ratepayers

15/05/2015



 **What does Circa offer the City?**

- Contributes to the 'Creative Capital'
- Landmark building on the Waterfront
- Live theatre compliments Wellington's film industry
- Retains talent in Wellington throughout the year
- Employment for professional artists all year round
- Presents and commissions new New Zealand work
- Engages with community through accessibility programme and audience development initiatives

**CIRCA
THEATRE**

15/05/2015

Who does Circa connect with?

| | | |
|----------------------------------------------|-----------------------------------------------------------|----------------------------------|
| Wellington Community | Theatre Practitioners | Cultural Diversity |
| Telling New Zealand Stories through New Work | Audience Development: Youth, Senior Citizens and Outreach | Arts Access For All |
| Engagement with Tertiary Education | Community and Corporate Engagement | Bringing Audiences to Wellington |



Sub # 890 - Clare Creely - Circa Theatre -
10.10am

15/05/2015

Item 2.1.95 Attachment 1



Sub # 890 - Clare Creely - Circa Theatre -
10.10am

15/05/2015



Sub # 890 - Clare Creely - Circa Theatre -
10.10am

15/05/2015

Item 2.1.95 Attachment 1



Sub # 890 - Clare Creely - Circa Theatre -
10.10am

5

15/05/2015



Sub # 890 - Clare Creely - Circa Theatre -
10.10am

15/05/2015

Item 2.1.95 Attachment 1

 **Annual Funding**

- Circa has requested \$75,000 per annum towards the operation of the theatre. This increase (from \$51,918) will cover:
 - An annual accessibility programme at Circa
 - Hiring a Technical Manager for the theatre

- Current recommendation is a grant of \$60,000 per annum

**CIRCA
THEATRE**



15/05/2015

 **Building Upgrade Project**

➤ Circa has requested \$650,000 towards the refurbishment of the building. This project will offer:

- Redevelopment of the interior public spaces
- Enlarging the artists rehearsal space
- Re-cladding the building, thus revitalising the exterior

➤ Current allocation from WCC is \$250,000 over 3 years

**CIRCA
THEATRE**



15/05/2015

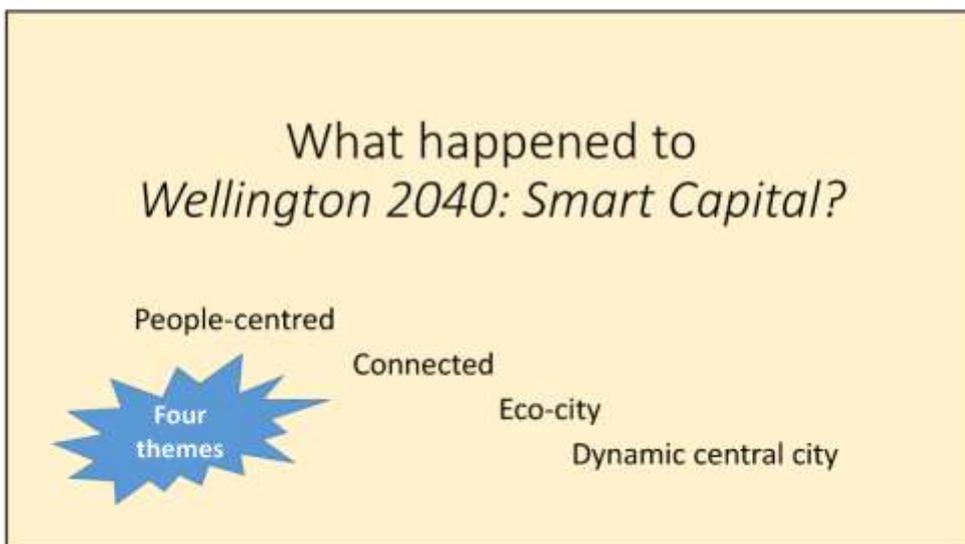
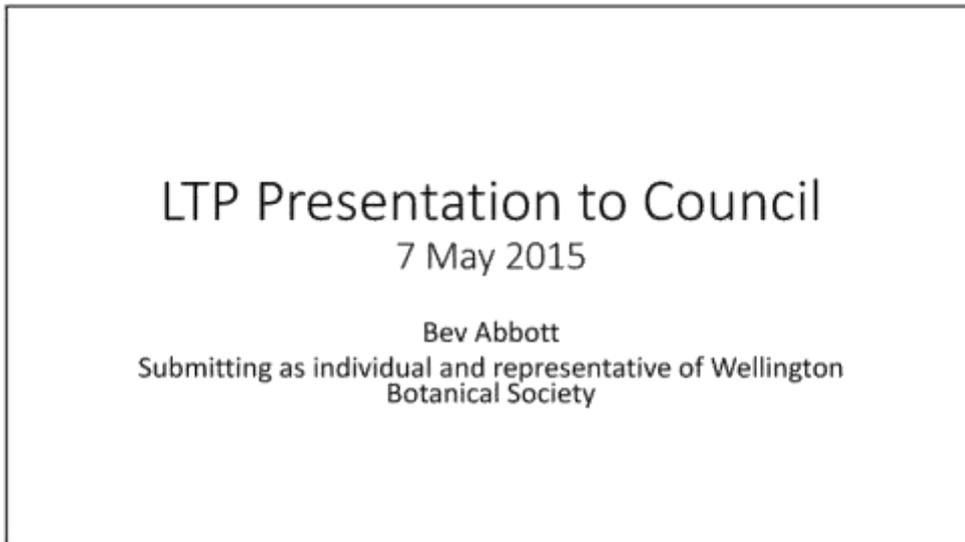


Item 2.1.95 Attachment 1

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Item 2.1.1.97 Attachment 1



Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

“Strong neighbourhoods and communities”

- Little attention to “people-centred” theme in draft LTP.
- Draft SSP talks about “people-centred” as competing for “highly-skilled, educated people”.
- *Wellington 2040 said: A key aspect of our 2040 vision is for Wellington to be a ‘people-centred’ city – a city that puts people first, is healthy and safe, welcoming and friendly, provides opportunities for all, has strong neighbourhoods and communities, and embraces diversity and change.”*

Residents’ perceptions that they feel a sense of community in their local neighbourhood

Quality of life survey (Annual Report 2013/14)

| 2006 | 2008 | 2010 | 2012 |
|------|------|------|------|
| 57% | 51% | 60% | 53% |

- Will the LTP enhance these results?
- How well do you understand the social impacts of the Draft Urban Growth Plan?

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Item 2.1.1.97 Attachment 1

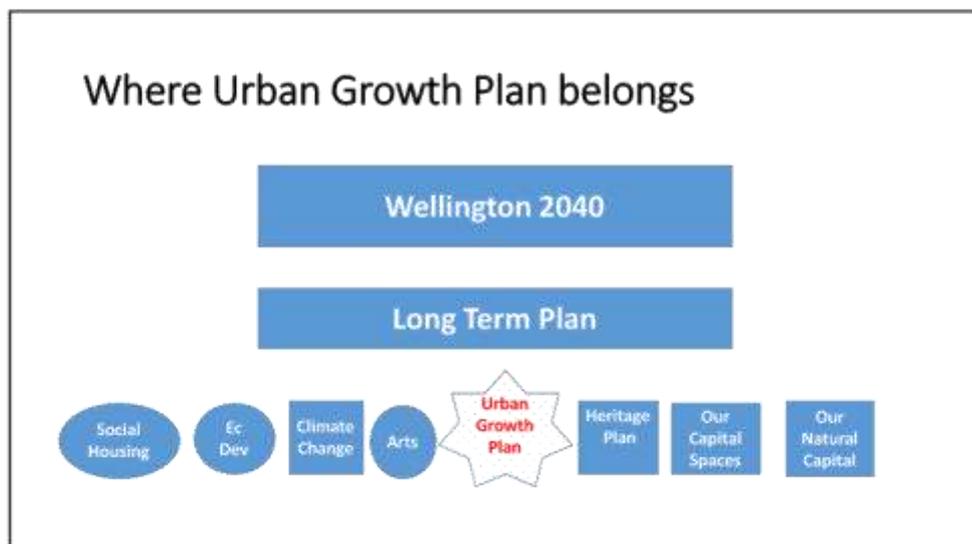
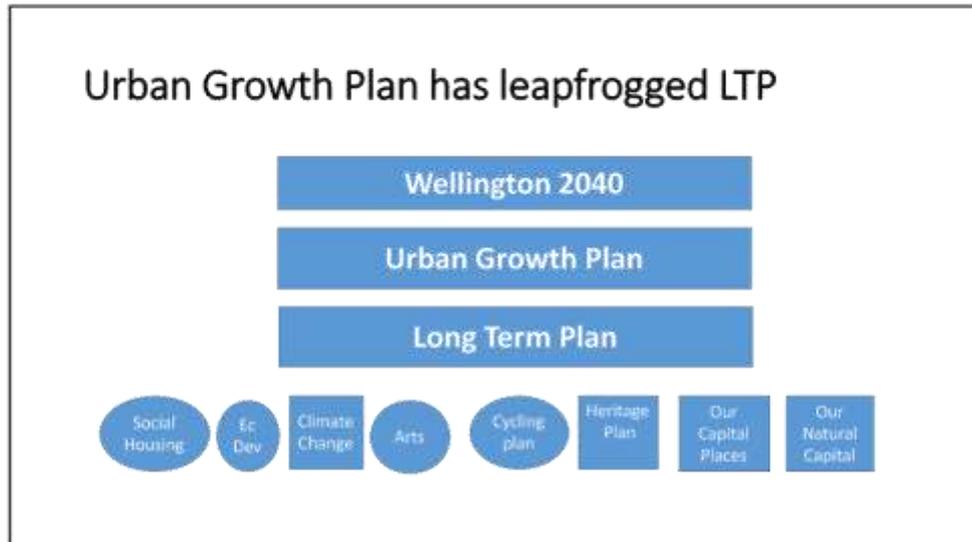
Re-commit to Wellington 2040

Urban Growth Plan should be
part of the mix of plans in an LTP
that advances Wellington 2040

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Item 2.1.97 Attachment 1



Sub # 279 / 602 - Bev Abbott - Individual and
for Wellington Botanical Society (11.10am Thu
7 May)

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Item 2.1.97 Attachment 1

Biodiversity and open spaces

- LTP mentions *Our Natural Capital* on page 42. No details or commitment to implementation.
- Many other plans and strategies revised recently.
 - Town Belt, Suburban Reserves and Botanic Gardens
 - *Our Capital Spaces, Our Natural Capital*.
- No information on which parts will be implemented and when other than Children's Garden and Watt's Peninsula.
- Does rates increase include more funding for core services?

Impacts of growth on biodiversity

- Demonstrate your commitment to better protection of biodiversity from growth-related activities by
 - reviewing chapters of District Plan
 - creating new scenic reserves

Set target
dates

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Biodiversity: Concerned about following deletions from previous SSP descriptions

Please reinstate:

- *protect key native ecosystems by controlling pest animals and weeds at priority sites as well as key pests across natural areas and rural land*
- *re-vegetate and restore native habitats by propagating native species in our Berhampore Nursery, planting them throughout the city, and providing them for planting by community volunteer groups*
- *support volunteers to maintain and enhance the city's gardens, coastline, biodiversity and open spaces by providing tools, advice and training*

Stormwater (IS30)

- Concept of Infrastructure Strategy very welcome. Opportunity to provide high level but accessible information to public, staff and councillors.
- Specification of service levels is unsatisfactory: "compliance with resource consents and maintaining appropriate standards of water quality and waterway health across Wellington City's coastal and river environments".
- Inadequate investment in upgrades and renewals over next 10 years given current frequency of flooding and levels of pollutants.
- Increase investment to make more progress with ICMPs, whaitua, WSUD etc.

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Item 2.1.97 Attachment 1

Open space in central city

- Central city planning finishes in year 4, but not investigating open space needs until years 4-10.
- Start land-banking for parks in central city now!
- Review funding for parks and open space (IS30)
 - \$8m spike in capital for renewals and upgrades in 2019. The only 'growth' expenditure is in 2022.
- Collate existing advice on open space opportunities in Flagship areas.

Aging population and parks

- IS30 acknowledges aging population: 65+ age group growing faster than any other over next 15 years.
- Identify aspirations in three 65+ age brackets – gap in provision?
- Need new outcome measures about tracks for people with limited mobility, e.g.:
 - total length (km)
 - proportion of total track network (%)
 - number of different walks

Oral submission Draft LTP. Bev Abbott.
Slides horizontal.

15/05/2015

Item 2.1.97 Attachment 1

Increase governance support (\$)

Continue improving performance measures

Prepare in-depth reports where performance and outcomes are not easily quantified

Apply same rigour to reviewing in-house and CCO performance

Improve quality of information and analysis in papers

Protect public engagement opportunities.

New outcome measures for housing

- Number of new residential dwellings
 - approved
 - completed in Special Housing Areas
 - completed outside of Special Housing Areas.
- Percentage of new, residential dwellings completed that are affordable.



Leveraging the Power of Design Thinking for Policy Development

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- 24 An enhanced approach
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ACT government strengthening families project
- 43 **Case study 2**
Department of Immigration Border Protection (DIBP) Border risk identification System (BRIS) project
- 51 Facilitation team and Design Team

This document was co-developed through the input of fifty people with diverse perspectives and experience in designing policy.

We are all committed to further enhancing the policy development process to produce quality policy that works and endures.

Our hope is that the insights from this jointly developed Trans-Tasman paper will boost this outcome. We are looking forward to more case studies being generated and shared to demonstrate enhanced policy design that is good for individuals and society in general.

Introduction

5

Introduction

Thoughtful leaders in the public sector increasingly aspire to apply design thinking to the development of government policy. For good reason: The presence of major policy failures and the chronic nature of seemingly intractable social problems certainly do indicate the need for better policy that a design thinking approach can help deliver. But at first glance there can appear to be big tensions between meeting political imperatives and taking a design thinking approach.

Some of these tensions, rather than unsolvable, result from political thinkers and design thinkers each stereotyping the other's approach. Politicians may think a design approach takes too long or will create uncertainty in the community. Designers may think political imperatives are such that new policy implementation is fraught with risk.

Yet the politician does not want a high risk implementation. And the designer does not want a slow and tedious process.

To get around this polarisation of perspectives, ThinkPlace worked with Russ Gaskin, a Washington, DC-based consultant who leverages "Polarity Thinking" to confront these tensions head on.

ThinkPlace ran a workshop in Canberra Australia on 8 November 2013 and again in Wellington New Zealand on 11 November 2013. About 50 people attended from four different governments, diverse agencies, academia, students, consultants and designers.

What resulted is the product of this document – insights into leveraging the power of design thinking in a political context for faster, better, and more sustainable policy development.



8 Design Thinking

What is design thinking?

- 1 Rapid, iterative, prototyping**

Design thinking is rapid and iterative. Prototyping is a key feature as ideas are formed and tested. Testing will often show failure of an idea but through failure there is an opportunity to learn and build. Research and analysis is an important feature but prototyping focuses the research. Ideas are made tangible so they can be examined and refined quickly.
- 2 Desirable, possible, viable**

Design thinking considers multiple perspectives. It puts into the mix considerations of what is desirable, what is possible and what is viable.

Desirability for the user is determined through direct observation and engagement with typical users in their context. Generally users cannot articulate what they need so research techniques are used to uncover latent needs.

Possibility seeks to stretch what is possible, deploying new technologies, processes, legislation and then breaking through obstacles in current thinking to bring about innovation and positive change.

Viability ensures that financial and business sustainability is an equal consideration in the development of ideas.



9

Building progressively finessed prototypes allows for the design to emerge and tested against desirability, possibility and viability.

- 3 Inductive and abductive thinking**

Design thinking draws on inductive and abductive thinking.

Inductive thinking extrapolates from the available data filling in the blanks.

Abductive thinking avoids the data altogether, imagining what could be. Abductive thinking is where breakthroughs and innovation come from because this type of thinking is not constrained by current reality. It is impossible to prescribe an exact process for abductive thinking, but there is a methodology that creates the right conditions for this—it's about framing current experiences and then imagining what a future experience could be.
- 4 Visual**

Design thinking seeks to share mental models in the most efficient way possible. This means stripping out superfluous material and using prototypes or diagrams to visualise the problem and solution. It embraces the complexity of the whole system. It engages visual design to generate possible solutions and communicate them early and quickly.

LEVERAGING THE POWER OF DESIGN THINKING FOR POLICY DEVELOPMENT

10

Design Thinking

5 Considers the whole-system social, economic and environmental

Design thinking is integrative, and considers how the whole system will work. In large community-based systems design thinking seeks to optimise for society, the economy and the environment.

6 Clear intent

Design thinking establishes upfront the intent of what is being sought. This can take time to understand. To do this well requires understanding the current situation. It requires thinking about the desired outcome for all affected stakeholders. It is a common realisation during the design process that the problem being solved is the wrong problem.

7 Collaborative

Design thinking is collaborative, recognising that no individual has all the answers. Design thinking is focused on achieving the best result for all stakeholders rather than on avoiding failure or scoring points. These perspectives are brought to bear early, through an open inquiry and iteration process.

8 Simplicity the other side of complexity

Design thinking is not satisfied with complex solutions. It seeks to strip away complexity and superfluous concepts until a solution is reached that is simple yet addresses the complexity – the simplicity the other side of complexity - the essence of the problem in real people terms.





12

Policy Approach

Traditional policy process and opportunities to leverage design thinking.

We don't always have good policy processes - deficiencies include; sticking to old ways of doing things, siloed agency (not system) approach, engaging late in the process if at all and only involves known stakeholders, attempts to limit risk also limiting ambition, try to limit scope so ending up treating manifestations (symptoms) of the problem rather than asking what is possible, once we have a 'solution' we implement it rather than prototyping and iterating options (no room for failure, adjustment or continuous improvement), we don't test how it is working against what we were trying to achieve, there is rarely a vision of the future state.

Outcomes are not achieved when there is a mismatch between the policy intent and service delivery.

Opportunities

We can use design principles to improve the policy process – eg. start with intent, not a narrow problem definition, user-centric, co-production and co-design, prototyping and iteration.



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“I think one of the things we lack in the public service at both a Commonwealth and State level is a consolidated focus on efficient, timely and systematic delivery of services. We tend to look at service delivery as an after thought rather than as a policy priority”

John Howard – Former Prime Minister of Australia
22 October 2004

Appreciate the current policy approach.

The current policy development approaches adopted by governments in the most part works.

There are some spectacular failures from time to time and a feeling from many that the impacts are not optimal. But the current processes work in the main and can be built upon.

The changes proposed are interventions on the current policy development approach rather than a revolution. Yet it is likely that the changes put forward here, whilst incremental will have profound effects on the quality of the policy that results.

A simple but typical policy development approach is shown below



16 A shared understanding

A shared understanding

Political imperatives

- Developing policy at pace
- Developing policies that we can deliver
- Building political alignment quickly
- Whole of government
- Maintaining control over potential outcomes
- Developing policies the minister will endorse
- Paying attention to political risk
- Considering the daily media headline and front page test
- Managing expectations across diverse agendas

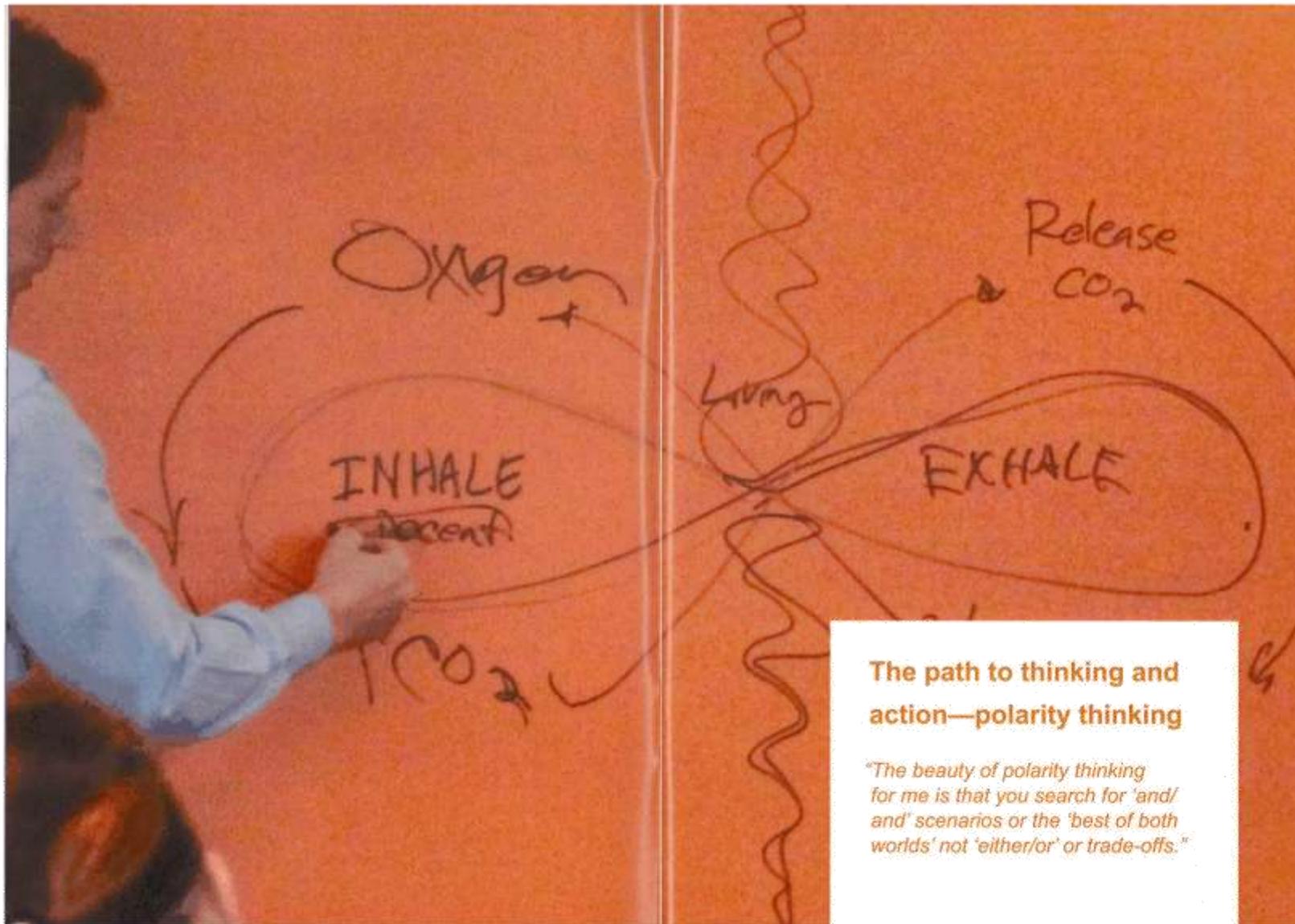
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Design Thinking

Changing existing situations into preferred ones –
Herb Simon – Sciences of the Artificial

- Designing with citizens
- Centring policy design on human needs
- Focusing on what will work in the real world
- Interacting with a few people to understand
- Considering the whole system
- Rapid and iterative thinking
- Prototyping and testing policy concepts
- Actively exploring diverse options
- Trying things failing early and then learning
- Collaborating

LEVERAGING THE POWER OF DESIGN THINKING FOR POLICY DEVELOPMENT



Politicians and designers unite in the desire for quality policy that works and endures leading to thriving, resilient and sustainable societies

Politicians seek to be responsive to the community. They are part of a democracy that requires them to be popular to be re-elected. Politicians want action. They want confidence in their leadership and realistic results.

Design thinkers are of the view that better policy outcomes arise when those affected by the policy are engaged early and throughout the design approach. Their process is flexible and encourages innovation. It is also open, engaging and transparent. Design thinkers are of the view that fast paced design involving those affected results in sustainable, grounded and practical impacts.

But political imperatives and design thinking have down sides if left unchecked. These downsides are shown opposite.

The following pages describe how political imperatives can be met while applying design thinking to create better and more sustainable policy.



Polarity map of political imperatives and design thinking



Build empathy by engaging hearts as well as minds.

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Designing principles of policy design.

Quality policy that works and endures
 being, resilient and sustainable.



Some simple changes with big impacts

There are twelve suggested enhancements that will collectively bring the benefits of a design thinking approach to policy development while meeting inherent political imperatives.

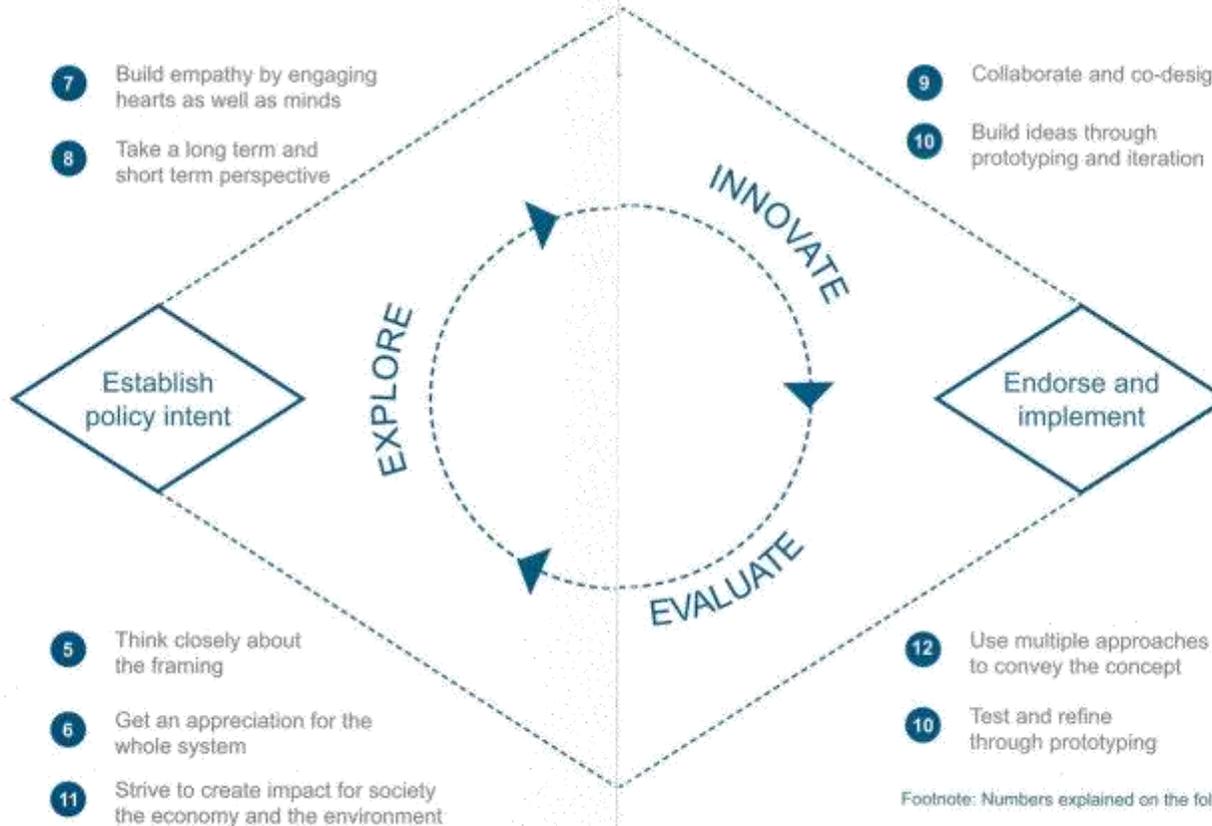
Before you start

1. Leverage what works today
2. Model leadership embracing the risk of designing better policy
3. Recognise that power comes from giving it away
4. Be on the front foot

Once you start

5. Think closely about the framing
6. Get an appreciation for the whole system
7. Build empathy by engaging hearts as well as minds
8. Take a long term and a short term perspective
9. Collaborate and co-design
10. Build ideas through prototyping and iteration
11. Strive to create impact for society, the economy and

An enhanced approach



What could be different?

Before there is a policy trigger

1 Leverage what works today

Today's policy processes have been developed and adapted over time. The following changes build on those processes, to deliver significantly enhanced policy because it is better for the individuals interacting with government, better overall for the community being governed and delivered more efficiently.

2 Model leadership embracing the risk of designing better policy

This is going beyond current models of consultation to engaging the community as early as possible. Old models of engagement see consultation as a step to be endured after a position has been reached. This old model is no longer effective because it is generally not authentically interested in seeking new views. And it is ineffective because engagement comes too late in the process to effect any significant change to the policy design.

Risks do arise, however, from engaging the community early in the policy process. The downsides are that you cannot predict exactly



what will happen and you may not have all the answers when people ask questions. It's important to clarify any critical political boundaries on the process—and talk through potential risks of the more open approach—early in the process in order to manage stakeholder expectations and ensure strong sponsor support.

But the upsides are that the policy has a significantly higher probability of working when implemented, therefore saving embarrassment to government and those involved when implementing the policy.

It is a leadership risk worth taking.

3 Recognise that power comes from giving it away

We are experiencing a shift in democracy where the power base is moving from government having all the answers and telling the community what's best to the community being empowered to take more responsibility for the things that affect them.

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Build empathy by engaging hearts as well as minds.

This shift has been accelerated by technologies that allow widespread and rapid mobilisation of the community without any intervention by government.

This is an inevitable trend which governments can resist for a while but not indefinitely. We have seen social uprisings on a number of occasions where communities have mobilised against a government. The public service role therefore shifts in this scenario from owning the whole development process to a strong facilitation role. The government brokers different perspectives and ensures capability is in place for policy to be developed that is inclusive of all perspectives.

4 Be on the front foot

Start thinking about policy design long before there is a trigger or event that forces the necessity to react. That means, run a considered project initiated by the agency to identify issues and opportunities for improvement, allowing space for substantive conversations with Ministers and their advisors.

Build relationships with other agencies, industry and the community before those relationships are needed. If an issue arises it is much easier to work through an approach when there is already a trusted relationship in place.



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Once there is a policy trigger

5 Think closely about the framing

Are we solving the right problem? It takes time to identify and understand root causes. It takes time to reframe and understand the issue from different perspectives. Understanding the problem should occur before project planning. An argument can be built which encapsulates the problem, agrees on the desired impacts, and proposes an initial hypothesis for bridging the gap.

It is common because of political expediencies for agencies to be provided a solution to implement. But spending time getting a clear shared understanding of the argument or intent of the change ensures that political sponsors get policy outcomes that they truly value. For those in government the time spent on a clear shared understanding makes it much more likely their policy intent will be implemented. For those in government administration the time spent will make it much more likely they can deliver on the needs of government.

For effective policy development the correct framing is critically important because it mitigates the risk of solving the wrong problem.

6 Get an appreciation for the whole system

Having established the intent of the change, sketch out the whole system. Who is involved? e.g. federal, state, local, citizens, community, industry, big business, small business, what's going on not just nationally but in other parts of the world. How are they related?

What are the variables in the system? What are the flows through the system? Where are the issues and challenges in the system? Can we look to other parts of the world to get broader understanding of our system or for ideas for improvement?

7 Build empathy by engaging hearts as well as minds

Numbers tell part of the story about how a society or economy is performing. The other half of the story comes from understanding the lived experiences of those people interacting each day. Five percent unemployment sounds good. What about the one in twenty people that are not employed? What about the people who are over-qualified for the job they are in? Good policy development is informed by numbers AND by human stories. Both aspects are needed for effective understanding.

Involve Ministers more in community engagement throughout the policy development. Ministers are naturally good at community engagement. They had to do this to get elected. By involving them and others through the process all parties have a greater likelihood of reaching a common conclusion. It's also good politics for ministers to proactively and genuinely engage in inquiring about the needs of their constituents.

There is no limit on how early engagement with the community can begin. It may feel risky to find out early people's needs, hopes, fears and ideas.



This does not commit government to anything. On the contrary, citizens who are genuinely consulted are more supportive of policies even if they may not have favoured the policies otherwise. Even fast-but-intentional inquiry with a diverse handful of citizens, done within tight time constraints, can produce powerful benefits: Human stories can add significant reframing and new perspectives that reveal the potential of even greater insight from in-depth consultation.

Engaging late in the policy development process means considerable time and effort has been invested reaching the wrong conclusion. Traditional consultation processes occur too late and with the wrong motivation to effect any worthwhile change.

Mobile and cloud technologies can be used to reach a breadth of people rapidly with no constraints of time or location. There is much more scope to use these technologies as a standard part of policy development.

We also want to make sure that in this collaboration we have really diverse voices, not just the traditional stakeholder representative voices. For example if we were running something around crime we would have voices from the perpetrator, the victim, the law enforcement agency, the policy agency, specialist advisers and the families of victims. In all of this face to face engagement stills plays an important role especially when trying to bridge diverse views and when trying to make something greater out of the parts.

Incentives can be given to encourage input of community feedback and ideas.

8 Take a long term while having a short term action focus

Because of time pressures, policy development in response to a trigger event rarely considers the long term vision. Therefore the policy is not developed within the context of a long term preferred future.

Envision how the part of society, economy or environment could be in 2050, or 2020 or in three years time. Project beyond the noise of today and think how the future could be.

Agreement can often be reached about the problem and the ideal future. It is the means of getting there that sparks debate. By having a well understood and agreed current situation, and an agreed preferred future vision, the opportunity space for innovation is defined. With agreement on the start point and end point, a more constructive conversation can be held about how to bridge the gap.

9 Collaborate and co-design

Collaboration and co-design refer to engagement methods that promote stronger connections.

An engagement continuum starts with informing people of decisions made, followed by consulting people after decisions are made. Collaboration

involves working with people and points in the policy development process and co-design invites stakeholders into the design process to design with government on the things that affect them. Finally an empowerment model allows people to design their own futures for all parties involved. Collaboration and co-design increase the likelihood that the policy will work in practice.

10 Build ideas through prototyping and iteration

Start with a simple representation of the policy concepts. Generate ideas and don't seek to judge concepts initially. It may be that only the minority of concepts generated will survive the evaluation process but that is the nature of invention. With insufficient concepts generated it is likely a better policy option is yet to be imagined.

Prototypes are built on the research and understanding gained through engaging the community early. The concepts aim to provide short and mid term action towards the vision. These are then evaluated through a critiquing process that seeks to understand the concepts that are most desirable for all stakeholders, that are possible to implement and where there is a viable business case for the concept.

Most importantly, the concepts should be delivering on the government's policy intent.

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Build empathy by engaging hearts as well as minds.

11 Strive to create impact for society, the economy and the environment

It may sound idealistic but the assessment of concepts does not need to result in trade offs. The best policy options can achieve simultaneous benefits for all parties.

For example, it is possible to design a policy that delivers for the collective needs of society while providing a good experience for citizens and saving money overall.

Strive for multidimensional outcomes that are good for society generally, good for individuals, and are efficient to deliver.

12 Use multiple approaches to convey the concepts

Consider different types of outputs from traditional briefing papers. Think of ways of expressing a design through a blueprint. Visualisation and infographics can convey a lot of information quickly. Short videos of concepts and narratives or cases of the change can also be very effective as they can communicate powerfully at a 'mind' and 'heart' level.

Government Minister's have diverse stakeholders who they need to communicate with clearly as well as their own party needs. They don't necessarily only want text based policy designs.



Case study 1

ACT government strengthening families project

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Case Study 1

The ACT Government Strengthening Families Project

The ACT Government Strengthening Families Project started with the recognition of a complex problem:

5 Think closely about the framing

Despite engaging with multiple services over long periods of time, a group of individuals and families in the Australian Capital Territory experienced poor outcomes against a range of indicators and were becoming trapped in perpetual cycles of disadvantage. This problem had implications for government policy, funding, legislation and administration.

6 Get an appreciation for the whole system

A core design team was established to develop a research approach and form a hypothesis for change. The core design team included representatives from different sectors of health, justice and welfare service providers and included both the public and private sector.



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7 Build empathy by engaging hearts as well as minds

A research project was designed to understand the experience of service users. "We aimed to walk with a small number of families experiencing service challenges to better understand their unique journey through the ACT service system." Hearing the stories of just ten families revealed that there was a consistent pattern of barriers to effective service outcomes:

| The families | The service system |
|--------------------------------------------------------|---------------------------------------------------|
| Experienced a lack of service continuity | Had inflexible eligibility criteria |
| Felt that their needs were not understood | Had no capacity to recognise interdependent needs |
| Did not trust the system | Services were not coordinated |
| Required additional support over extended periods | Put high demands on families |
| Experienced delays in getting the services they needed | Was not strongly accountable for cases |

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Case Study 1



8 Take a long and a short term perspective

The core design team established dual objectives that balanced short term impact and long term vision. They aimed to achieve a short term win by being able to demonstrate direct benefit for the families involved in a pilot project. Simultaneously they aimed for a service approach that would deliver long term systemic change for all families needing better service results and increase the effectiveness and efficiency of the service system.



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9 Collaborate and co-design

Informed by insights from the research, the core design team developed a hypothesis for a new future state. They established goals that balanced the needs and capacity of families, front line workers, government and the broader community. The hypothesis represented a bold transformational shift where the families, service providers and Government would become equal partners in designing a new service approach.

The hypothesis was for a shift from a process centred service model to a human centred service model. The families would be supported to design their own tailored service solution. The approach had three elements:

- A central gateway into the service system with the capacity to hear holistic needs that would test the implication of providing more flexible tailored service solutions to families.
- A lead case worker who would walk the journey with the family, advocate on their behalf and coordinate service to work together.
- A family information profile that would build the family's capacity to share information, build a support network and coordinate services.

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Case Study 1

10 Build ideas through prototyping and iteration

The second stage of the project used an action learning approach to prototype and evaluate the hypothesis for a new human centred service approach. Ten families and multiple service providers participated in a pilot over a six month period. An action learning approach prototyped a solution inside the service system in which it operated. This approach created the ability to see the holistic connections between actions and outcomes. It enabled a simultaneous monitoring and evaluation of the impact on the families and the impact on the service system.

11 Strive to create impact for society, the economy and the environment

This approach was never intended to be a golden service ticket for a few families. The proposition was that putting families at the centre of the process would make services more effective. The goal was to make things better for all families and from this understand how to improve the whole system.

The six month pilot demonstrated significant improvements for families: The families moved from being socially disconnected and needing intensive support to having a stable network of support, being more resilient, being able to solve problems independently and being more future focused. Broader social impacts included less domestic violence, less non attendance at school,



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less damage to property, increased dignity and confidence and a shift to a future focus including participating in education and training and preparing for work.

It also demonstrated that there is significant scope to improve the effectiveness of services, that services were frequently not streamlined and services had competing priorities. There were a number of service barriers identified as well as the recognition that families could not navigate the current service system without an advocate.



12 Use multiple approaches to convey the concept

The insights from the pilot have led to ten recommendations for systemic change. Scaling this approach involves significant administrative, policy and cultural change to enable people to work in different ways. Strategies for conveying the concept of change include: integrating the approach for systemic change with a human services blueprint, establishing a practice network including executive sponsors, practice leaders and lead workers to support a continuously learning system, co designing a communication strategy to engage and educate the broader service system and producing a video to communicate the change to the families and broader community.



Case study 2

Department of Immigration and Border Protection (DIBP)
Border Risk Identification System (BRIS) Project

THINKPLACE INTRACAMP

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Case Study 2

Border Risk Identification System (BRIS) Project

Increasing workloads and fixed resources required innovative responses.

5 Think closely about the framing

The design challenge

The Border Risk Identification System (BRIS) originated from a need by the Department of Immigration and Border Protection (DIBP) to ensure the integrity of Australia's borders in the midst of increasing traveller volumes, changing risks and resource constraints. Against this backdrop the Department had no option but to explore new technologies and business processes.

| | 2012 | 2015 forecast |
|--------------------------|----------------|-----------------|
| Traveller Arrivals | 15 000 000 | 18 000 000+ |
| Per day | 40 000 per day | 48 000+ per day |
| Total Airport inspectors | ~ 200 | ~ 200 |
| Overstayers | 60 000 | 77 000 + |



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6 Get an appreciation for the whole system

A project team was established within the department's Risk, Fraud and Integrity Division (RFID) to determine a model that would facilitate streamlined processing for more genuine travellers and improve our detection of non-genuine travellers.

The approach adopted was to use free, open source software, peer support/review and partner with border operations staff from one airport to trial various models. Sydney airport was chosen as it handles around 40% of all airport movements. If it worked in Sydney, it should work anywhere.

7 Build empathy by engaging hearts as well as the mind

Given the Department had not previously utilised advanced analytics, a process was required to demonstrate the value, reliability and robustness of predictive analytics to policy, management and, perhaps most importantly, the border operations staff whose job it would be to implement a new process.

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Case Study 3

8 Take a long and short term perspective

RFID developed an iterative development methodology that required the establishment of a 'laboratory' concept (to test options cheaply and safely), and prototyping tools that would allow developers, analysts and operations team members to collaboratively build a solution in the workplace. All results generated in the laboratory were validated by border operations staff in Sydney. This built considerable confidence amongst the analytics team and airport staff.

The use of an agile prototype supported a synergistic process created by the joint development approach. Analysts and developers learnt about the business environment while border operations staff learnt about the new capabilities. Together, they built a solution that generated trust and enthusiasm.

9 Collaborate and co-design

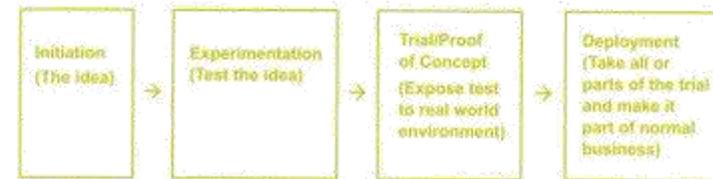
The main value for airport inspectors in having all incoming travellers automatically risk assessed was that it would free up more time to deal with high risks clients.

The initiative progressed through stages, with each stage evaluated before moving forward. As the concept evolved, some approaches proved to be unproductive and were halted while new opportunities emerged that could be further developed.



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The overall strategy for implementation was as follows:



10 Build ideas through prototyping and iteration

Continual monitoring of BRIS's progress was put in place. One officer in Canberra was also on call to provide added support staff at Sydney Airport 24 hours a day, 7 days a week.

Feedback from the staff at the airport were captured and this was then fed into improving the system's usability.

Within months it became clear that the prototype was sufficiently mature, productive and usable to inform a project proposal to integrate it with the main border processing platform. The prototype provided a detailed template and an agreed benchmark for the fully integrated system.

Almost immediately long-term benefits were being identified, as shown in the table below where fewer travellers were required to be interviewed at the airport and yet more high risk clients were

| Case Study 1 | | | | |
|----------------------------------------------------|-------------------------|-------------------------------|-----------|----------|
| Pre BRIS (Aug – Dec 2010) | | Post BRIS (Aug - Dec 2011) | | |
| SYDNEY | APP (not using BRIS) | APP and BRIS | BRIS only | APP only |
| Monthly referrals | 2 244 | 1678 | 1165 | 513 |
| Monthly Refused Immigration Clearances (RIC) | 54 | 60 | 46 | 14 |
| RIC to Referrals | 2.41% | 3.60% | 3.96% | 2.77% |

discovered. Since the Department could now 'map' risk accurately, resource planning (matching processing effort against risk) became viable.

Overall, the BRIS pilot, that commenced February 2011, produced a number of positive results over traditional targeting methods including Advance Passenger Processing (APP).

11 Strive to create impact for society the economy and the environment

In addition to lowering referral numbers and providing a low cost, low risk solution to a significant problem, the enhanced targeting by BRIS provided other benefits including:

- Less inconvenience for genuine travellers.
- More efficient use of the department's time and resources – less interviews needing to be undertaken.
- The ability to handle increasing caseloads without extra resources.



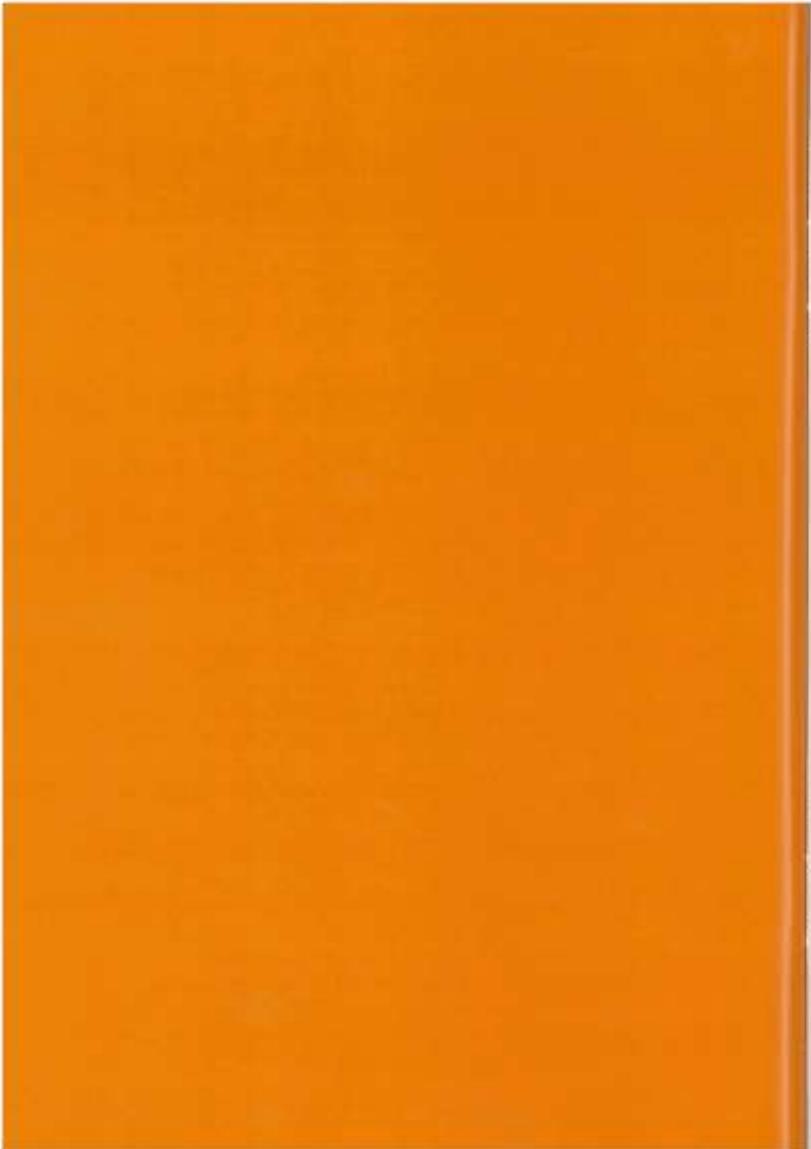
- The ability to identify, in advance, more non-compliance cases.
- Around \$60,000 saved for each non-compliance case detected early and the client prevented from entering Australia.

12 Use multiple approaches to convey the concept

The Department's prototyping approach was noted by agencies, both in Australia and overseas. Senior departmental staff presented the concept at a variety of international and national conferences to test expert responses to the approach. Feedback from this exposure continues to inform the approach.

Input was gathered about the project methodology, the technical approaches as well as legal and policy issues (for example, prominent privacy bodies welcomed the department's use of scientific, evidence-based risk identification while the technical community noted the department's ability to deploy high-volume, rapid transaction risk systems using free, open-source software as the core platform).

Results have since paved the way for other initiatives utilising core BRIS capabilities. This has included a mobile version of BRIS to support the work of DIBP Airport Liaison Officers based at overseas international airports, and a seaports version to assist the work of DIBP officers based at our international seaports.



Facilitation Team



John Body

Has pioneered the application of design thinking in a policy development context in Australia and is an expert in regulatory systems and managing risk.

(Founding Partner of ThinkPlace)



Jim Scully

Pioneered design thinking in the New Zealand public sector and is an expert in innovation for public value.

(Founding Partner of NZ ThinkPlace)



Russ Gaskin

Is a world-class facilitator of strategic change and an expert in polarity thinking.

(ThinkPlace Alliance in Washington, DC)



Leslie Tergas

Specialises in user-centred service design, human insight mining and the application of design thinking to all aspects of transforming complex systems. (Partner and Design Director, ThinkPlace NZ)

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Canberra

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Oral Submission- Clive Anstey

Background

- I was employed in the public sector for 30 years. I had national land use planning roles in both NZFS and DOC.
- For the past 15 years I have worked as a consultant. The majority of my work over recent years has been associated with the RMA. I have been an expert witness on numerous occasions, as well as a member of several hearings panels.
- I am a registered LA and a member of the NZIF.
- I was born in Hataitai, grew up in Upper Hutt, and attended Victoria University before going overseas for post graduate study. I returned to the South Island, living in Dunedin and then Christchurch before returning to Wellington to work for DOC in 1992. Through my work I have become familiar with most of NZ, including its main population centres.
- I am a member of *Guardians of the Bays* and have read the submissions of other members.
- I am on the Boards of the Wellington Natural Heritage Trust and the Wellington Civic Trust.

My Submission

In Wellington's *Smart Capital 2040* Strategy it says:

The strength of the central city is the people, ideas and investments that flow in and out of the city daily. We need a better understanding of the partnerships, linkages and interdependencies between the central city, the wider Wellington city-region, nationally and beyond, to realise the full potential of our unique and dynamic central city environment.

While I totally support this sentiment I do not see how it is reflected in the *Ten Year Plan*.

I have read GWRC's *Shape Your Region* and can see little alignment between this and the council's *Ten Year Plan*. And neither does the *Ten Year Plan* make reference to the wider national setting and how the governance of our city might reflect *partnerships, linkages, and interdependencies*. In fact Wellington's *Ten Year Plan* would appear to see the Capital City in competition with Christchurch and Auckland, at least in terms of GDP. Should we envy the sources of GDP in these centres or might Wellington's future be better focused on broader issues such as the quality of the natural and built environments, and the wellbeing and creativity of those who live here?

In my view the council has a commendable history in its focus on the qualitative aspects of the city, both in its built infrastructure as well as the green and the blue frameworks that define the very special and unique character of the city. While most

of the projects promoted in the Ten Year Plan are consistent with this and the *Smart City 2040* strategy, some are not.

In setting an agenda for 'growth' the *Ten Year Plan* implies that the status quo will lead to stagnation. The plan has a strong focus on 'growth' and projects to support this. By contrast GWRC's *Shape Your Region* is very focused on the provision of infrastructure and services; while supporting and enabling a sustaining future the Regional Council does not promote 'growth' as an end in itself. The *Ten Year Plan* fails to provide evidence to support claims of stagnation or to define the expected benefits of 'growth'.

Partnerships and conflicting responsibilities.

The authors of the RM Act very consciously envisaged the role of plans and planners as being to control of the effects of activities rather to control activities themselves. This shift in focus reflected a loss of faith in public agencies to direct development by 'picking winners' (planning to enable certain activities while constraining others.) The thought in the mid 1980's was that markets, or those fully engaged in them, were best able to choose 'winners'. Such enterprise would be constrained to the extent that environmental effects were able to be dealt with to the satisfaction of the wider community, as represented by public agencies such as regional and district councils. In *Smart Capital 2040* there is a quote from the World Bank; "*City Planning is first about protecting and regenerating the irreplaceable natural capital, especially the natural assets and ecological services throughout the region in which the city is located.*" This essentially reflects the intended purpose of the RMA. In my opinion the council has been very proactive with initiatives to protect and to enhance the City's environment, as advocated by the World Bank.

The position councils find themselves in can be difficult; on the one hand wishing to encourage development that benefits the material interests of citizens while on the other having to exercise a stewardship role in sustaining the qualitative attributes of the commons. As partners in development proposals councils are inevitably conflicted. While most of the projects promoted by council are in fact 'proposals', potentially 'partnerships', and are consistent with existing infrastructure development and effects, the Airport Extension is clearly an exception.

Public discussion on the Airport Extension has been confused and poorly informed, and the *Ten Year Plan* reflects this. Of greatest concern is the confusion over roles and responsibilities. Infratil has shown some ambivalence terms of financing the proposed development and the council has been remarkably silent on its intended management of environmental and social effects.

In its Ten Year Plan council says, *Capital expenditure will be funded through a variety of funding sources..... The balance is sourced from borrowings, external grants, development contributions and asset sale proceeds.* (My emphasis.) This is not reassuring given the uncertainties in costs, financing, and the likely levels of risk.

In terms of the councils '*Significance and Engagement Policy*' there is clearly a long way to go before the proposed projects, the runway extension in particular, can be incorporated into works programmes. The policy outlines the matters for council to consider in assessing the significance of a proposal as well as the councils legal obligations in terms of its various (and often conflicting) roles and responsibilities. The Airport Extension is clearly a highly significant proposal in terms of the criteria in the policy and there is a requirement for the council to be clear on its roles and responsibilities in the various proposals. I would also note that the Environment Court has provided guidance on what constitutes an acceptable consultative process, the first requirement being to provide sufficient information to enable those consulted to make an informed judgement. On all counts the Airport Runway Extension Proposal falls short.

Recommendation:

I would recommend that the Runway Extension proposal be dropped from the Ten Year Plan and that Infratil be invited to accept responsibility for developing a proper business case in the context of the market they know and operate within. If however the council chooses to persist in retaining the proposal in its Ten Year Plan the council must:

- Make it clear that the Runway Extension is a proposal to be further explored.
- Outline the process to be followed in its investigations, and the opportunities for public engagement along the way.
- Clarify the council's role in developing the business case, assigning the lead role to Infratil as the primary investor and the airport manager.
- Clarify the council's role in the assessment of environmental and social effects and the resource consenting process, and how the process will be managed.
- Provide a clear overview of the costs and benefits for ratepayers.
- Make a clear statement of anticipated costs and investment requirements for the council and for Infratil; who will pay for what in relation to both the further development of the business case and the assessment of environmental and social impacts?
- Clearly allocate responsibly for risk, particularly in relation to cost overruns.

Clive Anstey
6.5.2015

SIGNIFICANCE AND ENGAGEMENT POLICY:

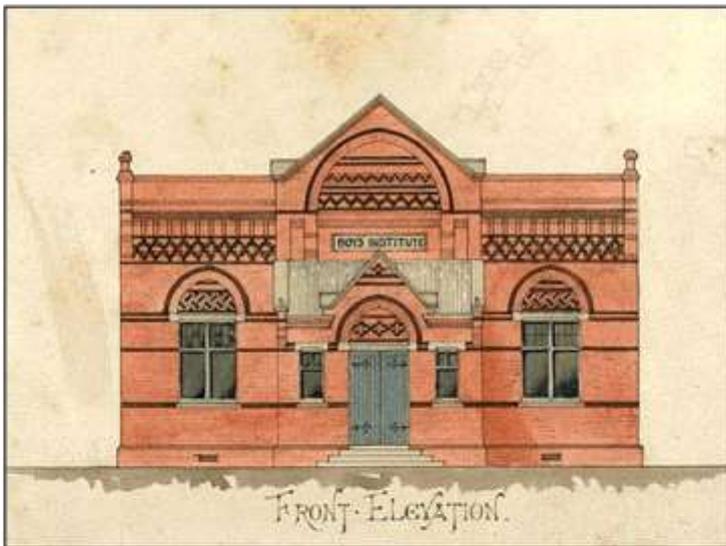
3.1 An assessment of the degree of significance of proposals and decisions, and the appropriate level of engagement, will be considered in the early stages of a proposal before decision making occurs and, if necessary, reconsidered as a proposal develops. The significance of a decision will be assessed according to the likely impact of that decision on:

- The current and future wellbeing of the city
- Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision, or matter
- The capacity of Council to perform its role, and the financial and other costs of doing so.

6.2 Legal Obligations

At different times, Council can be a decision-maker, regulator, service provider, licensing entity, funder or an enforcement entity. Sometimes Council can be acting as a community advocate or participating in another organisation's decision-making processes. Consequently, this Policy and accompanying documents take a principle-based approach to Council's role. This enables the public to have clear expectations of how Council will engage despite the varying ways it operates.

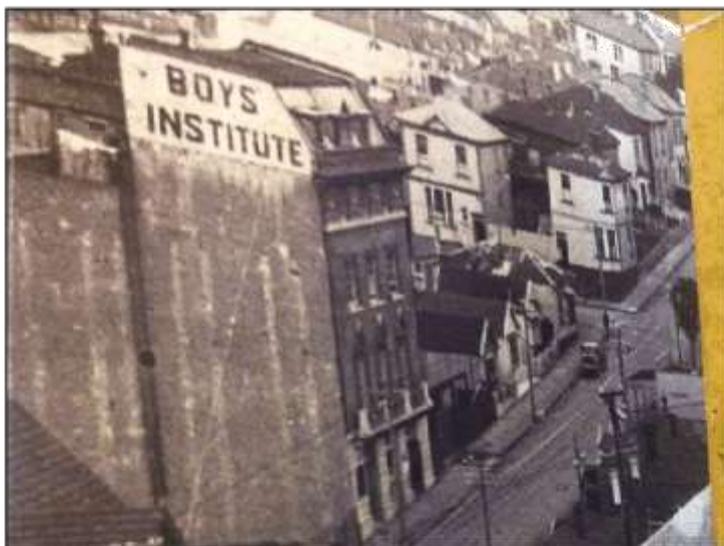
18/05/2015



851 - Ross Davis - Boys and Girls Institute
Youth Services

18/05/2015

Item 2.1.106 Attachment 1



851 - Ross Davis - Boys and Girls Institute
Youth Services

18/05/2015



851 - Ross Davis - Boys and Girls Institute
Youth Services



Boys' and Girls' Institute

youth services

7th May 2015

BGI Youth and Community Space building project and Community Kitchen project Summary for Wellington City Council prepared by Ross Davis, BGI Director

Executive Summary

BGI is undertaking a redevelopment of our building to create a multi-purpose youth and community facility, with a 'community kitchen' at the heart of the space. The redeveloped facility will be a hub for youth development in Wellington, being used by groups of young people and families connected with BGI, as well as many other organizations (21 different groups already use our space each week). The kitchen and connecting community space will be the base for our new Community Kitchen Project, an exciting new initiative which will support vulnerable families in Wellington City through gathering together groups of people to grow, prepare, cook and share food together, using fresh food donated through Kaibosh. Many of the families we support are struggling to provide healthy food for their families, and are also socially isolated, and we believe this project provides an opportunity to meet both these needs. The BGI Board and staff are really excited about these new initiatives, and we hope that the Council will be interested to hear what we are doing.

About BGI

We provide a wide range of programmes that enable young people and families to choose to be involved in programmes that meet their needs. One thing that makes us distinct as a youth development organisation is the extent to which we include families and community. Another feature of BGI is that we are a place that includes families who are struggling as well as those doing well. Through our interconnecting programmes young people learn from one another, become positive role models, and seek leadership or community service opportunities. Our current programmes include mentoring, adventure therapy, family support, youth social groups, street art workshops, school-based support, youth leadership development and community development. BGI has been a youth development organization in Wellington's inner city since 1883, striving to support young people in the context of their families and communities.

Background to Building Redevelopment

BGI is an organisation that is always growing and evolving to meet the needs of our community. Fourteen years ago we began working out of a temporary office space in Troup House. Since then we have grown from 2 staff members to 14, and from one programme to 17, involving 5,431 people annually. We have 'made do' with our current facilities, however we are now at a point where our facilities are no longer adequate for the work we are doing, and risk constraining our ability to continue growing and responding to community needs. Furthermore, we are concerned that our current space is not a welcoming space for young people and their families. We are planning an exciting building redevelopment that will transform our cramped office space into a multi-purpose Youth and Community space with a poutokomanawa at its heart and revolving around a community kitchen. This is a development on several years of research and planning and builds on the Youth Café concept which was supported by WCC and was granted \$190,000 funding through the 2006/2007 Annual Plan. The funds were returned to the general pool when that project did not gain resource consent.

Our Vision

The vision of BGI is to create a space where young people and their whānau will find a 'home away from home', where they can participate in positive social activities, learn new skills, and access support from youth workers and mentors. There will be multiple purpose-built spaces in the facility which can accommodate youth activities, whānau activities, meetings and community events. The facility will also operate as a community youth sector hub where multiple youth organisations will be based, allowing collaboration, sharing of resources, and enabling young people to easily connect with support from a range of organisations. At the heart of the facility is the community kitchen, which will be the central gathering point for many BGI programmes, and will be the home of our new Community Kitchen Project.

Wellington Boys' and Girls' Institute, Inc. Level 4 Troup House, 3 MacDonald Cres
PO Box 6485, Wellington, New Zealand
Tel 64 4 385 9549 • Fax 64 4 385 9548 • Email ross@bgi.org.nz

Responding to Community Needs

Young people involved with BGI have been identifying a need for a youth space in Wellington for over ten years. BGI have been involved in consultation, research and planning to create such a youth space over the last decade. BGI was involved in the mid-2000s with a major proposal to establish a youth cafe which had wide public support but failed to gain resource consent. The current plans are a continuation of BGI's efforts to respond to young people's identified need for more dedicated youth spaces in Wellington. The advantage of the community kitchen and youth spaces is that it is non-commercial and is about youth and their families.

Community Kitchen Project – addressing child poverty

The Community Kitchen Project is a response to needs identified by families we work with who are struggling to provide healthy food for their families due to low income and lack of knowledge around healthy eating and cooking skills. In 2012 BGI began receiving donated fresh food from Kaibosh, and as we have begun using this food to support families in need, the Community Kitchen Project concept has developed. The Project is based around what we have termed the 'Kai Cycle', which incorporates every aspect of the food cycle (growing, gathering, preparing, cooking and feasting) with the community kitchen as its hub, providing opportunities at each stage for people to gather together as a community to learn, share skills and gain a sense of belonging. Young people and families will learn how to cook healthy meals using donated fresh food, and the style of lessons will enable participants to share their own skills and knowledge with others. Another core aspect of the Project is our 'Whānau Feed' gatherings, where families will gather together to cook a meal and share it together while discussing key topics including sharing parenting tips, discussing community issues etc. We have been successful in the Todd Foundation's current funding round for this project.

Summary of Youth and Community Centre Project

Key features of our building redevelopment include:

- Development of youth and whānau friendly spaces for structured activities and informal socializing and community building.
- Increase number of meeting rooms and design spaces to be multi-purpose
- Installation of a community kitchen, which will enable us to adequately cater for the many events and meetings held at our facility, as well as supporting our Community Kitchen/Whānau Feed project, which will involve cooking lessons and community meals
- Upgrade of bathroom facilities to cater to the number of users of the space.
- Increasing capacity by redevelopment of the internal space and building a mezzanine floor.
- Reconfiguration of entranceway to the building to improve access for all users (including wheelchair users) and provide a more welcoming environment for young people.

BGI has long-term security in its premises in Troup House, the building has been strengthened to a 68% earthquake rating, we have a 25-year lease of the two floors we occupy, and a supportive landlord.

Funding the Project

BGI has invested \$93,000 in full engineering and architectural working drawings. Drawings have been completed and costed by three tenderers. A total tendered cost for our project is \$1,875,000. Our project manager has identified ways to reduce this cost to \$1,788,000. BGI has been generously granted \$400,000 by the Lotteries Community Facilities Fund for this project. BGI was the only Wellington organization to receive a grant in our funding round, which was extremely competitive due to a number of large applications from Christchurch. St Johns Church, our landlord, is contributing \$350,000, with BGI's own capital funds and donations from other trusts and private donors adds up to \$650,000. We also have a grant of \$100,000 from TG MacCarthy. We need a further \$288,000 in order to make this project become a reality, and are seeking support from the community to help us reach our goal.

Further information available on request

- 20 letters of support from individuals and organisations, including the Police, Zeal, Evolve, Strengthening Families, Ara Taiohi, Youthline, Child, Youth and Family, Praxis, Te Ora Hou, WelTech, schools, and young people.
- Comprehensive Feasibility Study completed in 2012 for the Youth and Community Facility
- Architectural drawings for the proposed building redevelopment
- Full project budget
- 20 page Lotteries Grant Application.





18/05/2015

Item 2.1.111 Attachment 1

Wellington City Council

**Wellington Mountain Biking Economic
Growth Initiative (WMBEGI)**

Oral Submission to the Long Term Plan 2015
Matt Farrar, Chris Nicholls, Sam Knowles

7 May 2015



Our Vision

Wellington, the World's Best Mountain Biking City



18/05/2015

Item 2.1.111 Attachment 1

What are the economic benefits to the Wellington region of our business plan?

| Main Economic Benefits | Economic Impact |
|------------------------------------------------------|----------------------------|
| Attract tourists | \$1.7 Million per year |
| Attract and retain the high skilled to live and work | \$2 - 5 Million per year |
| Community health & well-being | \$10-\$12 Million per year |



Funding

10 Year financial investment of \$13 Million – Wellington Trail Trust

| Wellington Trail Trust – Seed Funding Year 1 | Amount |
|----------------------------------------------------------------------|------------------|
| Private Sector | \$100,000 |
| WCC | \$200,000 |
| Total Funding – Entity set up, general manager, funding model | \$300,000 |

Focused on progressing to a successful privately funded sustainable business model

WCC- One-off increase spend on mountain biking infrastructure in 2015/16

| WCC – One-off increased spending on trail network in 2015/16 | Amount |
|--------------------------------------------------------------|------------------|
| Marketing, information and awareness | \$50,000 |
| Trail Network | \$300,000 |
| Signage and way-finding | \$50,000 |
| Total One-off Funding Requested 2015/16 | \$400,000 |

18/05/2015

Item 2.1.111 Attachment 1



Wellington Trails Trust

- Formation of an Entity similar to the Queenstown Trails Trust
- A combination of WCC and private funding progressing to a successful privately funded sustainable business model
- Queenstown Trails Trust have raised and spent over \$7.5 Million between 2002 and 2012

The slide details the Wellington Trails Trust. It lists three key points: the formation of an entity similar to the Queenstown Trails Trust, the development of a sustainable business model through a combination of Wellington City Council (WCC) and private funding, and the success of the Queenstown Trails Trust in raising and spending over \$7.5 million between 2002 and 2012. To the right is a photograph of a person riding a mountain bike on a trail during sunset, with the sun low on the horizon over a landscape.

18/05/2015

Governance Group

| | | | | |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
|  David Perks Wellington Regional Tourism |  Ulvia Esterhazy Marketing |  Sam Knowles Governance & Business |  Ben Wade Business & Mountain Biking |  James Winchester Legal |
|  Karyn Scwell Wellington City Council |  Ashley Burgess Mountain Biking |  Anthony Edmonds Business |  Matt Farrar Business |  Caleb Smith Mountain Biking |

Examples of Employer Supporters





Mr Matt Farrar

Davanti

Matt.farrar@davanti.co.nz

Dear Matt

Re: Feedback on "The best little city in the world for mountain biking"

Creating and maintaining Wellington as a desirable place to live and work for highly educated, tech focused people is of high interest to us at Trade Me. Mountain biking is part of the puzzle to help us achieve it.

A high proportion of our staff cycle for either sport, recreation or transport and of those, mountain biking is often a highly rated option. We have roughly 10% of staff who use the bike as their main method of transport to get to and from work. This number appears to be consistently rising. We provide excellent shower facilities, fresh towels and drying cupboards for gear, all of which enhances the attractiveness to cycle to work.

We have a high proportion of people in the 25 to 40 age bracket, with many having young families who frequently utilize mountain biking as a core family recreation on the weekend as well as for their on individual interest and benefit.

We have a strong group of hard core riders like myself who mountain bike daily to work using off road tracks and gain tremendous value through health, friendship and business networks benefits.

The mountain biking amenity the city has created is one reason why many in Trade Me continue to love Wellington as a place to live and work. We regularly have offshore and out of town business people in disbelief at the level of mountain bike amenity we have within 5 minutes of our office and in my case an ability to ride a Super D course to and from work creates many an envious rider. I've read through your study and broadly understand the proposal. We support you in this initiative and any future investment in mountain biking by the Wellington City Council.

Having visited a number of cities who have successfully invested in mountain biking I would strongly support Wellington lifting its investment in this aspect of community amenity. Wellington has been ahead of the curve but we note that investment will need to continue in order to stay ahead.

I wish you all the best with this the proposal.

Yours Sincerely

A handwritten signature in black ink, appearing to read "Nigel Jeffries".

Nigel Jeffries

Head of Trade Me Property

From: Rod Drury <Rod.drury@xero.com>
Date: Wednesday, 25 March 2015 12:03 pm
To: Matt Farrar <matt.farrar@davanti.co.nz>
Cc: "andrew.maddever@xero.com" <andrew.maddever@xero.com>
Subject: Re: FW: Mountain Biking Initiative

Wellington is uniquely positioned between harbour and hills. We're already finding easy access to sports activities is a drawcard to attract new staff to Wellington. Our fantastic mountain biking is well known by locals and this initiative turbocharges that and will help us continue to attract the worlds best talent to the worlds best city.

Rod Drury
CEO, Xero - Beautiful accounting software
+64 27 600 0007 | [@roddrury](https://twitter.com/roddrury)
www.xero.com

From: Mike Brough <mike@dotlovesdata.com>

Date: Wednesday, 8 April 2015 10:40 pm

To: Matt Farrar <matt.farrar@davanti.co.nz>

Subject: Mountain Bike Business Case - support

Hi Matt,

Thanks for sending through the draft executive summary for making Wellington the Best City in the World for Mountain Biking. Based on what I read and my personal experience, I am a strong supporter.

I moved to Wellington after returning from my O.E in 2006 and quickly became hooked on mountain biking. The accessibility of the trails and the ability to mountain bike to and from work on quality trails were a big factor in me deciding to put my roots down in Wellington.

I agree that Wellington is mountain biking's best kept secret and am frequently reminded about a general lack of awareness of what Wellington has to offer. With some targeted investment, Wellington has all the ingredients to build on a solid foundation and position itself as a real destination for mountain biking.

A constant challenge of running a business in Wellington is trying to recruit top talent with specialised skill sets into the city. In a lot of cases, the attraction of Auckland in particular is too strong. In my opinion, positioning Wellington as the best City in the World for Mountain Biking would help to strengthen the appeal of living and working in Wellington.

Let me know if I can provide anymore help to support the business case.

Cheers

Mike

Mike Brough

Partner

Level 1, Huddart Parker Building

1 Post Office Square, Wellington 6011, New Zealand

PO Box 25489, Featherston Street, Wellington 6146, New Zealand

+64 (0)21 0465 191 | mike@dotlovesdata.com | dotlovesdata.com

DOT loves data

springload 

Level 7
Hope Gibbons Building
7 Dixon Street
Wellington 6011

23 March 2015

Wellington City Council
PO Box 2199
Wellington 6140

Dear Councillors,

Springload is writing to support a recent initiative looking at the economic benefits that can be realised through promotion and investment in mountain biking.

We are a design-led digital services company of around 30 people. We employ a lot of our staff from overseas because there is a real shortage of candidates in New Zealand (and particularly in Wellington) who have appropriate industry skills. Our staff are mainly a younger demographic and have been attracted to what Wellington has to offer, and what it can offer in the future.

We love the outdoors. We have a lot of mountain bikers and trampers at Springload who hit the trails in the weekend, and on their daily commute to and from work. We endorse and encourage cycling as a way to improve and maintain a healthy lifestyle.

We do believe that this initiative will add to the attraction of Wellington as a place to live and work. The economic benefits through staff recruitment and retention will have a positive impact on our business and assist general economic growth for the region. We are excited by the possibilities of this proposed investment in the development and expansion of the trail network.

Yours sincerely,



Alan Doak | **General Manager** | Springload



26 March 2015

Wellington City Council

Re: proposal to make Wellington the best mountain biking city in the world

Dear Councilors,

I understand that there is a group of interested business people and biking enthusiasts who are putting together a proposal for council as to how to make Wellington a truly world class mountain biking destination. I think this is a fantastic idea; as a business owner, keen cyclist and as a Wellingtonian.

I recently returned to New Zealand after spending 5 years in Colorado, USA, setting up and running a US office for another great Wellington company and exporter – phil&teds. I've seen first hand, the very strong links between 'bike & beer', specifically great craft beer and mountain biking. Fort Collins Colorado, where I set up the business, was home to North America's 3rd biggest craft brewery, New Belgium Brewing (annual turnover in excess of USD 200 million). The brewery was created after the founder took a 'fat tire' bike ride through Belgium drinking beer. The city has over 100 miles of mountain biking trails. In San Diego, the 2nd most popular tourist destination after the famous San Diego zoo, is a craft brewery. Beer tourism exists and is strong, as is the link between bikes and (great) beer.

I'm now helping grow the Garage Project business into a global brewery based out of Wellington. We now sell around the country as well as a fast growing export business in Australia, Norway, Sweden, Finland and (soon) USA. As we grow, attracting great talent is essential. We've grown our headcount by 20% in the last 6 months. We've already had two great examples of how Wellington's great mountain biking has attracted talent to the business. Carrie McLachlan is an experienced craft beer brewer who was working for Australia's most successful craft brewery, Little Creatures (who were bought by Lion Australia for AUD 380 million), recently approached Garage Project wanting to join our team. Carrie is the Western Australia and Victoria state mountain biking champion. She specifically noted the Wellington mountain biking trails and scene as a key reason for her move to Wellington and Garage Project. As business manager, I joined Garage Project in Oct 2014 having returned from Colorado and after having been offered an opportunity to be CEO of fast growing Auckland based exporter. The pull of the Wellington trails was a key part of my decision to come to Wellington.

Having seen the strong links between beer and bikes that exists in North America and due to our location in Aro Valley, at the base of a great trail network, Garage Project is very supportive of the mountain biking community, from the regular flow of bikers through our cellar door, to sponsoring riding events, to a soon to be released beer aimed squarely at the biking community.

The key opportunity I see that exists for Wellington in becoming the greatest mountain biking destination in the world, is the fact that all other (considered) great mountain biking cities in New Zealand are both, less urban and don't have the trail network right on the city fringe. We see 'bike tourist' come through the brewery, who have come to Wellington to access great riding right in the city, drink great craft beer, go to a show, and eat at world class restaurants. This combination is not something other cities in New Zealand are able to offer. I'm convinced that with some focused resource and effort to better link transport and infrastructure, encourage more entry level riders and link the trail network, Wellington will be a truly great biking destination, bring people and economic benefit to the city.

I hope you will get right in behind this great initiative for the city and would be happy to discuss further with you over the phone or in person.

Jason Crowe
Business Manager
Garage Project



Date: 25 March 2015

Wellington Office
Level 9, Spark Central
42-52 Willis Street
P.O. Box 570
Wellington
www.davanti.co.nz

Wellington City Council

Dear Councillors

Wellington City Council has sponsored developing a business plan looking at the economic benefit resulting from a greater investment in mountain biking.

Wellington's mountain biking was a key factor in my decision to return from the UK and live in Wellington.

My company Davanti Consulting has grown from 35 to 55 people in Wellington in the last 18 months. The Wellington lifestyle and in particular urban mountain biking is a strong feature of our recruitment campaigns. Many of our overseas hires and university graduates have been influenced to join Davanti and live in Wellington because of the mountain biking on offer here.

I believe the investments proposed in the WCC business plan will ensure that the "best kept secret" – Wellington Mountain biking, is exposed and many like-minded people will choose to further their career or grow their business in Wellington.

Yours sincerely

Matt Farrar
Director and Co-owner
+64 29 289 9697 | www.davanti.co.nz



CLEMENGER BBDO

31 March 2015

Wellington City Council
101 Wakefield Street
Wellington 6011

Dear Councilors,

I have been a proud Wellingtonian for almost 10 years now. Moving here from Sydney Australia, quite a few Aussies and Kiwis alike were questioning me as to 'why I was going against the tide?'

The questions got even louder and stronger when we had family issues, which would have led to most people moving 'back home'.

Well, home – even after a year in Wellington – was here. A very large component of this was the access I had to mountain biking. The lifestyle I had to raise my children, work, but then get out there among it, minutes from home or work for that matter, was priceless. I couldn't go back. The diversity of tracks from Wainui to Makara to Aro Valley and much more, continue to be a major part of my decision to call Wellington home.

Which is why I am a huge supporter of the business plan looking at the economic benefit resulting from a greater investment in mountain biking. I see immense benefits in the direction this initiative is taking and would support any future investment in mountain biking made by Wellington City Council. It's a way of life here.

I currently run Clemenger BBDO in Wellington, an advertising agency of 60 staff. We have over 20 riders here alone. Last week I believe some of my team, along with a few from our partner media agency and another digital agency went up to Crank Works in Rotorua spending a week there together. Mountain biking certainly strengthens the communication agency network here in Wellington...of course the ideal would be to see such an event as this in Wellington!

I would be happy to discuss any of this further.

Best Regards,



Livia Esterhazy
Managing Director

 thesweetshop



AUCKLAND | MELBOURNE | SYDNEY | BANGKOK | LONDON | LOS ANGELES

Hello Councillors,

I understand that the WCC is sponsoring the investigation into the economic benefits that Mountain Biking can bring to the region.

I'm a commercials and film director and could be based anywhere in the world as the company that I contract to is global. My work is mainly based in Europe and Australia but I choose to live in Wellington. A big reason/ in fact the only reason that we have chosen to stay in Wellington is because of the lifestyle that we live here.

Wellington is the easiest city in New Zealand to Mountain bike in, and (having travelled to many a mountain bike destination) from what I've seen it may be the best in the world with its close city proximity. I own 2 mountain bikes and in any given week I'm peddling cross country for 3 or 4 hours. I love it and have built a house at an entry to one of my favourite trails.

I was one of the first of my peers and friends to get into mountain biking and it seems that my enthusiasm has been eclipsed by those that I've managed to attract to the sport. Someone said to me that MTBiking has become the golf of our generation (I'm now 43). I think that might well be true. My wife and her friends all Mountain Bike, and riding is a way for them to catch up with each other without kids interrupting them.

Mountain biking is definitely one of the many great lifestyle benefits that our city has to offer, for me its one of the most important and from what I've seen its also become one of the most popular and can only grow from here. In terms of longevity, I've also got kids in the WORD mountain biking programme that is very popular (they are turning kids away) its a growth sport.

We got into it even though our parents hadn't - for every Mum and Dad that does it there will be kids that will be sure to follow, the first generations of children with parents that have mountain biked are only just leaving home.

My kids interest in the sport is another factor in us staying on in Wellington.

Keep up the good work it helps to keep my wife off my back about moving to Barcelona. People that Mountain Bike are people you want to have in Wellington. I've been offered a number of jobs overseas that I've accepted only on the basis that it's shot in New Zealand and use fellow kiwis. It's good for our economy to keep me here in Wellington

PS. It's also in the interest of tourism to Wellington that middle aged men wearing lycra (like me) disappear into the hills on their bikes.

Your Sincerely
Mark Albiston

Mark Albiston | Director
Office: +6492023390 | Mobile: +6421425243 | Skype: markalbiston | <http://www.thesweetshop.tv>

AULDHOUSE
—we make people smarter—

Wellington City Council

Dear Councillors

I am aware that the Wellington City Council has sponsored developing a business plan looking at the economic benefit resulting from a greater investment in mountain biking.

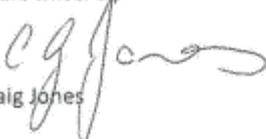
Mountain biking, the beaches and the local natural resource in the Wellington area have played a significant role in terms of influencing my decision to run my business from Wellington.

We provide IT training all over the country - Auckland, Wellington and Christchurch and due to Wellington's lifestyle benefits, which include having easy access to some of the best mountain biking and trails, a number of our students from other areas specifically come to Wellington for our course to take advantage of our riding options.

Their decision to base their courses here in Wellington directly creates economic benefits not only to us, but they clearly require accommodation, restaurants and entertainment while here for their 5-10 day courses.

Auldhouse is encouraged that Wellington City Council is focusing on further developing Wellington's trail network and its associated infrastructure. This is likely to have a further flow on effect to our business and those that interact with us indirectly and directly.

Yours sincerely



Craig Jones

Craig Jones | Wellington Sales Manager
Ph +64 4 473 2314 | Mb +64 027 478 4148 craigj@auldhouse.co.nz | auldhouse.co.nz

AULDHOUSE
—we make people smarter—


NZ'S MOST AWARDED MICROSOFT
TRAINING PARTNER
GOLD LEARNING SOLUTIONS PARTNER OF THE YEAR
2007, 2008, 2009, 2010, 2012, 2013, 2015



Brett Hudson
National List Member of Parliament

Matt Farrar
Director
Davanti Consulting
Wellington

7 April 2014

Dear Matt

I believe the Wellington Mountain Biking Economic Growth Initiative (WMBEGI) represents a fantastic opportunity for Wellington. For a host of reasons - from food, café culture and entertainment, through to creative and tech industries - Wellington is already seen as the best city in the world by so many of its residents. To add international recognition as the best mountain biking destination to that list is a vision worthy of the city and its people.

My congratulations to you and your colleagues for the boldness in preparing and proposing such an aspirational initiative. The work you have done to identify and quantify benefits of increased tourism, migration and health is commendable.

We are indeed fortunate to have a network of mountain biking trails so close to heart of the city and accessible to residents and visitors alike. I believe your plan to better integrate the network and to develop trails that can cater to all ages and capabilities of riders would greatly enhance the value of these assets to the city.

We are acknowledged as the "coolest little capital" in the world today. Initiatives such as yours will ensure we remain so into the future. I would like to add my endorsement to your proposal and extend my best wishes for the next steps. If I am able to be of assistance, please do not hesitate to contact me.

Regards

A handwritten signature in blue ink, appearing to read 'Brett Hudson'.

Brett Hudson
National List MP
Based in Ōhāriu

Parliament
PH: +64 4 817 9239
E: Brett.Hudson@parliament.govt.nz
Private Bag 18888 Wellington, 6160



Parliament Buildings, Wellington 6160, New Zealand

Electorate Office
PH: +64 4 478 0628
E: Gay.Ballance@parliament.govt.nz
Level 2, 29 Broderick Rd Johnsonville

studiopacificarchitecture

Level 2
74 Cuba Street
PO Box 11517
Wellington
New Zealand
Telephone
+64 4 802 5444
Facsimile
+64 4 802 5446
Website
www.studiopacific.co.nz

16th April 2015

Wellington City Council
Economic Initiatives Development Fund Committee
PO Box 2199
Wellington 6140

To Whom It May Concern:

In support of business case: for consideration by Wellington City Council's "Economic Initiatives Development Fund Committee"

As a keen but part time mountain bike rider I write in support of the business case proposal to the Wellington City Council Investment Economic Initiatives Development to enhance the mountain bike trail network and to attract new riders and visitors to Wellington.

Wellington topography is perfect, offering a broad range of trail biking options within minutes of the CBD. The opportunity to attract a growing adventure tourist market that already enjoy the cultural and arts offering so well developed in Wellington is strongly supported.

The opportunity exists by providing a more developed mountain bike track network to add additional nights to a Wellington stop over for national and international visitors. The benefits of this are obvious, with the hospitality industry and cultural attractions also benefiting from these increased visitor nights.

As a father with young children, I am also aware that the current network of tracks are generally suitable for more advanced riders. The development of close and readily available beginner and intermediate tracks is also strongly supported.

Having just spent the Easter break in Rotorua for the second year in a row and also having made special trips to other parts of the country to experience mountain biking through the year, I have witnessed the large investment by other local and regional councils into the mountain biking industry. Other centres have developed infrastructure in support of mountain biking, making the stay an extremely enjoyable and effortless family holiday. The opportunity exists for Wellington to build on its reputation as a city that celebrates its natural attributes and resources but also attracts a type of traveller used to getting out 'amongst it', who already enjoy Wellington's unique personality and character. Investment by the Wellington City Council into this business tourist and recreational growth area is encouraged and supported. The mountain biking initiatives will help to provide an additional layer of richness to the visitor and Wellington residence alike.

Yours Faithfully,



Stephen McDougall
Studio of Pacific Architecture Ltd

Studio of Pacific Architecture Limited
Directors: Nicholas Barton (Sydney) | Stephen McDougall | Ewan Nevill
Senior Principal: Murray Down | Principals: Gary Carter | Birken Hardy | Malcolm Liley | Mark Widdowbury
Senior Associate: Peter Mitchell | Associates: Frances Moughan | James Wallace

Marcel van den Assum
4 Wharemauku Road
Raumati 5032
Kapiti Coast

4 April 2015

Wellington City Council,

Dear Councilors

I am aware that the Wellington City Council is developing a business plan to determine the economic benefit from a greater investment in mountain biking.

As an angel investor in, and director of, early stage high growth companies, I am very conscious of the wider eco-system that encourages technology and business creativity. Entrepreneurs and their teams are drawn to an environment that not only offers capital and capability to support their ventures, but offers social interaction and physical activities that inspire, rejuvenate and relax.

Wellington is leading New Zealand in entrepreneurial initiatives. Most of the startups I meet with have mountain bikes parked in the office to get to work or go for a blast during the day, which tends to be long and demanding. The benefits of having such a draw card, bringing Kiwis to the city and many from offshore, is literally immeasurable.

You need to believe it is fundamental to a holistic vision for Wellington's social and economic development!

I encourage the Wellington City Council to further develop the trail network and supporting infrastructure.

Yours sincerely



Marcel van den Assum
Chairman
Angel Association New Zealand

Comment on the Proposal to Develop Mountain Biking in Wellington.

These comments are based on opinion, not analysis but I consider them to be relevant and well founded.

I was born in Wellington, lived here twice as a CEO/MD (NZ Institute of Economic Research; and Comalco NZ/ a Rio Tinto MD); and since 1988 as a Company Director/Chairman (including BNZ, OceanaGold, Carter Holt Harvey, Ports of Auckland, National Australia Bank, Leighton Contractors Pty Ltd; and working in numerous other Private Sector and Public Sector roles. I represented Wellington in rugby and surf life saving.

I strongly support the development of mountain biking (MTB) facilities in Wellington, on a significant, internationally competitive scale.

- The geography generally, terrain and climate are ideal.
- It is an excellent, healthy recreation, and sport, for a wide range of ages and abilities.
- It is a very accessible (economically) and flexible activity, for individuals or groups. It doesn't need large stadia or major infrastructure
- It appeals, in many respects, to many people.
- It complements Wellington's aspiration as a liveable, widely appealing city.

Wellington aspires to be a high tech, innovative centre. MTB appeals to many who work in those sectors.

It is not age limited. I bike for recreation 4 - 6 days most weeks.

A number of my friends/colleagues in the 50s, 60s, and 70s, including senior business leaders and retirees - male and female, are very keen and active participants.

The development of facilities should accommodate older participants, including those who just want to "smell the roses" and finds roads too dangerous. This is a potentially important aspect.

It would be a significant adjunct internationally and domestically to Wellington's image and reputation.

I spend time at Ohakune and on the Central Plateau. I have seen the development of biking there in recent years, in all forms, with a very positive impact on the community, economy and visitors. I have also seen its positive impact at places like Whistler and Vail. It has become a major off-season attraction for these ski resorts.

In Wellington, it can be a 12 - month attraction.

Kerry McDonald

Matt Farrar
Queen St
Mount Victoria
Wellington



Re: Mountain Biking in Wellington

Dear Matt

I appreciate the chance to lend my support to the cause of mountain biking in Wellington. The reasons for my interest in this topic are as follows:

- As the owner of both a data science (Harmonic Analytics) and an agritech (Regen) company in Wellington, I have a particular interest in attracting the brightest STEM graduates, primarily statisticians, environmental scientists and software engineers. These graduates reflect the new generation of kiwis and immigrant graduates, they are fit and enjoy the outdoors. Having a choice of mountain biking options from the office at lunchtime is a real advantage of living in Wellington.
- As a Trustee of the Mount Victoria community centre, New Crossways. We promote various outdoor and fitness initiatives to the community at large. With increasing rates of depression related illnesses, maintaining fitness levels is important for vulnerable residents, particularly teenagers and mothers.
- I am a father of and I would like all of them to enjoy mountain biking on safe, well managed trails

Please don't hesitate to ask for further clarification or support.

Yours Sincerely

A handwritten signature in black ink that reads "Phil Shepherd".

Phil Shepherd

CEO, Harmonic Analytics Ltd

www.harmonic.co.nz

Item 2.1.111 Attachment 1

findrecruitmentTM

Wellington City Council

Dear Councillors

I am aware that the Wellington City Council has sponsored developing a business plan looking at the economic benefit resulting from a greater investment in Mountain biking.

I am an owner of an established recruitment company in Wellington. Over the last 17 years we have placed a large number of professionals into executive roles within the Wellington region. A fair proportion of these candidates have come from outside of Wellington and often overseas.

A common theme that comes up when we ask them about why they have chosen Wellington over Auckland for example is its ease of getting around. Whilst this includes our excellent public transport system but also the proximity to world class mountain bike trails. They just cannot believe that they can leave work at lunch time and in 5 mins be on some of the best terrain in New Zealand.

We believe Wellington needs every possible edge it has to retain and attract top quality talent and this is one of the things that we can offer that other cities can't.

It is hugely encouraging that the Council is focusing on developing Wellington trail network and its associated infrastructure.

Please keep up the good work on this.

Kind regards



Rob Woodward

Director

Find Recruitment Limited

Level 13, 342 Lambton Quay, PO Box 25-015, Wellington 6146

04 471 0164

www.findrecruitment.co.nz



ANDREW MURRAY
GYNAECOLOGIST FERTILITY SPECIALIST LAPAROSCOPIC SURGEON

1 April 2015

Wellington City Council
PO Box 2199
Wellington 6140

Dear Councillors

I understand that Wellington City Council is currently sponsoring a business plan looking at the economic benefit resulting from greater investment in mountain biking in the Wellington region.

I am writing to support this initiative.

My skills and qualifications are such that I could choose to live anywhere within Australia or New Zealand and enjoy a satisfactory professional life. One of the main reasons I have chosen to locate my practice in Wellington is due to the fantastic lifestyle that this city affords us.

In particular the network of mountain biking trails that are within five minutes of both my home and work are a significant factor in my decision to remain here. In addition I know that it has also formed a critical part in the decision of several of my recent employees' decision to work here as well. I have been able to attract other health professionals to work alongside me here in Wellington due to their own interests in mountain biking which can be pursued with ease here.

Because of my professional status I do get to enjoy the income that comes from that. The Wellington economy in turn benefits from that.

I absolutely support Wellington City Council focusing on further developing Wellington's trail network and associated infrastructure. This will contribute to attracting high calibre business people and professionals who will in turn contribute significantly to the Wellington economy.

Yours sincerely

DR ANDREW MURRAY
Medical Director
MBChB FRANZCOG CREI
Gynaecologist and Fertility Specialist

clinic
Level 2
205 Victoria Street
Wellington

postal
PO Box 11048
Manners Street
Wellington

t (04) 354 8401
f (04) 354 8402
m 0270 389 702
e amurray@gyn.co.nz

30 March 2015
Wellington City Council

Planit Construction
PO Box 2508
Wellington 6140
P 04 380 1958
021 397 710



Mountain Biking in the Capital

Dear Councillors,

I am writing in support of the work I understand a group of individuals are doing to develop a business plan funded by the council looking into the economic value of Mountain biking in Wellington

I (and my family) are keen mountain bikers and am happy to have my business based in Wellington due to the ready access to good mountain biking trails and their proximity to the city. However having just returned from Rotorua this past weekend for Crankworx I would say this is the benchmark in New Zealand for mountain biking and its associated infrastructure at the moment and if I could run the business I do from there I would probably move there for this reason.

For this reason I strongly support further development of the mountain biking infrastructure in Wellington as not only will it be good for me and my family but it will attract others to Wellington and enable me to attract and retain staff for the same reason.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Rowan Hannah".

Rowan Hannah
rowan@planitconstruction.co.nz

**Planit Construction are Award winning Registered Master Builders, Licensed Building Practitioners,
Future Proof Building Partners.**



39 Fairview Crescent
Kelburn
Wellington

26 March 2015

Wellington City Council

Dear Councillors,

I have had the opportunity to review the executive summary of the business case prepared by the Wellington Mountain Biking Economic Growth Initiative (WMBEGI). I wholeheartedly endorse this proposal as an exciting low-cost but high-value economic initiative that would deliver a wide range of societal, environmental and economic benefits to Wellington.

I have lived in Wellington for four years and am currently moving from a senior executive role in a Crown Entity to a similar role in one of New Zealand's top five public companies. My decision to retain my residence and family in Wellington has been significantly influenced by the rapidly growing mountain biking community here and the many tangible and intangible benefits it brings to the urban-natural lifestyle unique to Wellington. I will be establishing a Wellington office to facilitate this professional lifestyle decision.

The clear economic benefits of the WMBEGI initiative are underpinned by a powerful Social Enterprise approach that reflects the global movement toward mountain biking as a social rallying point that better integrates communities, cultural groups, generations and tourism through use of a single network infrastructure.

I welcome the Wellington City Council's intent to develop the cycling infrastructure here and I support the WMBEGI initiative as a means to increase the attraction of Wellington as a place to visit, live, work and play.

Yours sincerely



Stephen Hunt

WORKING STYLE

HEAD OFFICE
8 Eirik Street, Parnell, Auckland
PO BOX 17546 Parnell, Auckland
P 0064 9 368 7945
F 0064 9 368 7892
www.workingstyle.co.nz

31st March 2015

Wellington City Council.

Dear Councillors,

I am delighted to hear council is considering a business case looking at the benefits from greater investment in mountain biking in Wellington.

I'm not sure how many Wellington people ride bikes but if my experience of clients at our high end menswear store is anything to go by, it's a lot.

It would be no exaggeration to guess that probably half (conservatively) of my top clients ride a bike and that group is split between roadies and MTB with many of them doing both. They are high earning and influential, the kind we need to attract and retain. This group cherish the current MTB track that exists and crave more. It certainly true there's nothing like it in Auckland and little prospects for significant change. This fact is often lamented by my clients who have moved to Auckland. As for Christchurch, they've seen the light so we should be careful not to hand them the lead.

If Wellington was to promote track building even more and then promote that as a major tourism draw card overseas, I can foresee Wellington becoming the number one *city* MTB destination in the world. This would be a major accomplishment and a wonderful claim to be able to make.

The number of cyclists has grown a lot in the last few years and so has the trail network. I say Wellington should capitalise (forgive pun) on this and not simply rely on osmosis. I support Wellington investing in the potential mountain biking offers our cool little city.

Yours sincerely,



Rex Massey-Molloy.

Wgtn Director.

021 744 000.

rmasseymolloy@workingstyle.co.nz

Item 2.1.111 Attachment 1



21 March 2015

Wellington City Council

Dear Councillors

I am aware that the Wellington City Council has sponsored developing a business plan looking at the economic benefit resulting from a greater investment in mountain biking.

For me mountain biking and the Wellington trail network have played a significant role in terms of influencing my decision to run my business from Wellington.

While it is easy to argue that it makes more financial sense to move my company to Auckland, this would mean foregoing Wellington's lifestyle benefits, which include having easy access to incredible mountain biking and trails.

The decision to base my business here directly creates economic benefits like employment, as well as providing financial benefits to our Wellington suppliers, which includes companies like PWC, the Public Trust, Deloitte, and DLA Piper.

It is hugely encouraging that Wellington City Council is focusing on further developing Wellington's trail network and its associated infrastructure. This reflects that I believe mountain biking plays a key role in attracting people (and retaining them) to live and work in Wellington.

Yours sincerely



Anthony Edmonds

18/05/2015

Item 2.1.114 Attachment 1



From the Long Term Plan

“We will maintain existing levels of service for pools, recreation centres, sports fields and other Council funded facilities. Our focus will be on accommodating demand within existing facilities.”

“maintain the features that support our high quality of life”

18/05/2015

Item 2.1.114 Attachment 1

2014 WCC Income from Dog Owners

| | |
|--------------------------|---------------------|
| Dog re-registration fees | 996,451.55 |
| Dog collars | 1,990.84 |
| Pound fees | 43,765.65 |
| Dog infringement fines | 5,649.80 |
| Total | 1,086,655.67 |

10,676 dogs registered in Wellington

Animal Control – Income v Expenditure

2012

| | |
|----------------------------------|------------------|
| Income | \$1,125,128 |
| Animal Control & WCC admin costs | \$895,820 |
| Surplus | \$229,308 |

- Animal Control costs include all animals, not just dogs
- Only dog owners pay a registration fee to fund Animal Control
- Only dog owners are fined for having wandering / out of control animals

18/05/2015

Current provision of recreation areas

- 51 exercise areas
- 7 beaches
- 2 fenced dog areas – not funded by WCC

WCC Dog Policy (2009) states:

Where the likelihood of conflict exists between dogs and the public at large, access for dogs to public places will be restricted

“Our focus will be on accommodating demand within existing facilities”



18/05/2015

Item 2.1.114 Attachment 1



What Wellington Needs

- 'Destination' dog parks – poo bins, drinking water, fences
- Public education on appropriate activities in dog areas eg: not a picnic area, kids under control etc
- Consultation with dog owners when mixing park usage

18/05/2015

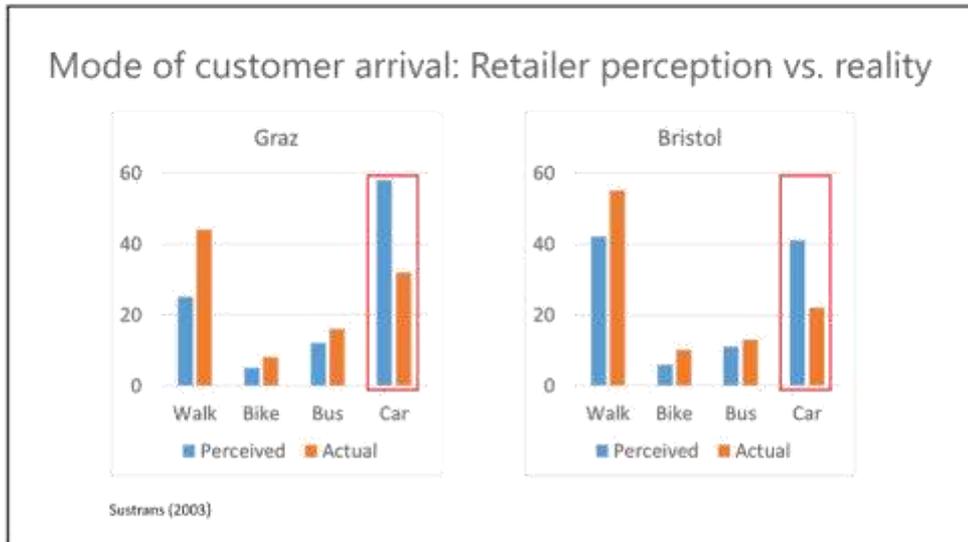
Item 2.1.114 Attachment 1



18/05/2015

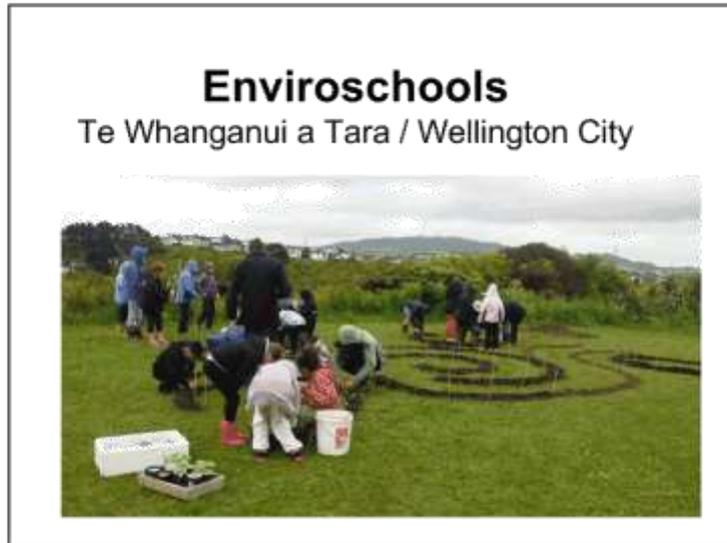


18/05/2015



Item 2.1.115 Attachment 1

18/05/2015



18/05/2015

Item 2.1.116 Attachment 1



18/05/2015



18/05/2015

Item 2.1.116 Attachment 1



18/05/2015

**Action at Te Puna Reo o
Ngā Kākano**

Designing & painting artwork for drains to express our concern and to raise awareness of stormwater pollution ...



Seaweed
beach clean up



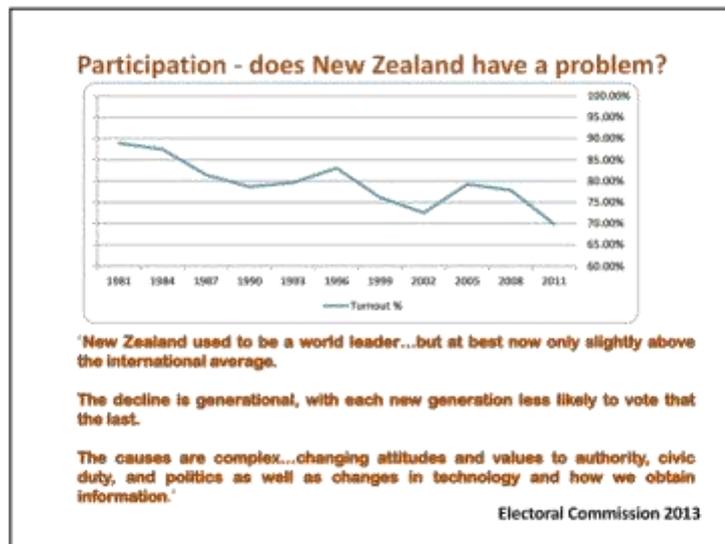
Analysing the rubbish
found on the beach



Discussing where
storm water goes

18/05/2015

Item 2.1.118 Attachment 1



18/05/2015

Citizenship education teaches:

1. Principles of democracy, justice and equality
2. How New Zealand is organised and governed
3. How people can and should work together to solve challenges
4. Political literacy, so people may contribute as informed and responsible citizens.

Positive experiences in civic participation strengthened students' commitment to being involved and students linked their positive experiences to their desire for continued participation (Wetzheimer, 2003).



An iconic addition to Wellington's waterfront



'The design draws initially on the idea of a hammock, as a place to meet, be safe and sleep - a home. The design also references wharf activities as ship hull and dry dock.

The interior hull form, hung from the roof structure and intentionally expressive through a clear glazed facade, houses protected sleeping spaces for children and care givers.'

Warren and Mahoney

18/05/2015

The Citizenship Centre

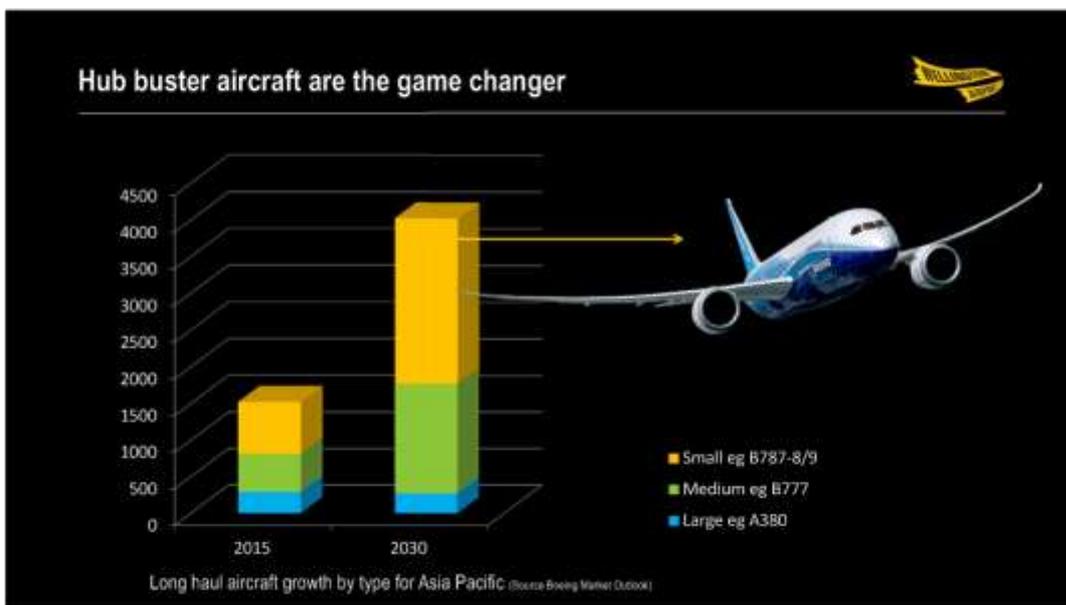
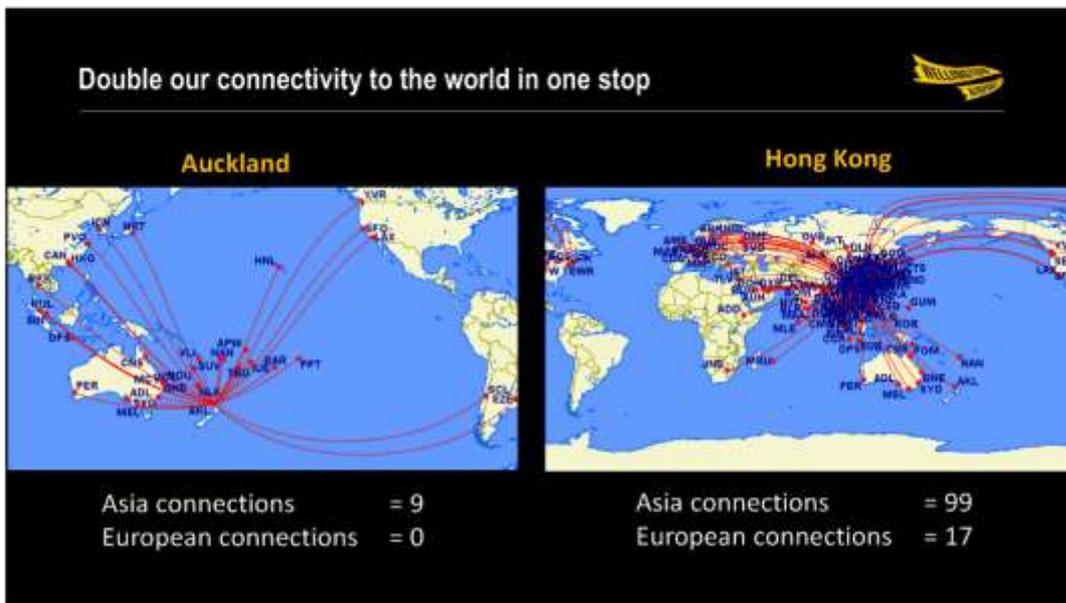
...an opportunity for Wellington City

- ✓ Modest investment sought
- ✓ Significant ongoing returns offered
- ✓ Low risk to ratepayers



15/05/2015

Item 2.1.121 Attachment 1



15/05/2015

Item 2.1.121 Attachment 1

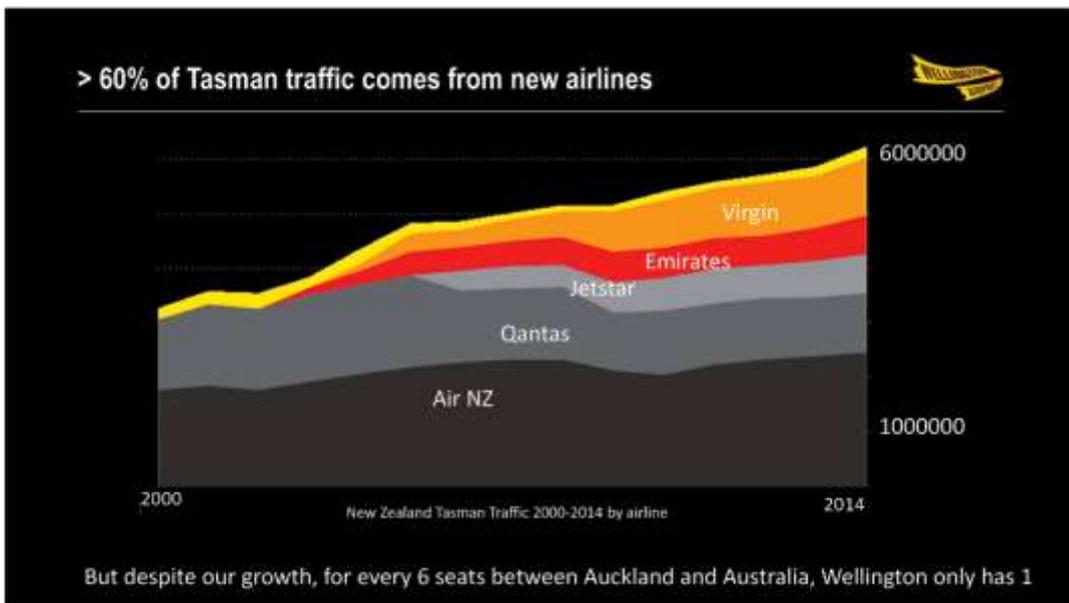


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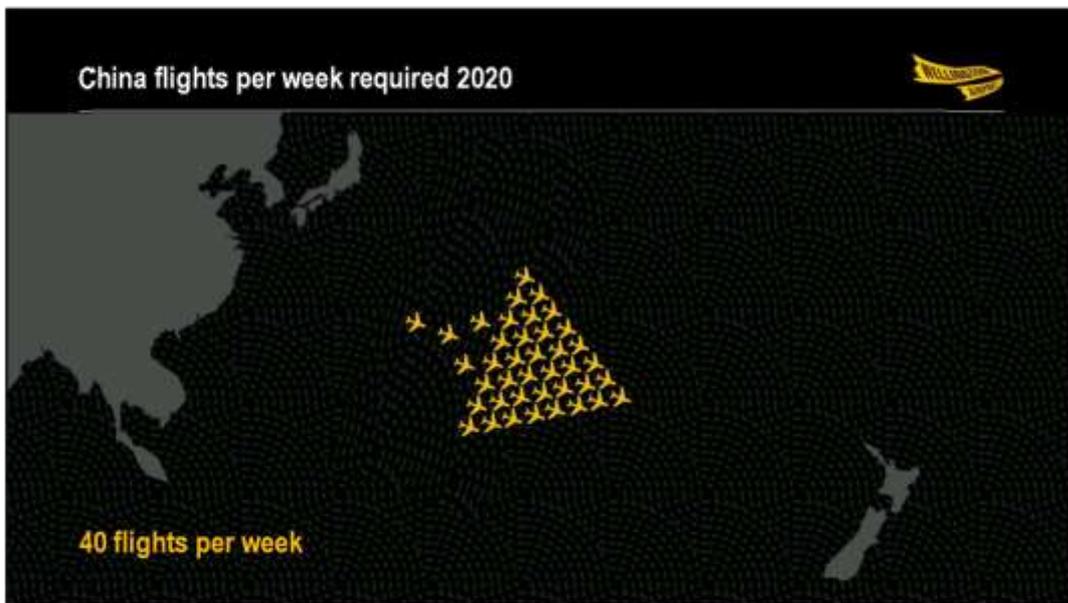
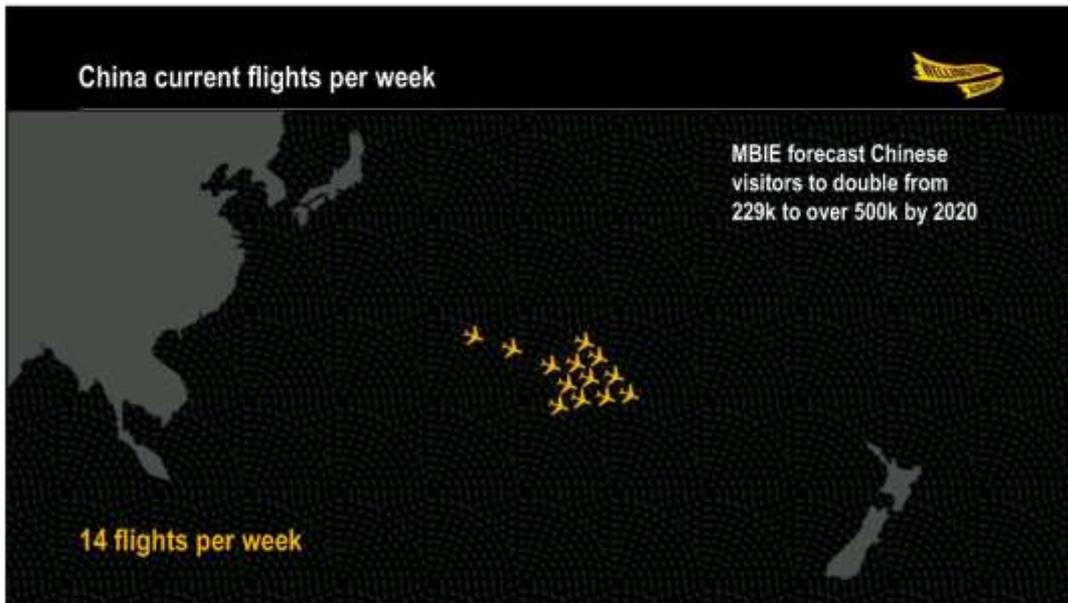
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Item 2.1.121 Attachment 1



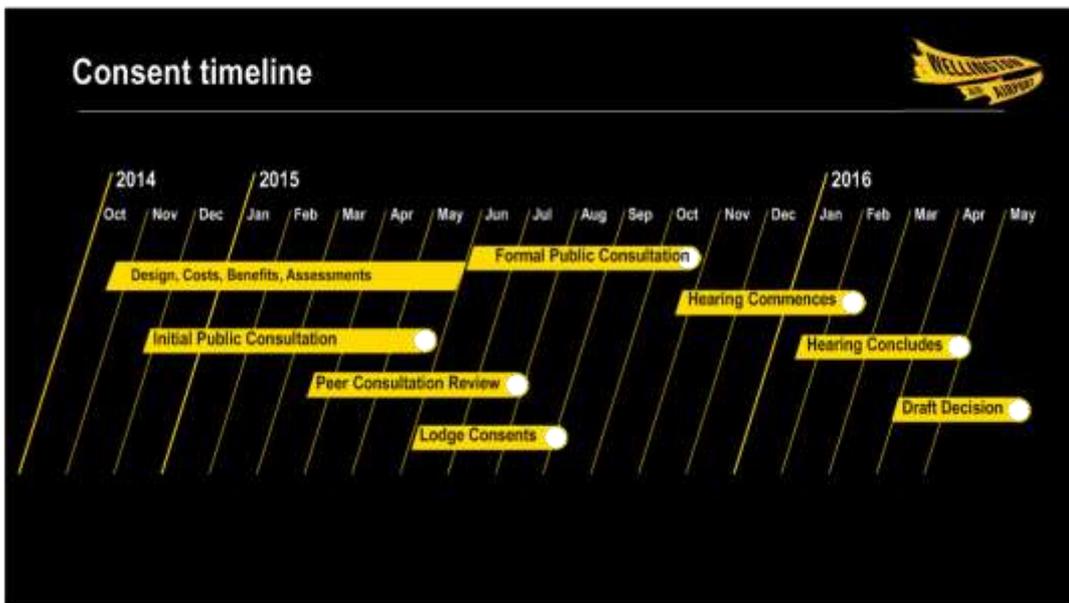
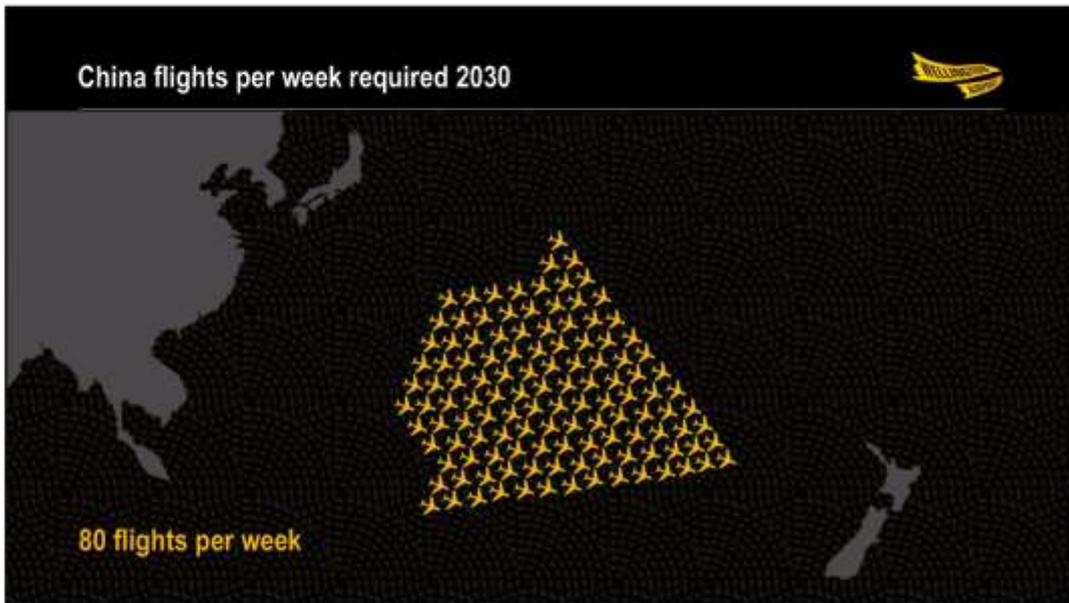
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Item 2.1.121 Attachment 1



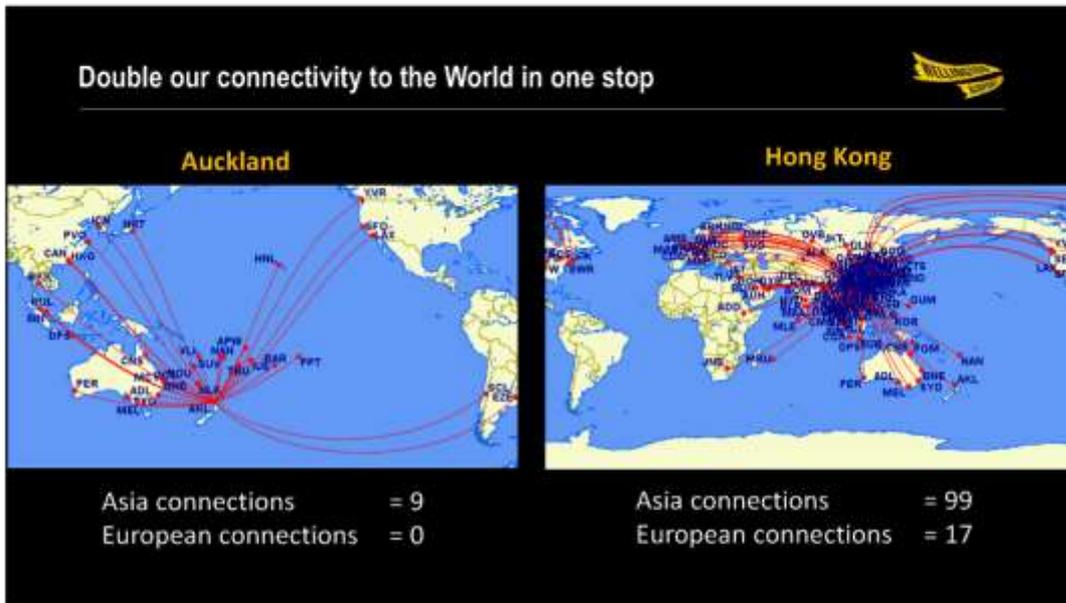
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Item 2.1.121 Attachment 1



15/05/2015

Item 2.1.121 Attachment 1









7 May 2015

Kaka Project Steering Group Brooklyn area initiatives for the Long-term Plan

This is the submission of the Kaka Project Steering Group on the Wellington City Council's Long-term Plan for 2015.

This submission draws on the Kaka Project's extensive public consultation processes and requests that the council incorporate specific initiatives in its Long-term Plan, with a view to resources being allocated for the next financial year.

Introduction

The Kaka Project is a collaboration between local residents from the Brooklyn Area and the Wellington City Council. Our stated goal is:

"To initiate broad and united discussion among all residents about the future use of community resources. The Brooklyn Area, like any neighbourhood, has a diversity of residents. It also has a diversity of facilities which could be used more effectively. We have the chance to shape the future of our Brooklyn Area."

The Project has a steering group comprising a core of approximately 15 willing locals, with further people welcomed to attend and contribute along the way. A number of us provide perspectives of groups such as local primary schools, the Brooklyn Community Association, Brooklyn Residents Association, Brooklyn Resource Centre, Vogelmoor Community Group, and many other groups directly or indirectly. We came together, starting in May 2014, when it became apparent to the community and council staff that there were several converging issues within the area that would best be addressed more holistically. There had already been discussions between council and the community around the idea of community-led planning and specifically whether the Porirua experience of 'Village Planning' was an appropriate model for the Brooklyn Area.

This community-led consultation process became known as the Kaka Project: Brooklyn Area Community Planning. The name of the project is intended to signal that it relates not only to the central part of Brooklyn, but also to the adjoining hilltop areas of Kowhai Park, Panorama Heights, Vogelmoor, Mornington and Kingston.

The project has followed 4 stages to date:

- Stage 1 - forming a steering group, agreement of process and initial arrangements
- Stage 2 - first phase of public consultation about broad ideas,
207 written submissions received.
- Stage 3 - second phase of public consultation about specific initiatives,
186 written submissions received.
- Now - further analysis and option development.

The process has been richly beneficial for the community, with its positive, proactive approach to developing a vision for the area. In particular, it has enabled many of those involved to participate in community consultation processes, promoting engagement with the council, and fostering a fantastic network within the community. Consultation events and other promotions for the project have been enjoyed by many.

We are very grateful to the council staff who have facilitated the project, and to the council for trying this novel approach.

The following two documents are **attached** for your information:

- Phase 2 consultation document, which outlines the particular initiatives on which further feedback was sought.
- Summary of feedback received in the second phase of consultation. This summary was prepared by council staff.

Two key projects have emerged for which substantial council support is requested. We also request ongoing support from the council for the continuation of the Kaka Project and for some specific community-building initiatives in the short term.

Brooklyn Hub

Our community's vision is for a community hub to be developed in central Brooklyn. This hub could take the shape of a single multi-purpose building, a cluster of linked facilities, or a combination.

Brooklyn School needs a school hall/gym and funding has been allocated by the Ministry of Education for this purpose. The school is interested in developing this hall/gym in conjunction with the community and the Ministry supports this idea. This community asset would be a multi-purpose functional space that will benefit the wider Brooklyn community. Investing in this urban development is a once in a lifetime opportunity for the council to partner with central Government in our community.

Submissions demonstrated that there is support for the development of a hub on a single site in the Brooklyn Village area. There was rich detail in the submissions about the concerns or preferences of a number of submitters, with some supporting the alternative of better linkage of facilities on separate sites, without a single hub. The Brooklyn hub project team will investigate the best site and whether a single hub or linked facilities will best work for our community.

Our intention is for facilities to be linked and co-ordinated across the community.

A Brooklyn Hub project team is being established, whose initial tasks will be:

- analyse the community feedback
- facilitate consideration by stakeholders of the extent of their involvement
- develop the concept options for the hub in light of urban planning, feasibility, design, scale and available funding
- seek feedback from the community and WCC on the options to propose a solution for implementation
- plan the project in conjunction with the council.

Members of the project team will be invited from the following:

- Brooklyn School
- Brooklyn Community Association
- Wellington City Council
- A local architect
- Retailers and businesses.

A number of particular stakeholders have been identified:

- Ministry of Education
- Brooklyn Resource Centre
- Brooklyn Scouts
- Brooklyn Playcentre
- Fire Service
- Brooklyn Community Centre users
- Vogelmorn Hall users
- Vogelmorn Precinct project team.
- Sports clubs

Requests for LTP

We request that the Long-term Plan provide for the development of the Brooklyn hub in conjunction with Brooklyn School's new hall/gym. In particular, we ask for the following:

- Advice on urban planning
- Funding for the development of the concept: feasibility and design, rough order of costs (quantity surveyor), project manager/administrator.

Vogelmorn Precinct

The development of a precinct around Vogelmorn Hall is envisaged from within existing facilities. The precinct would be a multi-functional space, complementary to the facilities in central Brooklyn, again with shared bookings and co-ordination. The Vogelmorn Community Group Trust is currently engaged with The Vogelmorn Foundation, the trust that owns the adjacent former bowling club property, to see whether there is a viable future for the former

club's buildings as a community facility. The Foundation has granted the Community Group until the end of June 2015 in which to generate activity and prepare a business case. The Foundation will subsequently decide the site's future. This process is separate from the Kaka Project, but its outcome will have implications for the adjoining hall and green.

Submissions to the Kaka Project also demonstrated support for the development of the precinct at Vogelhorn. Similar to the Brooklyn hub proposal, there was rich detail in the submissions about the concerns or preferences of a number of submitters. We believe that the wider needs of the community will be resolved by having the Vogelhorn Precinct and the Brooklyn Hub developed in concert.

Now that the green is available for use in association with the hall, a short-term goal is to improve the access from the hall to the green. Direct access from the main body of the hall would improve the usability of the site, and particularly would provide fire egress.

A project team is being established, whose initial tasks will be:

- analyse the community feedback
- liaise with the council about the improvement of access between the hall and the green
- develop the concept for the precinct and prepare a plan in conjunction with the council.

Members of the project team will be drawn from the following:

- Vogelhorn Community Group Trust
- Ridgway School
- Wellington City Council
- Brooklyn Community Association

Invitations to participate in the project team will also be extended to The Vogelhorn Foundation and the Vogelhorn Tennis Club.

A number of particular stakeholders have been identified:

- Friends of Owhiro Stream
- Hall users
- Local communities, including Kingston
- Brooklyn Hub project team.

Requests for LTP

We request that the Long-term Plan provide for the Vogelhorn precinct to be retained and developed. In particular, we ask for the following:

- Concept feasibility support
- Decision to retain Vogelhorn Hall
- Decision to retain the former bowling green
- Commitment to integrate the hall and the green to enhance usability as well as improving fire egress so that the hall can be used by Ridgway School and for larger events.

Community Celebrations and Connectedness

The Kaka Project has itself demonstrated the benefit of improved community networks. Many of us, while involved in active groups in the area, had not met before. The opportunity to work alongside each other has been invaluable, and has resulted in better co-ordination and communication about the issues affecting our area. Communities can only become more cohesive and resilient through such interconnectedness.

Celebrations and events

Feedback from our consultation has consistently endorsed suggestions to improve community connectedness through celebrations, events and networks. The council already supports groups seeking to develop community events, and we are grateful for this. As part of the ongoing impact of the Kaka Project, community groups will work together to organise further events around the community. An example of this is the Kaka Project beginning to work with WREMO and others to develop a 'Community Driven Emergency Response Plan' for our area.

Members of this project team will be drawn from the following:

- Brooklyn Community Association
- Vogelmoor Community Group
- Residents Associations.

Invitations to participate in the project team may be extended to other community groups as appropriate.

A number of particular stakeholders have been identified:

- Wellington Regional Emergency Management Office
- Wellington City Council: Events team, Community Services team, Parks Sports and Recreation team.

Request for LTP

We request that the Long-term Plan provide for the council's continued generous support for community events (thank you!).

Community Gardens

A vibrant community orchard now enhances Brooklyn Village next to the Brooklyn Community Centre. This orchard is well-maintained by a fantastic group of enthusiasts. The council is familiar with the benefits of community gardens situated across the city. People value the thoughtful planting of public spaces even when this does not involve food plants. For example, the recent consultation by council officers about the planting of the Krull Street playground was very well received in the community. The activities of the Friends of Owhiro Stream are also deeply appreciated.

The feedback we received emphasised the community's appreciation of community gardens and orchards and expressed the hope for the council's support for further such

initiatives. Some submitters were dubious about the ability of communities to sustain the ongoing effort needed for these gardens. We acknowledge this, and suggest that this be taken into account when planning what new gardens could be established. Priority should be given to founding gardens on plots of land with which particular community organisations are associated (as Brooklyn School and the Scouts and Guides are with the community orchard in Brooklyn Village). Schools are prime candidates for this approach. For example, the Ridgway School Board of Trustees has indicated that it would welcome the consideration of a community garden or orchard in connection with the school's imminent refurbishment.

Members of this project team will be drawn from the following:

- Brooklyn Food Group
- Friends of Owhiro Stream and Upstream will be invited
- Wellington City Council staff.

A number of particular stakeholders have been identified:

- WCC: Community service, Parks, Sport & Recreation
- Schools
- Brooklyn Gardening Club
- Brooklyn Track Builders.

Requests for LTP

We commend the council for its consultation on playground planting, and request that the Long-term Plan provide for:

- further engagement on greening and environmental initiatives
- support to identify what land is available for planting on
- on-going support from WCC for community gardens.

Environment

Physical linkages

Transport and road safety were recurring themes in the feedback we received. While we have largely focused on community facilities and networks, it is clear that many people are concerned at their ability to move around the wider area and to and from other parts of the city. Several examples were raised, as well as ideas to resolve them, including:

- difficulties crossing the road near the intersection of Ohiro Road and Brooklyn Road, to access Central Park
- the need for a safe cycle lane up Brooklyn Road
- the desirability of a cycleway to connect the Brooklyn Hub and the Vogelhorn Precinct, to facilitate access from the southern end of the ridge to the village
- walking tracks, such as from Ohiro Road to Mitchell Street and from Ohiro Road to Vogelhorn Park and Kingston
- various suggestions for traffic calming and the mitigation of truck traffic.

We consider that work needs to be done to promote better ways of connecting communities within the Brooklyn area physically (especially using active modes on foot and bicycle) as well as socially.

Request for LTP

We request that the Long-term Plan commit the council to the development of a walking and cycling network that provides better linkages within the community and into the CBD.

Environmental stewardship

The submissions we received were virtually unanimous: ecological enhancement and environmental sustainability are important values for our community. There is a strong visualisation of the relationship between the community and the streams, trees and landscapes that surround us.

This emerged as a significant focus area for the Kaka Project going forward. We intend to form a project team to collaborate with council staff in this area. Invitations to join this team will be extended to a number of individuals who have expressed interest, along with the following community organisations:

- Schools
- Friends of Owhiro Stream
- Brooklyn Track Builders
- Upstream.

Requests for LTP

We request that the Long-term Plan provide for the following:

- development and implementation of a catchment plan for Owhiro Stream and waterways flowing from the ridgeline towards Berhampore, Mount Cook and Te Aro.
- support for ecological corridor restoration in the Brooklyn area.

Next steps

Further targeted engagement

We are conscious that the feedback we received from some communities was not extensive. This was particularly the case for parts of the area further from central Brooklyn, such as Kingston, where people might not have realised that a project headed up as Brooklyn Area Community Planning included their area within its scope.

Feedback we received from across the wider area was ambivalent in terms of what should be delivered to the outer areas. While some perceived that these areas have insufficient access to community facilities, others were concerned that the provision of facilities in these places would be unsustainable or would divert resources from initiatives at the centre.

Given the low level of feedback from some parts of the area covered by the Kaka Project, we consider that there should be further engagement with people in these places to get a better sense of their needs and hopes for community facilities.

Request for LTP

We request that the Long-term Plan provide support for further, targeted engagement with communities that had a low level of response to our general consultation phases.

"Low-hanging fruit"

While some of the projects envisaged are at a conceptual stage, many of the ideas that have emerged from the consultation can be achieved relatively quickly and without a great deal of expenditure. Some have the potential for powerful results in terms of community connectedness. We would like to work with council staff to prioritise and progress these suggestions.

Continued support for Kaka Project

We commend the council for its decision to initiate and collaborate with this community-led consultation process. We are very grateful for the fantastic assistance we have already received from council officers with the project.

In this submission, we have identified a number of project teams to explore and progress particular initiatives. We ask that continued support from council officers be provided to facilitate this steering group and the project teams, and to provide analysis and advice, to ensure the momentum is maintained.

In conjunction with the establishment of the project teams, we aim to produce the Kaka Plan, a broad vision for the Brooklyn Area, which will draw the projects identified in this document into a coherent plan, along with other ideas that are contained in the rich vein of material that we have received from the people of our community.

Request for LTP

We request that the Long-term Plan provide for continued support for the Kaka Project, the production of a Kaka Plan, and for similar community-led consultation processes elsewhere in the city.

Thank you for your support for the Kaka Project and the opportunity to make this submission.

Yours sincerely,

Nick Mouat, Sophie Jerram, Mary-Ann Butterfield and David Bagnall
for the Kaka Project Steering Group



Feedback closes Friday 27th March

Drop it into the Kaka box at the Brooklyn Library or send it via freepost

FREEPOST RETURN
Kaka Project (COCY01)
Freepost 2199
Wellington City Council
PO Box 2199, Wellington 6140

The Kaka Project: Brooklyn Area Community Planning

Based on the feedback received from the initial engagement the Kaka Project is focused on social infrastructure, community facilities, community activities, and ecology. We want to get further feedback to help us develop a plan for the wider Brooklyn Area, some of which will contribute to a submission from the Kaka Project to Wellington City Council's Long Term Plan in May.

Network of facilities in the right places to meet future needs

We discovered from the community feedback that we need to think of facilities as a network that collectively meet our future needs. They needed to be in the right place, with the right activities. Much of the feedback highlighted opportunities to develop focal points for community activity in both the Brooklyn and Vogelmorn areas.

One vision is for a community hub to be developed in Brooklyn Village. This hub could take the shape of a single multi-purpose building, a cluster of linked facilities, or a combination. Pursuing this would involve a thorough and respectful consultative process between all stakeholders in existing community facilities to make sure we get a result we all support.

If it were a single building in Brooklyn, it could consolidate existing facilities and create a space which is multi-functional for all generations. The community hub could include meeting rooms, a community kitchen, a library, and large hall for indoor sports. We also heard suggestions about its potential location on the Brooklyn Community Centre site and that it could incorporate Brooklyn Library, Brooklyn Resource Centre, and shared indoor space. This may involve the divestment of some community facilities depending on the site. Brooklyn School has a special property grant for a hall/gym and this could be a shared facility in the community.

Another form this Brooklyn hub could take is as a cluster of linked facilities on different sites. This could involve shared bookings, promotions, and programming for closer connections between these facilities and organisations.

What is your view about the development of the hub in Brooklyn Village? Should it take the form of a single multi-purpose building or a cluster of existing facilities? If it were a single site, what is the best location? Which facilities/groups could be incorporated?





The development of a precinct around Vogelhorn Hall is envisaged from within existing facilities. The precinct would be complementary to a hub in Brooklyn Village, again with shared bookings and coordination. A suggested focus would be on creative and performing arts, including: shared office space for small businesses, rehearsal and performing space, art/music/tech/screen working spaces, children's play group and community kitchen (with coffee sales) delivering a rental for the facility.

What views do you hold about the development of a precinct in the Vogelhorn area? What other activities could be added to the list?

Some of the responses felt there was a lack of community facilities and gathering places in parts of the area, such as Kingston and Kowhai Park. Do you agree? If so, what specific facilities would provide the greatest value in these places?

Community Connectedness and Celebrations

It was recognised that there needs to be more connectedness within the community to unite generations and celebrate the area. We envisage events that bring together and celebrate the talents and diversity within our community. There could be small or large community events. Events such as outdoor movie nights and street barbeque days could be used to unite the community on a localised scale.

What could we do? Would you like to be part of a group to organise an event?





Sustaining Our Environment

Many respondents wanted to strengthen environmental sustainability within the community, particularly community gardens and orchards. It has been suggested to expand the Harrison Street orchard site and develop a community composting system and a community veggie garden (with possible membership roster system) to enhance food-sharing opportunities which could develop into weekly farmers' markets. Another suggestion was to develop the orchard beyond the designated space, through the village area.

Do you support increasing the reach of community gardens and orchards? Do you have other ideas to improve our environment?

Raising the identity of the wider Brooklyn area

It was highlighted that the Brooklyn Village is often seen as the focal point of the area. As a result, suburbs such as Panorama Heights, Kowhai Park, Vogeltown, Mornington, and Kingston may be neglected. Some residents feel the activities in these areas could be enhanced.

Do you support the idea of doing more in these suburbs? What community activities would help enhance the vibrancy of the wider area?

Stay involved!

Name: _____

Email: _____

Suburb: _____

Join in the conversation on Loomio at: <https://www.loomio.org/g/jXTUe2Jm/kaka-project-brooklyn-area-community-planning> and keep up to date with upcoming events at www.kakaproject.org and <https://www.facebook.com/kakaproject>



Analysed Feedback from Phase Two Kaka Project:

The following is a summary of the feedback from phase two of the Kaka Project engagement process. Respondents were asked to give feedback on six key areas identified from the first engagement phase; Brooklyn Hub, Vogelmorn Precinct, Sustaining Our Environment, Community Celebrations and Connectedness, Outer Suburbs facilities and activities.

186 submissions were received. This includes information from Loomio and the community meetings. 167 respondents noted their suburb. The geographical breakdown of where respondents identified was: 95 Brooklyn, 3 Kingston, 12 Kowhai Park, 12 Mornington, 3 Panorama Heights, 1, Ridgway, 32 Vogelstown/Vogelmorn, the remainder were from out of the Brooklyn Area.

Brooklyn Hub

Single multi-purpose facility

103 submissions supported having a single facility. The main ideas in support of one facility were:

- It will bring different parts of the community together creating new interactions and enable inter-generations interactions.
- Benefits from economies of scale: there a lots of underutilised single purpose facilities.
- Great to link the school in with the rest of the community
- Provide a 'one-stop-shop'. This would be particularly useful for people with children in different age ranges.
- Enable users to store gear on site
- Enable the school to have full assemblies and performances with parents
- Would function more efficiently

All respondents felt that the hub should be located in the Brooklyn village. Most responses identified the community centre as the most suitable site. The fire station was also identified as a potential space that the hub could link to given its proximity to the village. Other suggested spaces were; Brooklyn School, bus turn around/library space, Council flats in Harrison Street.

Parking was identified by a lot of respondents as an issue which needed to be addressed and considered; commenting Harrison Street is very narrow and has limited access. Other issues raised were concern that a new development would reduce the amount of green space and also block the sunlight to the community orchard. Height and noise issues given proximity to housing was also raised. Concern was raised about the school having precedent over the space.

The groups identified as potential users included: library, scouts, guides, Brooklyn School, sports teams, exercise groups, senior citizens, resource centre, RSA, Plunket, play centre, and cultural groups.

Potential facilities identified to be included in the hub were; indoor play space, full sized basketball court with spectator space, performance space with stage, commercial kitchen, wi-fi, office spaces, smaller meeting room, exercise areas, and the library. There were many comments that stated they like the existing location of the library as it is very accessible or that it would be better located at the fire station.

Linked facilities

50 submissions supported having a cluster of linked facilities.

The key reasons for keep the facilities as they are were:

- Currently facilities are already sufficient, we need to remind people of what is out there.
- Parking is already an issue and consolidating the facilities into the village will only make the issue worse.
- Encourages people to move around the suburbs
- The resource centre provide an accessible friendly space for the elderly
- A lot of community interaction occurs as a result of people moving between facilities through carpooling etc.
- It's currently working why do we need to change it?

It was suggested to enhance the current system it was necessary to

- Raise awareness of existing facilities.
- Create a centralised online booking system which serves all facilities.

Vogelmorn Precinct

Support Development

108 submissions supported developing a Vogelmorn Precinct. The key ideas supporting this facility were:

- There is a lack of spaces for young people aged 9-13 to hang out with adult supervisions
- It could be revenue generating through renting spaces to small businesses
- Great sunny space
- There are very limited community spaces in the catchment area (Kingston, Vogeltown and Mornington and it is great to have something within walking distance.
- Lots of energy behind this project.

- Could provide a great complimentary facility to the Brooklyn Hub

The majority of submission suggested the site of Vogelhorn Hall, the bowling green and the bowling club. The other spaces that were identified to be link in were the Tennis Club, Ridgway School, Vogelhorn Park.

There was strong support for it being a creative space; art/tech precinct. The facilities that were suggested it should include were:

- Commercial kitchen
- Supervised space for young people to hang out together
- Small office spaces for people who work from home/small businesses
- Performing spaces both indoor and outdoor
- Meeting spaces for the public to rent out
- Toy library
- Space for exercise classes
- Tech space with wifi
- Shade house for growing native plants
- Tool library

The potential activities suggest for the precinct included: dance class, farmers markets, open air cinema, community picnics/parties, music concerts, exercise classes, Feldenkrais, youth club, tool library and rehearsals.

It was suggested that there needs to be a better link between Vogelhorn Hall and the green. Open the hall up to the green would also improve fire egress. There was strong support to retain Vogelhorn Hall and recognition of its heritage values.

Oppose Development

There were 33 submissions opposed to the development of a Vogelhorn precinct. The key arguments were:

- Having two hubs would fracture the community
- It's better to invest the time and resources into the Brooklyn Hub
- It would be a duplication of facilities
- Too far from Brooklyn
- Already an arts precinct at Toi Pōneke – is there enough people to support another facility?

Sustaining Our Environment

Community gardens

122 submissions supported increasing the community gardens and orchards.

The main arguments supporting the increase included:

- Great way to bring generations together
- Educational opportunity for children to practically get involved and learn about their environment
- Encourages bees, native birds and butterflies to the area
- Great opportunity for people who do not have the space to have a garden in their own property

It was identified that there is confusion around which spaces are available for planting. It would be beneficial to have a review of the spaces that could be used for planting. The potential sites suggested for expanding the gardens and orchards included:

- Berm side planting
- Road reserves
- Create an ecological corridor between Central Park and Owhiro Stream
- Create a garden in the Vogelhorn bowling green
- Planter boxes throughout the village in front of the library and fire station
- Establish gardens in outer suburbs Vogelhorn, Kingston and Kowhai Park
- Around Ridgway school park

Seven submissions opposed increasing the community gardens. The arguments opposed included:

- The current gardens are run by a small group of people. If they were expanded it would require more support to ensure it is sustainable.
- Concern that there is not enough people willing to volunteer their time to do weeding, planting etc and it would be left to the Council once the initial enthusiasm dies down.
- FOOS is already working well in their area and it would be a shame to dilute their efforts.

Other environmental issues/ideas (in order of prominence):

- Need to develop and improve walkways and cycleways to encourage people to use these and enhance pedestrian access throughout the suburb.
- Need to increase linkages between open spaces throughout the suburb through non concrete paths
- Need to have focus on sustainability; increase native planting, remove weeds and gorse, measures reduce carbon footprint.
- Develop a community composting scheme, it could be located at the community gardens/orchard
- Rehabilitation of the Owhiro Stream and support of FOOS

Community Celebrations

122 respondents answered with suggestions about events for the Community. Almost all were favourable, with only 2 submissions stating that these types of events were without merit.

Most popular suggestions

- Street party/BBQ
- Outdoor movie night
- Brooklyn Fair
- Seasonal/holiday events (eg Matariki, ANZAC Day)

Other suggestions (in order of prominence)

- Food-centric events (pot lucks, community picnics)
- Sporting events, including several suggestions for go-karting races
- Concerts, dances
- Art projects (several references to the Art Trail)/classes
- Environmental projects
- Annual Wind Walk/organised walking events
- Second-hand swaps, garage sales
- Neighbours Day

Submitters also noted the needs for improved communications to make the community aware of such event. Suggestions included social media, improving Tattler, and having more and uniform community noticeboards throughout the area.

Collaborative events were also mentioned, partnering on projects with schools, community groups (eg FOOS), and government suggested.

Several submissions also noted the need for improved transport, with many of those requesting improved walkways and paths.

Outer Suburbs – Facilities

Respondents were asked if they supported the development of more facilities in the outer suburbs. 79 answered favourably in support of more facilities, and 47 opposed.

- Of those that voted favourably, Kingston and Kowhai Park were the most mentioned suburbs.
- Those that were against, over half stated that Brooklyn as a hub catered for the whole community. Several noted that the facilities become less utilized if they are scattered about.

The most popular types of facilities suggested were:

- upgrading and creating more parks (eg Elliott Park, Tawatawa Reserve, Montessori)
- improved shops/business in Kingston.

Other suggestions included (in order of prominence):

- public toilets
- playgrounds/sports fields/sports courts
- BBQ/picnic areas
- coffee van/cafes.

Some submissions also mentioned the Volgelmorn facilities as acceptable facilities for the outer suburbs.

Cycling tracks, in parks and to link suburbs, were also suggested.

Several people also commented on the need for a better form of communication, and for more frequent bus services to Kowhai Park.

Other Suburbs – Activities

63 submissions supported doing more in the wider suburbs, 42 opposed.

Those in favour mainly commented on the need to be more connected, with increased safe cycle/walkways and a meeting space/hub as the two most popular suggestions. Using the Kaka logo more, using digital communications instead of Tattler, developing art in the neighbourhoods and running events/fairs, and promoting the uniqueness of the suburbs were also suggested.

Activities people would like to see in the suburbs include (in order of prominence):

- development of Neighbourly presence
- more sport facilities (skate, basketball, rock climbing)
- more cycleways
- street parties
- more small businesses
- more park/garden activities
- movie nights, classes, small events
- food truck/café
- dances
- developing relationships with the schools, with Tapu Te Ranga marae.

Those against doing more in the outer suburbs namely stated that Brooklyn serves the entire community.

Victor Davie's speech notes 8 May

Wellington City Council's Draft Long-term Plan 2015-2025

While visiting Cricket Wellington they gave me a copy of a City Council document regarding the Basin's future. The document (pages unnumbered) included the following:

"introduction":

"The Basin Reserve is ranked as one of the world's top ten cricket venues, and known as New Zealand's most picturesque and historic cricket ground".

"The Basin Reserve Trust has developed a 25-year vision for the future of the Basin Reserve".

"The plan identifies \$12.2m of investment over 10 years that would address outstanding maintenance requirements" -----

"A Staged Process"

"The projects in years 1 to 5 are listed below". I noted one of these being:

"Western Precinct redevelopment including:"

"Demolition and make good site as recreation space. Landscape treatment of west side of Basin Reserve (west side reflecting east side)". I note that "demolition" does not include the name of the particular building. But the illustrations clearly show the ground devoid of the 1925 Basin Reserve Pavilion (Museum Stand).

There are no costs for strengthening to take place in either the Staged Process or the DLP. (attachment 5)

This disappoints me. For more than 140 years, the Basin Reserve has been used for many different sporting activities. Shelter is required for the spectators of all sports. Grass embankments don't provide any shelter from Wellington's adverse weather.

"The Vision"

"The Aim"

"Retain the Basin as the premier test cricket venue in New Zealand and celebrate the heritage of cricket".

The Basin Reserve Trust Statement of Intent

a. Objectives of the trust:

Item 8. To preserve and enhance the significant and recognised heritage value of the Basin Reserve.

Museum Stand

The foundation stone was laid during 1924 and construction completed by 1925. (attachment 1)

The clock above the NZ Cricket Museum's entrance has remained there since 1925. This is a gift from the family of Mr Edward Dixon who was a prominent local businessman, very passionate about cricket and the Basin Reserve. (attachment 4)

I believe you should be made aware of the following matters:

The Historic Places Trust report of 10 October 1998 on the Basin Reserve mentions on page 13: "The Museum Stand is one-tiered built of reinforced concrete with a corrugated iron roof".

The Museum Stand has had Category 2 Historic Place registration since 1982. Since 1998 the entire Basin Reserve has been a registered Historic Area.

During 1984 the whole roof and support framework including the glass side windows that butt onto the concrete walls were removed, renewed and replaced. (attachment 2). So one wonders why insurance has not been used to undertake any recent earthquake repairs.

On 27 January, 2012 the building was yellow stickered by the city council, allowing until 27 January, 2022 to be strengthened.

The NZ Cricket Museum on the ground floor is still open to the public. The grandstand seating above is currently closed off.

Traffic noise is greatly reduced within the Basin because the concrete rear wall of the Museum Stand is on the boundary of Sussex Street. In addition, the Museum Stand obscures from view the hideous student accommodation, opposite on Sussex Street.

To comply with the current Earthquake Code, many apartment and commercial property owners are required to strengthen their buildings. The city council should lead the way by example and retain and preserve the heritage Museum Stand for future generations. Demolition of this building that has stood proudly on the Basin Reserve for 90 years, throughout many historical events held there would be an appalling loss to the city. Apart from the 1882 Category 1 listed Wakefield Memorial, nothing of any historical significance would continue to survive at the Basin.

Those people in the 1929 photographs enjoying the cricket match are unfortunately no longer with us. But the Museum Stand is. So, without delay, please remove from the Draft Long-term Plan all reference to demolition of the Museum Stand.

Attachments

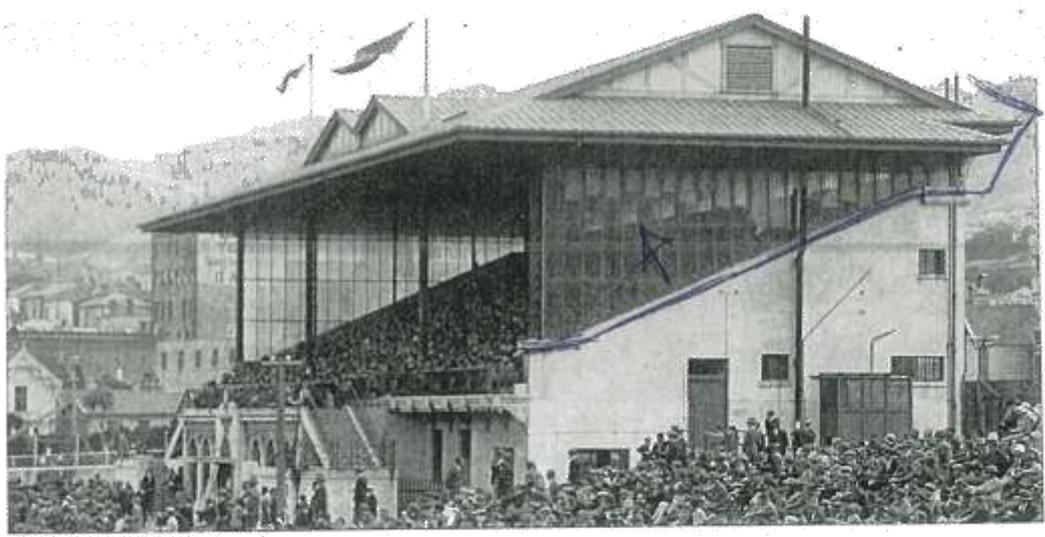
1. Basin Reserve Pavilion Stone laid during 1924.
Cricket match 1929
 2. Close-up view of the original roof, supports, windows etc subsequently all removed and replaced during 1984. (marked in blue)
 3. Scene of Basin Reserve photographed from Mt Victoria.
William Wakefield Memorial –a small Corinthian temple in foreground of the Museum and Vance Stands. Dominion Museum and Carillon in background.
 4. Museum Stand in front of Dominion Museum.
The Museum Stand, the Edward Dixon Memorial Clock & NZ Cricket Museum.
(terraced seating in foreground)
 5. A Staged Process without any retention of historic Museum Stand.
 6. Council document showing the Museum Stand demolished.
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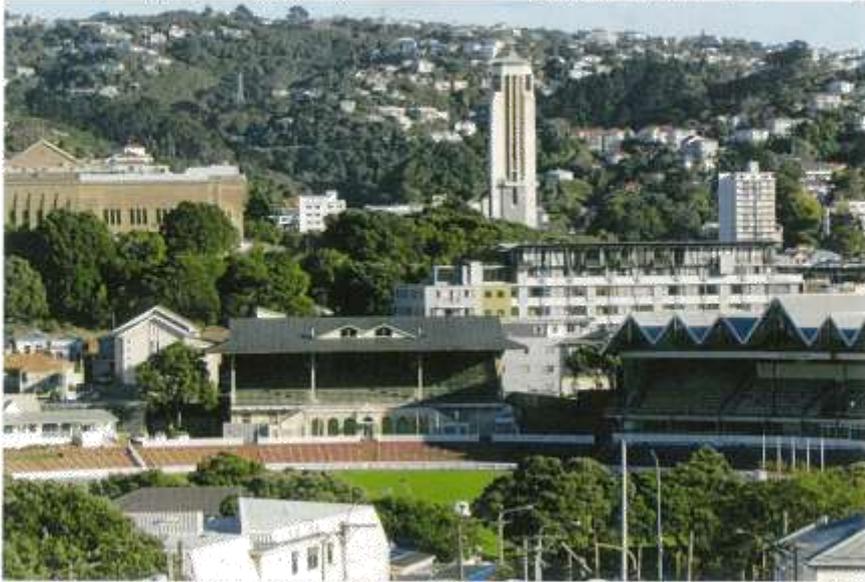


Item 2.1.127 Attachment 1

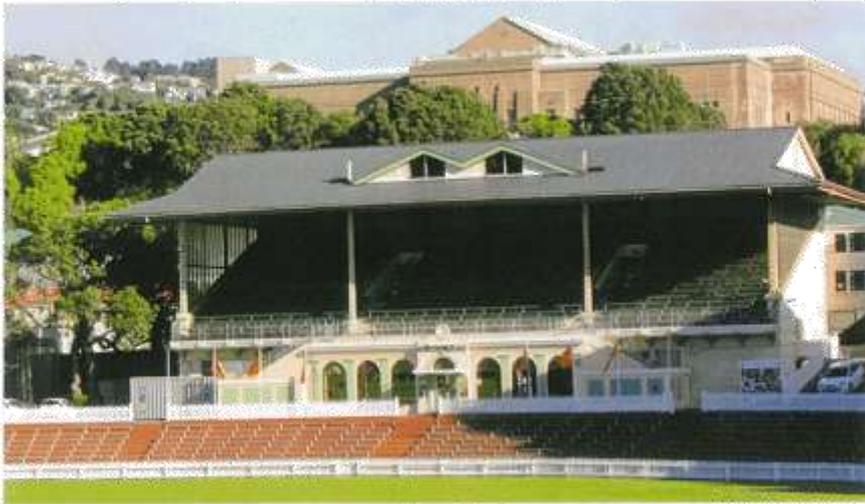
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3



4



5

A Staged Process

The focus of the first few years of delivering the plan is on remedying the deferred maintenance and health and safety risks associated with the current assets within the Basin Reserve and improving the use of facilities and land. The projects in years 1 to 5 are listed below.

| Project | Timing | Estimated cost (\$,000) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------|
| New building for Grounds Keeping staff and equipment and preservation of the old Cottage Note: this programme is underway, funded through the WCC mid-term capex review | 2014/15 | |
| R.A. Vance Stand Undertake the deferred maintenance work required on R.A. Vance Stand | 2015/16 and 2016/17 | \$2,900 ✓ |
| Basin ground improvements: <ul style="list-style-type: none"> • Development planning and concept design work • Maintaining Basin assets to appropriate standards • Improving public amenities such as the toilets, seating and entrance ways • Beautification and perimeter fence improvements • Southern gateway enhancements | 2015/16 and 2016/17 | \$2,240 |
| Western Precinct redevelopment including: <ul style="list-style-type: none"> • Resource consent and preparation • Relocation of Museum • Demolition and make good site as recreation space Landscape treatment of west side of Basin Reserve (west side reflecting east side) • Further improve land use efficiency, increase recreation space, spectator seating capacity and related support facilities • Replace the existing wooden perimeter fence with a 'see through' wrought iron style fence to open up | 2015/16 and 2016/17 | \$3,300 |
| Northern entrance redevelopment including: <ul style="list-style-type: none"> • Players Pavilion replaced including Wellington Cricket offices • Northern entrance enhancements | 2016/17, 2017/18 and 2018/19 | \$3,000 |
| R.A. Vance Stand carpark redevelopment | 2016/17 and 2017/18 | \$1,000 |
| Flood lights | 2018/19 | \$8,750 |
| Total | | \$21,190 |



How we measure success

The plan will deliver a vision that will ensure the Basin Reserve remains one of the world's top cricket venues. Of equal importance is that the Basin is able to realise its full potential to be highly valued locally as a public reserve of unique character.

What this plan will deliver:

- Premiere test cricket retained at the Basin Reserve
- Enhanced public spaces
- Increased use of the Basin as a recreation space on non-game days
- Upgraded facilities with a comprehensive asset management plan in place
- Better links to neighbouring parts of the city for pedestrians and cyclists
- Reopening the Basin to 24/7 public access.

6

Wellington businesses and research organisations to strengthen connections with their counterparts overseas.

Without a dedicated convention centre, it is expected that Wellington will lose a share of the convention business to other cities.

ASSUMPTIONS

- The Council has no capital commitment to this project. Our budgeted cost is in the form of an operational grant of \$4 million per annum from 2016/17.
- Funding of the Council's contribution to this initiative is proposed that this be split between; the Downtown Targeted rate 40 percent; and general ratepayers 60 percent.

BENEFITS

- Increase international visitor numbers.
- Create more than 200 new jobs.
- Boost growth in hospitality, tourism, retail and other sectors.
- Protect and create new expenditure of \$40 million per annum in the city.
- Increase international profile and strengthen international connections.

Tell us what you think and find out what others think at our10yearplan.co.nz

Basin Reserve redevelopment

The Basin Reserve is ranked as one of the world's top ten cricket venues, and known as one of New Zealand's most picturesque and historic cricket grounds. But its future is far from assured, with competition from an increasing number of grounds around the country.

The Basin Reserve Trust has developed a master plan to present a 25-year vision for the future of the ground. The key features of the vision are to retain the premiere test status of the stadium and to enhance the Basin Reserve as a local recreation space for the community.

Redevelopment would include the integration of more usable public space to enhance the "Village Green" feel of the grounds, the installation of flood

lights, and developing flexibility in capacity through the use of temporary seating to accommodate a range of sporting and cultural events.

A question remains on the future of the earthquake-prone 1924 pavilion and whether to strengthen the stand or to replace the structure with a tiered embankment that would include public space facilities such as a playground, trees and park seating. Event seating at the ground will be maintained at 9,000, but could be increased to 15,000 for major events through the use of temporary seating above the embankment when additional capacity is required.

The Master plan will be brought to the Council for approval later in the year.

ASSUMPTIONS

- \$21 million has been budgeted for the upgrade starting in 2015/16.

BENEFITS

- Protecting and enhancing the Basin Reserve as a local recreation reserve.
- Retaining the Basin Reserve as the premiere Test cricket venue in New Zealand.
- Opening up the Basin Reserve more to the people of Wellington and enhancing community activity within it.

Tell us what you think and find out what others think at our10yearplan.co.nz

National Hockey Stadium

The Council is considering a proposal for installation of a third artificial turf sports field at the National Hockey Stadium in Berhampore, to accommodate growing demand and improve the stadium's capacity to host hockey tournaments and events.

Participation in hockey has grown significantly in the last decade, to a point where the stadium is now operating at capacity with 95 percent winter utilisation rate. Wellington players frequently have to travel out of town for games.

Wellington Hockey Association is also proposing an upgrade of the existing stadium.

ASSUMPTIONS

- \$1.4 million of capital expenditure has been budgeted for the upgrade.

BENEFITS

- Improved access to sport/recreation opportunities, reflecting increased demand.
- Enhanced capacity to host major hockey events.

Tell us what you think and find out what others think at our10yearplan.co.nz

What returns would you expect to see from a \$21 million redevelopment of the Basin Reserve?

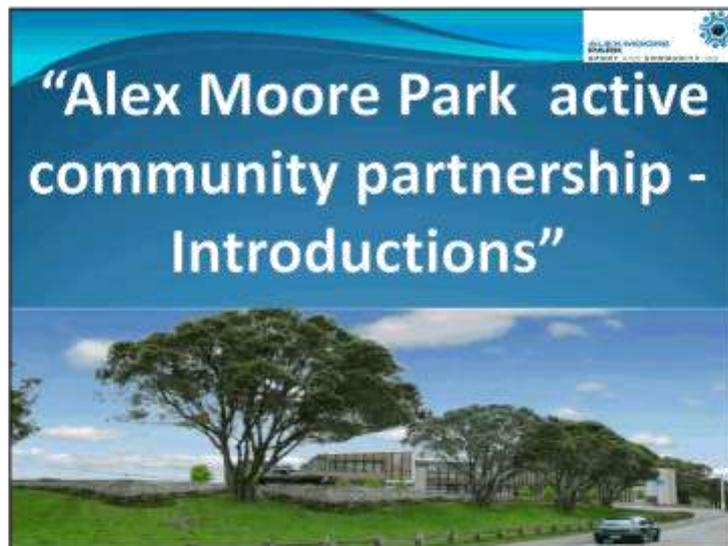
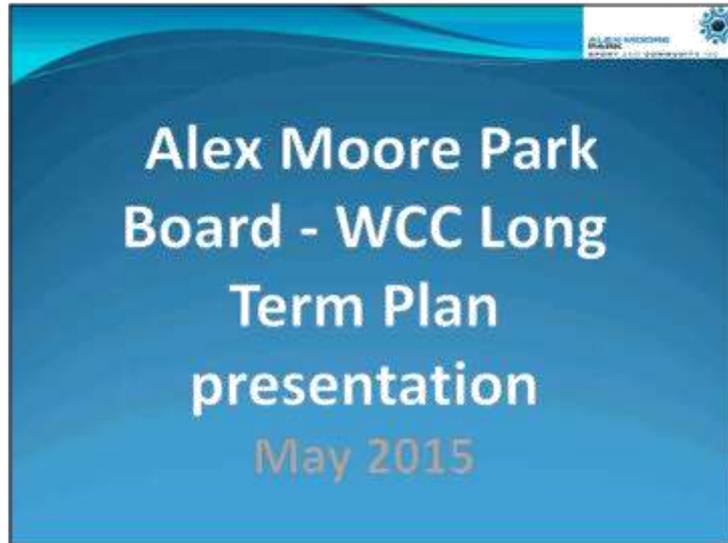
Should the Council attract bigger and more international acts by investing in an indoor arena?

Is capacity and demand the right measure for prioritising investment into sport facilities?

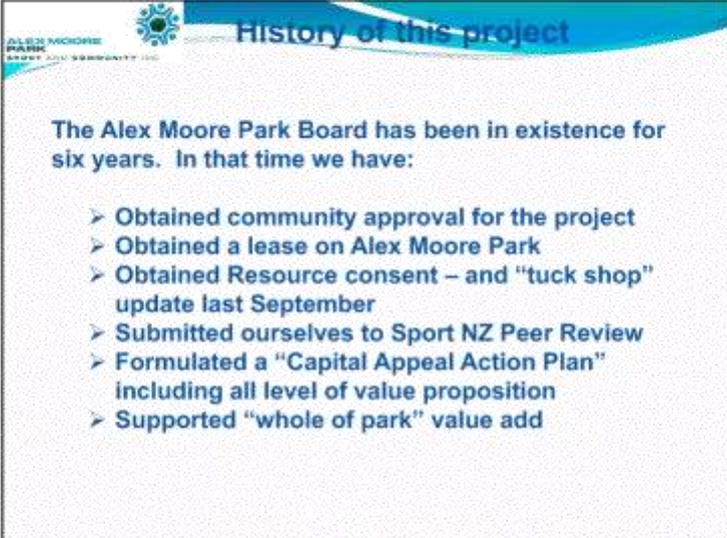
Is the balance of funding for the Convention Centre right?

19/05/2015

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19/05/2015

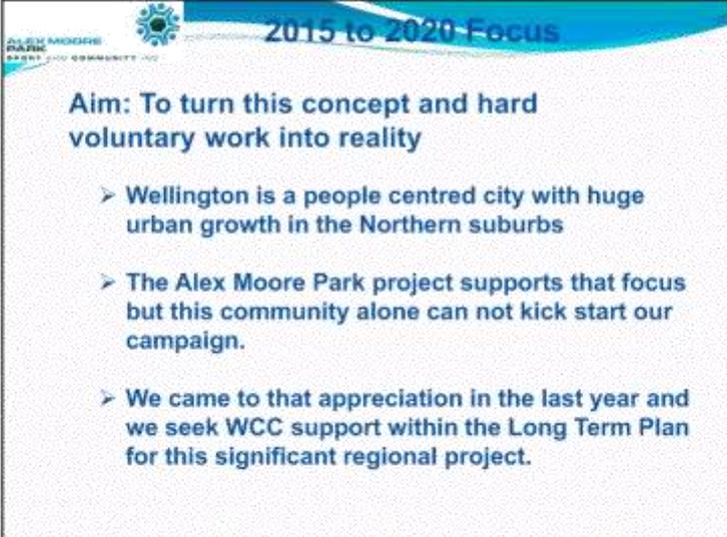


ALEX MOORE PARK
SPORT AND COMMUNITY LTD

History of this project

The Alex Moore Park Board has been in existence for six years. In that time we have:

- Obtained community approval for the project
- Obtained a lease on Alex Moore Park
- Obtained Resource consent – and “tuck shop” update last September
- Submitted ourselves to Sport NZ Peer Review
- Formulated a “Capital Appeal Action Plan” including all level of value proposition
- Supported “whole of park” value add



ALEX MOORE PARK
SPORT AND COMMUNITY LTD

2015 to 2020 Focus

Aim: To turn this concept and hard voluntary work into reality

- Wellington is a people centred city with huge urban growth in the Northern suburbs
- The Alex Moore Park project supports that focus but this community alone can not kick start our campaign.
- We came to that appreciation in the last year and we seek WCC support within the Long Term Plan for this significant regional project.

<ConfidentialText> Item 0 Attachment 1

19/05/2015

Focus Funding Reality

Why now?

- The building of the "artificial turf" changed the game
- More community pressure to have support on the park
- We established that with community investment alone this project will drag on for another 10 to 15 years.
- We are ready and need to move now.



19/05/2015

ALICE MOORE PARK
SPORT AND COMMUNITY LTD

Lets be proud

We value:

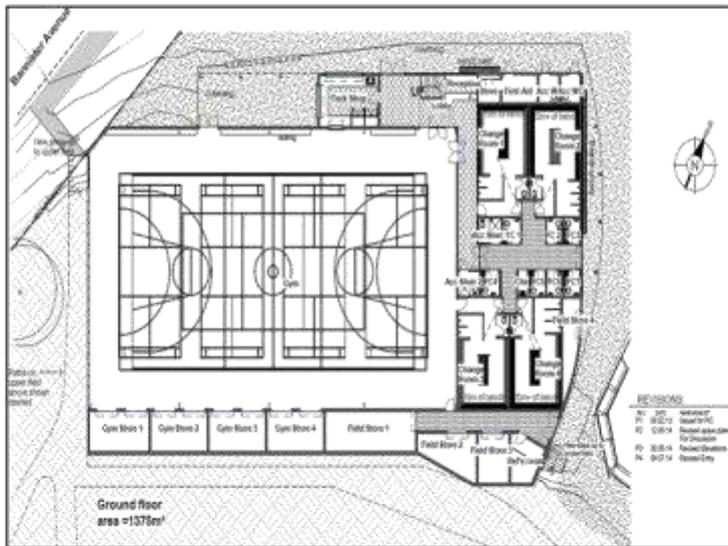
- Our History
- Our Community
- Enhancing Active Youth
- Our Resources (keeping us all active) and
- Our Future

We value our partnership with WCC and seek support within the Long Term Plan for this significant regional project



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19/05/2015



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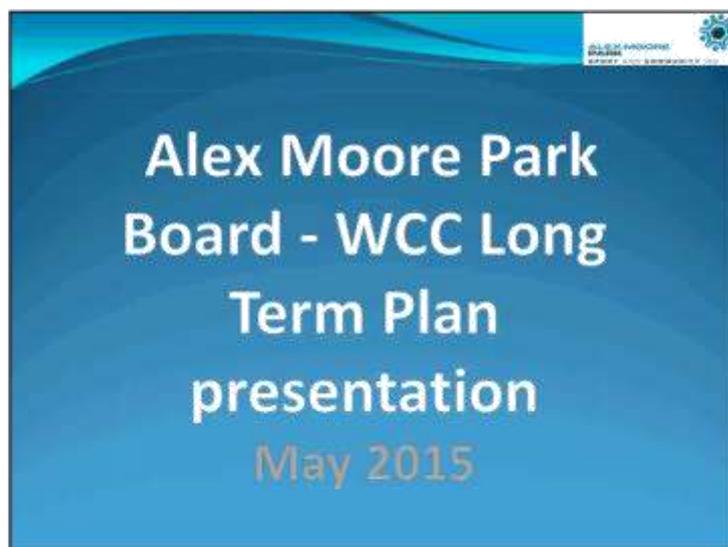
19/05/2015



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19/05/2015



Progress: 

Resource Consent secured!

Park drainage - WIP pending final plan

Dirt delivery and site preparation - WIP

Secured track builders – Empire of Dirt (Rotorua) September build

Membership:
500 likes on our Facebook page (Upper Hutt has 576, Kapiti 620)
37 Members (Upper Hutt and Wainuiomata have around 60 each)

Funding 67% funded:

- Garage sale \$167
- Give-A-Little \$750
- Applied to: Transpower, Trust Community Foundation, Grass Roots Trust, Four Winds Trust, Mainland Trust, Pelorus Trust, Pub Charity, Trust House
- Charitable Status pending

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19/05/2015

Progress:



NZ 2014/15 UCI World Rankings:

- Elite Men 10th / 47 nations
- Elite Women 15th / 36 nations
- Men's Juniors 9th / 40 nations
- Women's Juniors 6th / 39 nations



19/05/2015

1. Health: The fun of exercise, skills and fitness, competition & entertained youth



2. Value: Free!
Great lifetime ROI, per user, per visit



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19/05/2015

4. 10 year Long Term Plan:



*“**Recreation services**, comprising swimming pools, recreation centers and sports-fields, provide a **wide variety of accessible recreation opportunities** to enhance and encourage **health, well-being and quality of life**... we also want to **attract visitors, raise the City’s profile** and provide **economic benefit** by hosting **national and international events**”.*

*“The Social Infrastructure section of the plan identifies the intention to **increase service levels**, to **retain Wellington’s competitive advantage** in that service in **comparison to***

5. Social: Heart of a community, family orientated exciting spectator sport



BIKE PARK ZURICH



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19/05/2015

Whangarei BMX Track
(pop. 75,000 district, 158,200 Northland 2011)



Northland Regional Council contributed \$250,000 towards the \$1M cost



Matamata
(pop. 12,000 town 2014)



19/05/2015

HAWKES BAY BMX
7,000 sqm BMX track in Hastings Havelock's Guthrie Park
(pop. 75,500 in 2012)



**North Avon BMX Track
Christchurch**

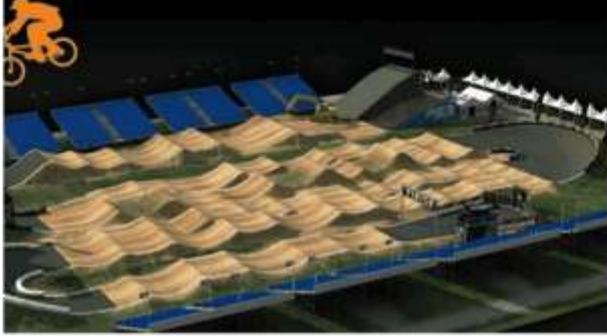


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Taranaki (District Pop. 80,000 in 2014) 



\$150,000 over 3 years from NPDC towards the \$600,000 new track.

Rotorua (District Pop. 65,901 in 2012) 



London's Olympic elite BMX facility has been approved for the new Rotorua \$1M BMX Club, opening February, 2016.

19/05/2015

Revised Budget: 

| Stage | Description | Cost (exc GST) | Funding + | Amount Secured | Required Runding |
|----------------------|---------------------------|------------------|----------------------------|------------------|-----------------------|
| 1 | Drainage | \$80,000 | NZ Racing Board + WCC Est. | \$80,000 | \$0 |
| 1 | Earthworks + WCC Consent | \$1,500 | Club funds | \$1,500 | \$0 |
| 1 | Electrical Cabling (est.) | \$12,000 | TBA | \$0 | \$12,000 |
| 1 | Concrete Start Hill | \$27,000 | Lion Foundation | \$10,120 | \$16,880 |
| 1 | Start Gate | \$19,880 | Lion Foundation | \$19,880 | \$0 |
| 1 | Track Building | \$91,460 | NZCT + Club funds | \$50,000 | \$41,460 |
| 1 | Accommodation | \$ 2,000 | TBA | \$0 | \$2000 |
| 1 | Misc. Costs | \$6,500 | TBA | \$0 | \$6500 |
| STAGE 1 TOTAL | | \$240,340 | | \$161,500 | \$78,840 67.2% |

Funding grants expire if they are unused.

WCC: 

THANK YOU for the support of \$40,000 towards the park drainage. This is pending a final plan.

We understand that there is no funding for our project within Council officers budgets.

We live in a **topographically challenged city**. We want to help grow the next generation of mountain bikers and cycle commuters. Partner with Pedal-Ready and others who share this vision and offer the BMX track for their tuition.

19/05/2015

Funding:



We are asking the council for \$78,840 to ensure that we can complete Stage One.

We have raised 61% (WCC input 67%) to create this public facility on council land, we just need a bit of help to get us comfortably over the line.

One off request and a small amount compared to other council funded recreational projects. We have popular public support.



QUESTIONS?

19/05/2015

Kiwi Sport / Sport Wellington :



Aims:

- Increase the number, availability and accessibility of children participating in organised sport
- Support children to develop skills, turn non participating kids towards participate effectively in organised sport

Barriers to participation:

- time
- lack of interest/long term commitment
- too competitive/not fun
- lack of confidence/ability (especially girls)
- cost
- transport

Barriers for 13-18 Year Olds

- Want to try before they commit with shorter seasons

Source: Sport NZ Young People's Survey and Sport Wellington / College Sport Wellington Secondary School Sport



| Stage | Description | Cost (exc GST) | Funding | Amount Secured | Required Runding |
|-------|--------------------------|-------------------|---------|-------------------|---------------------|
| 2 | Ashphalling Courners | \$52,000 | TBA | \$0 | \$52,000 |
| 2 | Lighting & Installation | \$15,000 | TAB | \$0 | \$15,000 |
| 3 | Points Hutt & Storage | \$8,000 | TBA | \$0 | \$8,000 |
| 3 | Toilets and Play Park | TBA | TBA | \$0 | TBA |
| 3 | Landscaping | \$1,000 | WCC | \$1,000 | \$0 |
| | | \$76,000+ | | \$1,000 | \$75,000+ |

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Partners/Affiliations



BIKE NZ through BMX NZ
WORD Mountain Bike Skills Courses
Trail Fund NZ (*Labour & advisors*)
Wellington Mountain Bike Club (*Labour & advisors*)
Wellington Zone Scouts (*Fair & labour*)
WMBEGI Wellington Mountain Biking Economic Growth Initiative
The Te Atiawa people, tangata whenua of Wellington
(*Naming, Blessing, Opening & Artwork*)

Club Structure



The Capital BMX Club is an incorporated society, established by a group of dedicated and enthusiastic parent volunteers.

Charitable status pending

The Club committee:

| | |
|--------------------|------------------------------------------------------------------------|
| Club President: | Rebecca Maresca |
| Club Secretary: | Leonie Gordon |
| Club Treasurer: | Donna Cassidy |
| Committee Members: | Raffaele Maresca Peter Cassidy Leasa Carlyon JP David Carlyon |

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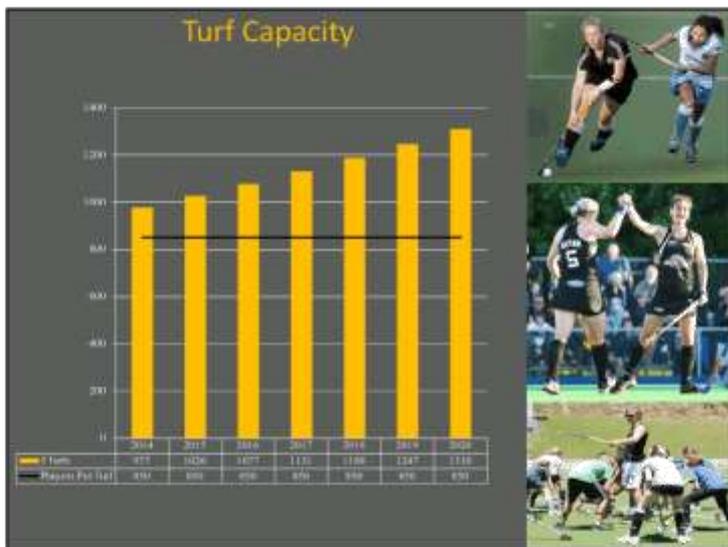
Hockey in Wellington City

- 15% player growth over the past 3 years
 - 12,500 youth in hockey programmes in 2015
 - 1,400 players involved in summer hockey
- NHS built in 1984 and 1998 (2 water turfs)
- 94% capacity at NHS
 - 61% of players are WCC residents
 - 6.4% population growth in the WCC region since 2006
- National and international hockey venue

Three small photographs showing hockey players in action on a field. The top photo shows two players competing for the ball. The middle photo shows two players celebrating with their arms raised. The bottom photo shows a group of players in a game.

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- ### Wellington City Council Support
- \$1.5m financial support to the NHS 3 Project
 - to confirm the condition of public storm-water, sewer drains and other turf requirements; and to make appropriate provisions;
 - to enter negotiations with the Wellington Car Club to allow confirmation of the final site for the National Hockey Stadium project;
 - work with WCC to consult with the other neighbouring clubs (Rifle and Pistol); and to
 - develop a project timeline, budget and draft MOU.



19/05/2015



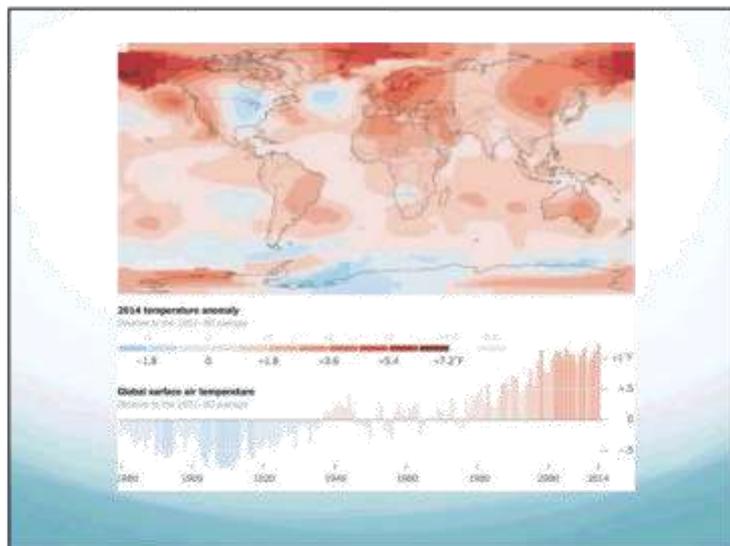
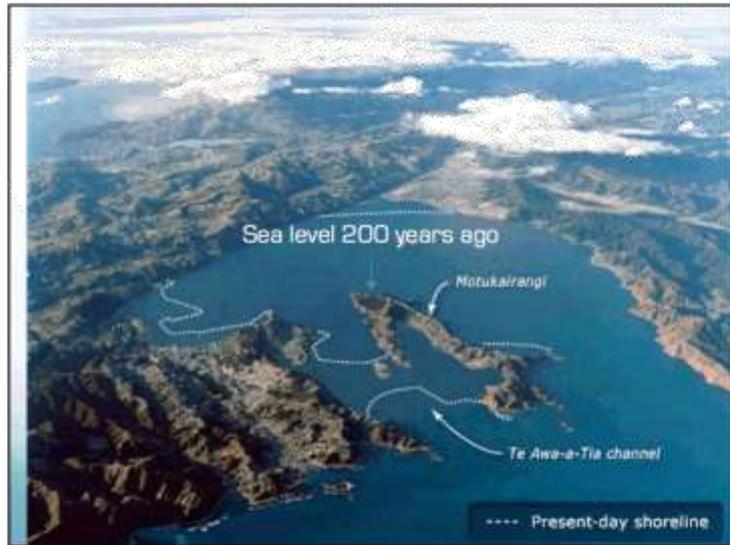
NHS 3 Benefits

- to sustain current playing numbers based at NHS;
- to provide a venue for Wellington Hockey to deliver participation programmes for Wellington City Council residents;
- to cater for projected player growth/ demand;
- to avoid additional travel costs for WCC residents if turf space is not available; and
- to provide a flagship venue to host national and international hockey fixtures.

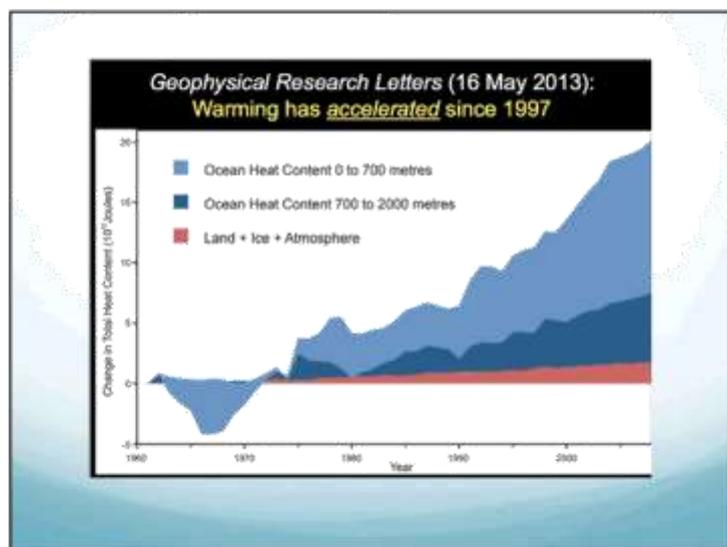
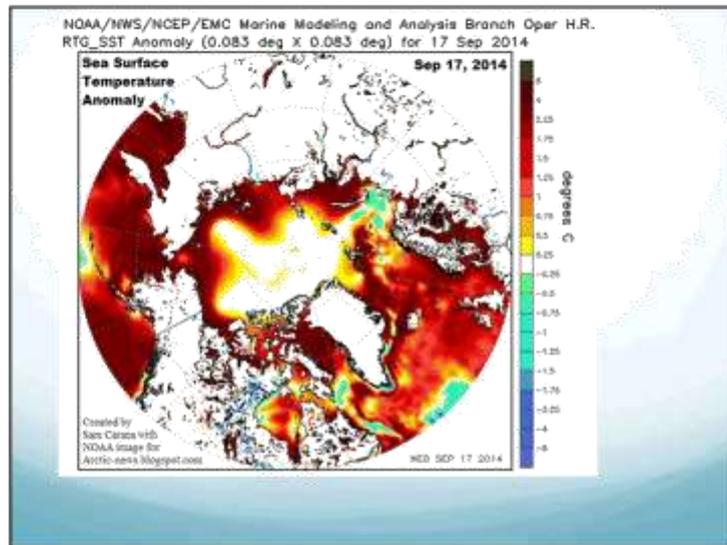


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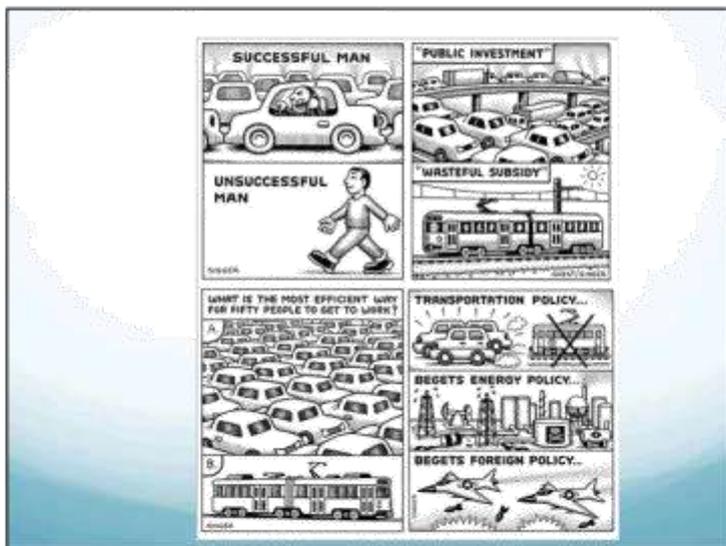


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19/05/2015



Besancon 2014

Built its 14.5km 31 station line for 26 million NZ dollars/km



Value for money – Inner City

Benefits per person cycling 5km commute instead of driving
(including parking savings)

| Category | Benefit | Value | Variable |
|--------------------------------------------------------|-------------------------------------------------------------|---------|----------------------------|
| User benefits | • Time savings - commuting: \$7.80 per hour | | |
| | • Cost savings: car 30c / km, bike 5c / km - save 25c / km | | \$ 2.50 |
| | • Health: physical activity benefits \$1.30 per km | | \$13.00 |
| | • Parking: Auckland CBD - \$11.41 per day | \$11.41 | |
| | • Safety: cyclist more at risk – but see below | | |
| Benefits to others: | • Safety: safety in numbers - safer for everyone else | | |
| | • Congestion relief: Auckland \$1.41 / 2 per car km reduced | | \$ 7.05 |
| | • Environment: 10c per km | | \$ 1.00 |
| | • Network resilience and reliability | | |
| | • Parking freed up for others | | |
| • Accessibility: Liveable neighbourhoods – land values | | | |
| Total | | | \$35 per person/day |

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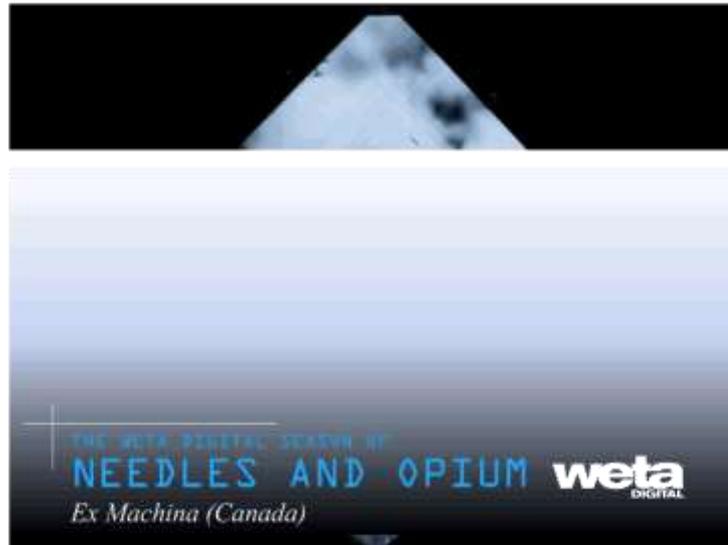
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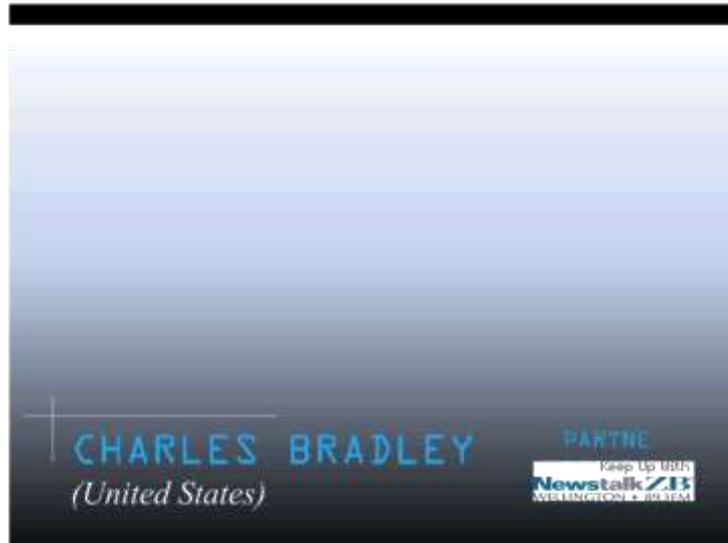
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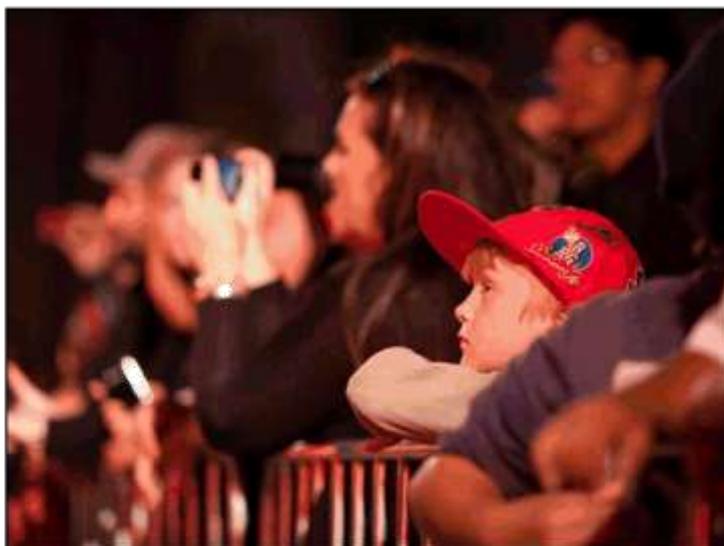
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19/05/2015



NEED FOR INVESTMENT

- Maintain status of Wellington for events and culture
- Increased Inflation
- Grants at risk
- Venue costs

19/05/2015

WITH INCREASED
INVESTMENT WE
WILL :

- Develop new audiences
- Ensure accessibility and excellence
- Increase participation
- Develop more for the "off-year"



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Three focus areas



TE KŌHĀKA KŌHĀ KŌHĀ HE MĀ TAŪKĀKA KŌHĀ

- **Future proofing**
- **Universal access**
- **The Accessible Journey**



Future Proofing structure and services.



TE KŌHĀKA KŌHĀ KŌHĀ HE MĀ TAŪKĀKA KŌHĀ

By omission the LTP leads to the assumption that there will be no increased demand on current infrastructure and services.

How will crucial work be funded as the population ages? Much of the infrastructure needs renewing and expectations are rising. The water supply and waste water network is an example.

What we currently get for our rates is value for money. Is this sustainable into the future by Local Government?

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19/05/2015



Universal Access for everyone

80+ disability action
enabling all people

TE HUKA-KOHU HOKU HE HEA TANGATA KATOA

Whatever benefits a person with disability or impairment will also benefit the aged and families with young children.

The illustration shows a yellow ramp with a person in a wheelchair at the bottom, a person in a stroller at the top, and a person standing on the top of the ramp. This visualizes the concept of universal access, where benefits for people with disabilities also benefit the elderly and families with young children.

19/05/2015



TE HONGA Kōwhiri Hōuhi Whiwhi Whā Takatā Kōwhiri

The Universal Design Principles

The Lifemark Design Standards are based on the five key universal design principles of:

- Adaptability,
- Accessibility,
- Usability,
- Safety and Lifetime Value.



TE HONGA Kōwhiri Hōuhi Whiwhi Whā Takatā Kōwhiri

The Accessible Journey

The accessible journey

The “Accessible Journey” is a theoretical path of travel that links the three primary components of built environment design and construction.

Transport systems → Public spaces → Buildings.

The complete journey should be considered in all planning to ensure access for all.

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P.O. Box 58846 Botany Auckland 2163

Further Submission to the Wellington City Council Long Term Plan by the Surfbreak Protection Society (SPS)

8th of May 2015

Our submission focusses on our society's opposition to the proposed airport extension south from Lyall Bay.

At this stage there is little information made available to satisfy SPS that the proposed extension will not harm surfing wave quality at Lyall Bay.

In order to allay our concerns we would expect to see baseline monitoring of Lyall Bay's current and sediment transport systems, and surfing wave behavior undertaken now. This work should be initiated just three months prior to construction.

While there is some existing data available on sediment and current processes in the Bay, to ensure optimum protection of Wellington city's unique recreational asset, baseline data needs to be collected on the current climate, to take into account changes to shoreline profiles from the eastern end car park construction, recently constructed outfalls near the SLSC clubrooms, and artificial dune creation within the bays sea surge zone.

SPS are concerned that while WIAL have contracted NIWA and DHI to assess much of the hydrodynamic and morphological impacts on Lyall Bay, WIAL have declined to engage Dr. Shaw Mead of eCoast Ltd to assess impacts on Surfbreaks. Dr. Mead is a world leader in the understanding of impacts on surfbreaks from manmade structures, having over 20 years' experience in this specialized field of coastal morphology, and is already familiar with Lyall Bay.

We have been informed by Dr Mead that there are ways of artificially focusing swell and contouring structures so as not to impede (or lessen the impedance) of swell as it travels. If baseline monitoring methodology, and swell corridor security for the Bay is maintained or even enhanced to the satisfaction of surfing wave quality scientist Dr Shaw Mead, then SPS would drop its opposition to the project.

SPS would also like to draw panels attention to the fact this year is the hundredth anniversary of Hawaiian Olympic Swimming Champion Duke Kahanamoku demonstrating the sport of kings at Lyall Bay.

The father of modern surfing highlights Lyall Bay's historic heritage for this recreational pursuit that gives enjoyment to so many Wellingtonians, combined with protection given to surfbreaks under the

2010 New Zealand Coastal Policy Statement, SPS trusts that Wellington City Council and WIAL take their responsibilities seriously with protecting our Bay.

SPS would like to thank the panel for hearing this submission, and for James Whitaker of the Wellington Boardriders Club speaking to it in our absence.

Michael Gunson
Research and Communications

Surfbreak Protection Society

8th May - Draft Long Term Plan – Oral Submission.

Thank you once again and will start with the first item with reference to the basics ratepayers expect and very relevant in lieu of the recent serious flood prone streets as reported in the DomPost on the 29th April....In our area there were similar occurrences but fortunately as far as we know not as serious but there were tree branches and leaves lying across many roads, heavy water and blocked gutters. We agree with the Newtown Residents' Assn when she was quoted as saying the council should examine its spending priorities.

Re the extended airport runway, again refer you to the article in the Dompost 11th April the Mayor is quoted as saying "there would be engineering and ecological reports into how the runway would be extended" and "there is 6 weeks of public consultation to come, likely to start mid-May, which will take on board all feedback before consent is lodged". Can only once again refer you to various reports in Dompost 16.04.15 MORE BIG WAVES ON WAY! And having seen the recent storms on the southern coast and ferry services cancelled one can only guess how many more flights would be cancelled. How many direct flights will Wellington get from Asia once this \$300m runway is operational. Can only repeat Until a valid business case with detail proving economic justification is provided to the public we will continue to oppose this project.

We totally support the strengthening of the Town Hall and the strengthening of other Heritage buildings. It is good to see the artificial turf retained in Civic Square but can only repeat we are totally opposed to the leasing of Jack Ilott Green to allow the construction of a high rise block which would block out views from the Library, Art Gallery, to the harbour and cast shadows over Civic Square and we disagree that the park is not used as there are many groups who gather there to play games and many members of the public who enjoy a quiet spot on a warm sunny day to just sit and read...the petanque court is not well used but suggest a hop scotch park would be popular with young and old. Let us not forget Sir Jack gave this land back to the City for recreation not business.

There is little we can add to the Kent/Cambridge Tce except to repeat there is already a wonderful green edge with the pedestrian promenade down the centre of trees, shrubs and the much photographed Queen Victorial. Might add had to agree with the Judge on the Flyover hearing "Pity she has to look at a Supermarket not the Harbour!

F. K. P.
I have distributed a series of photos taken in the amphitheatre and playground and since our written submission have observed where the play area is to be moved to, is closer to the rear end of the Event Centre which is in the shade and every time I have passed by there are cars or trucks delivering to these venues, whereas the current equipment is in the sun and the Lighthouse has great views out to the harbour and hills. Would like to quote here from LHM "We are on target for 1994" – One of the more innovative features of the park is the Natural amphitheatre which will provide an outdoor performance venue. Measuring 30 metres in diameter the amphitheatre can seat up to 600 people. The facility will be available to both amateur and professional groups and aims to provide a concert or performance venue for the city's youth.

As for changing the name refer you once again to LHM Annual Review 1996 "FRANK KITTS PARK COMMEMORATES ONE OF WELLINGTON'S LONGEST SERVING AND POPULAR MAYORS SIR FRANCIS KITTS. THE PARK WAS BUILT AND NAMED AFTER HIM.

~~Indoor Arena – New and improved venues for music, sport and conventions.~~

We would refer you to the Autumn issue 11 (24 pages) with all the events coming to Wellington for the next 2 months to be held at the Opera House, St James, Michael Fowler, Te Papa, TSB Arena, and Westpac stadium, ASB sports area, and of course smaller venues like St Andrews Church, Old St Pauls and the Basilica and Cathedral and we do not consider the city is less lively and vibrant....Until a business case is discussed we cannot see the demand for an indoor arena 8,000/12,000 in the central city.

Wellington Convention centre – We are still waiting for a reply to an earlier request to the council as to how many Conventions of a 1,000 or more would be held a year and we have real concern as to the assumption ratepayers would be asked to contribute 60% of the costs.

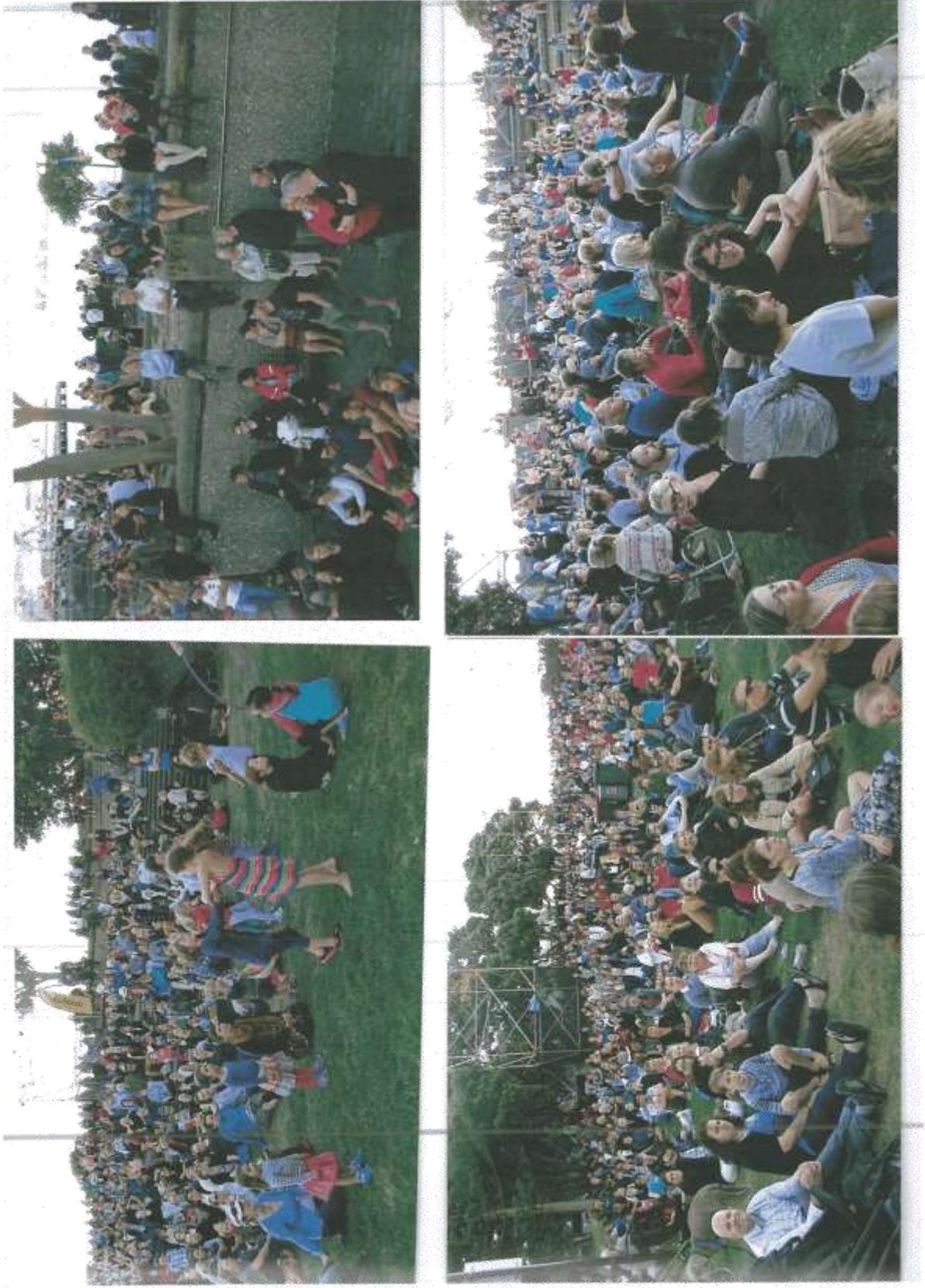
Basin Reserve development – Over many years the deterioration of the various stands, gardeners cottages and the loss of the playground have been allowed and now we are told there is a 25 year vision and the master plan will be brought to the Council for approval later in the year ... There is so much more we could add but over many years now we have submitted on the Basin Reserve and attended meetings and hearings and can only say get on with it.

Pauline and Athol Swann



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#644

(Jan). Thank you for the opportunity to present to the Councillors on the Long term Plan.

My name is Jan Voss and this is Sonia Calvert. We are here as representatives of the Central Allbreeds Dog Training School, a voluntary run dog club located at 1 Holloway Road in Te Aro. We are both dog training instructors with significant experience in the field of pet dog behaviour. The club has been in operation for over 52 years and offers its leased space to the public for safe off-lead exercise in a fully fenced area when classes are not in session. We would like to bring to the Councils attention a need that has been identified and which can potentially be addressed through allocation of funding within the Long Term Plan.

Introduction

While dogs are today increasingly integrated into family home life, there are more and more restrictions placed on dog owners. As you are assessing priorities for council spending and focus over the next 10 years we ask you to consider the needs of the more than 7,900 responsible dog owners who have over 10,000 registered dogs in Wellington as of 2014 and to allocate more spending on improving facilities at registered Dog Exercise Areas (DEA's) within the LTP.

Wellington is lagging behind other metropolitan areas in terms of dog-related facilities compared to other



Figure 1 Public Agility at destination DEA Wakari Park, Dunedin

metropolitan areas despite having higher annual registration fees. Two dog parks with a well-established national reputation amongst the dog owning fraternity are the Groynes (Christchurch) and Wakari Park (Dunedin) seen here with a quasi "Agility" area in one section.

Even the Marlborough District Council has a well landscaped destination area and provides water fountains for both canine and human use at their DEA in Picton.

Wellington by contrast has no destination dog parks and increasingly expects dog owners to share what facilities there are as a multiple use space – for example with bike paths dissecting DEA spaces despite the safety issues this can sometimes create for both cyclist and dog.

Nowadays people must keep their pets on lead while in public and there are an increasing number of places in which dogs are prohibited. The provision of safe, open, environmentally stimulating areas in which dogs can be exercised off lead are vital for their welfare. Destination dog parks and facilities in other centres are known to be well used and act as a focal point for social neighbourhood connections.

Adequate provision for off lead dog exercise areas also reduces conflict that may arise when dog owners are forced to use other parks if these are the only safe open spaces available.

In theory there are currently 51 listed Dog Exercise Areas. However due to a combination of factors most are there in name only and consequently underutilised. We would argue most are not well designed and not practical for the use to which they are intended. The designated DEA's at Awa Road Reserve in Seatoun, at Churton Park adjacent to Halswater Drive and Hāitaitai Park on Wellington Road next to the Badminton Hall are all examples with sloping geography but no separation for the user from busy traffic.

Allocating funding within the next Long Term Plan is an opportunity to address this issue.

Council officers have publicised just three areas to be targeted for improvement - Sinclair Park near Houghton Bay, Taylor Park in Tawa and a rezoned section of Ian Galloway Park in Wilton. we ask you to consider these as a minimum to undertake in the immediate future (within 3 years), with funding consideration for further DEA improvements in years 4-10.

(Sonia)

We strongly feel Improvements to DEA's are an opportunity to add value and increase usage. They need not be an excessive strain on funding. Well-designed DEA facilities provide wide benefits – more than just for target users – for instance with the addition of water fountains to encourage healthy refreshment. Also fenced DEA's allow cyclists and dog-less walkers a less-stressful passageway and provide open spaces away from traffic dangers.

Benefits of improving DEA's

- *Well-designed dog exercise areas prevent tragedy when parks are located near busy traffic zones.*
- *Can provide additional services available to for all park users with drinking fountains and covered rubbish bins*
- *Provide interesting paths and places for the whole family to explore.*
- *Dog Exercise Areas assist with developing neighbourhood pre-emergency resilience. Well-used dog parks develop social networks as people who visit at regular times meet and form bonds – both with and without their dogs.*
- *Potentially they develop good neighbourly and community of interest contacts as nothing brings people together better than the connection provided by their pet. So assist in the Council's stated goals of developing neighbourhood emergency resilience.*
- *Generate "Friends of The Park" schemes that can offer assistance with ongoing maintenance, planting and fundraising projects using voluntary support and so reduce Council costs.*

Therefore the long term investment in improving facilities and design of dog exercise areas will support previously expressed Council goals of community resilience, increase volunteer connections and provide much needed spaces where dog owners can safely meet the legal requirements of responsible dog ownership.

Well-designed dog parks have specific features to ensure their high frequency of usage and ongoing support. Here are some key factors that we would like to see incorporated into any design plans for DEA's in Wellington once a commitment for funding has been granted.

1. **Double gated entry and exit points.** As well as preventing unexpected escapes, when an area is in use and new dog or group of dogs attempts to enter double gating allows the dogs to make a safer contact in the first instance avoiding unnecessary tensions.



Examples of double gating

2. **Secure fencing.** Fencing, especially roadside vastly increases the usable area in a dog park. While steel rail and hurricane mesh is an obvious choice for public spaces, there are other fencing options which allow a large area to be enclosed at lower cost. Fencing need not be higher than 1.2m as an owner is still present when exercising off-lead and required to have the dog



under verbal control. Some authorities have combined traditional post and railing design with the addition of wide mesh infill at a very economical cost.



3. Small Dog Zone.

Also recommended is a separation of spaces to accommodate both large and small dogs. While small dogs can and do run with larger ones there is a reality that larger dogs under the excitement of fast motion or rough play can hurt a small dog.



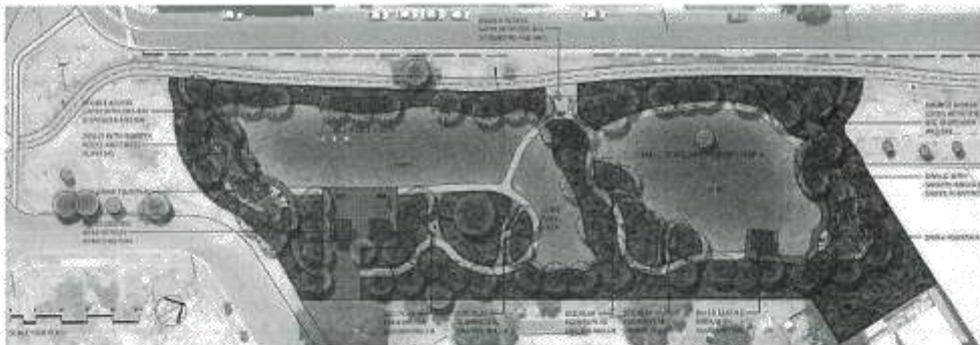
The same can be said of puppies. It is recommended that puppies be well socialised and exposed to a variety of other people and dogs from an early age. However trauma from under-socialised adults or rough activity can have long lasting effects and it is within the power of the council to prevent this if money is allocated towards dog park design.



4. Drinking Fountains with multiple user options.



5. Multiple entry and exit points. This allow for flow through usage rather than a pinch point congregating at one gate. Also safety as rapid departure is possible if another user entering may inadvertently cause conflict – such as with excessive size differences, incompatible breed types or one dog having a non-social temperament.



6. Planting to breakup space and allow variety for users. An example of where has been applied is at TawaTawa Reserve – although it is also recommended that some consultation be taken with dog owners when designing or choosing landscape plans as their needs are not the same as others

7. Community noticeboards for the exchange of information, to increase awareness on responsible dog ownership etiquette and education of park users – both with and without dogs.



Thank you for the opportunity to speak to you today. We would be happy to answer any questions and provide ongoing input into design plans if this is available.

Website: www.dogschool.net.nz

Email: centralallbreeds@hotmail.com

#1021

Canopy collapse. Immed mirgcy 111. Neglect. Oppos wilson st newt (4)

m +64 277 845-900
pg236 @mcdonNewt twitter.com

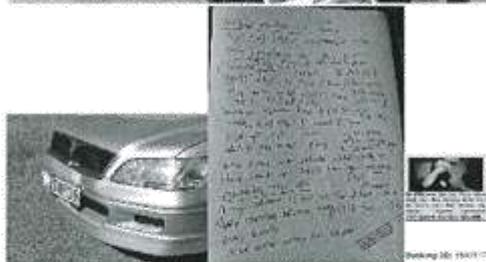
043895820 spark
Sent from my

----- Original message -----

From: DON McDonald 0277845900
Date: 27/03/2015 1:21 PM (GMT+12:00)
To: stephen.andy@wcc.govt.nz, Don McDonald, DOM POST Patrick Tim Dongh, ian.hunter@wcc.govt.nz, andy.foster@wcc.govt.nz, Newtown Residents' Assoc Lawt Clare Hanley
Cc: yvoni.mclaren@wcc.govt.nz
Subject: Canopy collapse. Immed mirgcy 111. Neglect. Oppos wilson st newt



Awning canopy is rip fdatn oppos wilson riddi x111 now 10pm.



What a shocker
Ath booze baron.

Ads yorday dompost personals.
1-4-15
Hospitality alchol Sotry
Because the people chose this counrc.

i don't trust.

Cardiac nurse. Yes i agree.
I call 111 once or twice today.

Print *ASBREN*

Not enough to squander on a long nrap newspaper article.

Ur lityc
Literacy standig
Understands a cryptic condensed headline has to convey suggest the subject line.
key to story that it follows.

Abbrevs is fundamental. In few words. U hav a brain for a reason. Every fixit takes 2 hr srch preparation.

Sometimes under a hot sun festival. I cannot sit down or see screen. Cup of tea. Poor toilets. Carry suitcase bag.

A phone call cannot convey the same depth of information.

As reported 2 years. X
It costs heap to Dial 499. X
Even if call only rings and doesn't answer. Many times X
Spark provider charges 2 mins eg Saturdays.

Then oper say it went to voicemail and then we hav to ring again.

Same police 04 38 1200
Wcc WginCC COUNC 04 499 4444.
Ang 384 3030.

Nort rungs that blud chrg event when u only dial and no answer.

SHAME F DS GRACE.
So sms trng training will not always full sentices spelled out.

This is a communication. X
It is not a skim read.

It is a special skill qual qualification reqd neccy to fulfil job well.

Call me back and discuss.

Sad hund job hv to be reported dozens of times.

Job completed?? You say.
In what way.

Ninety 90 per cent not satisfactory issues resolution.

Enquiry trace form.
Below 5 wks Feb 25- march 28, 2015.

PHOTOS

Print

Subject: Dear wcc LTP EXAMP SUBM FIXIT ABBREV X

From: DON McDonald 0277845900 (mcdonnew@yahoo.co.nz)

To: langtermplan@wcc.govt.nz;

do.no.gamb@gmail.com; info@wcc.govt.nz; vicki.mclaren@wcc.govt.nz;
newtownwellington@gmail.com;

micocokmobilised@gmail.com; wilsonstreet@clear.net.nz; news@dompost.co.nz;
editor@theWellingtonian.co.nz; news@wan.co.nz; frank.o@clear.net.nz;
wellsouthrichard@gmail.com;

Date: Sunday, 29 March 2015 9:17 AM

8/5/15 3:25pm
WGN CC
etc.
Sub-Header
Den S McDonald, Newtown 0021
mobile@wcc.govt.nz, Tel: 04
(04)384 3030, Tel: 04384 3030

quote subject line

I wish to speak to this submission pls.

Dear wgncc

LTP.

SHORT FOR

very long term planning omnibus

Please confirm 1 business day.

Wat why 20 subemns no ackn.

Bad democracy.

Wcc. Treat these as urgy jobs not file 6 mth. Pursue immediately.

This is 150th of my work load.

Point by point.

Every point.

Fotos.

29/3/15 sund 9am.

Nzdt.

Sms

Short msg message service

Squeeze message smaller.

How many chars.

150 lk

Characters max maximum??

https://nz-mg6.mail.yahoo.com/neo/launch7.rand=6q422to18d0j6





Thank you for the opportunity to present to the Councillors on the Long term Plan.

My name is Jan Voss. In this instance I am here as a certified Dog Behavioural Trainer who undertakes pet dog training classes to promote responsible dog ownership throughout Wellington with a specific business base in Rongotai trading as A.C.E. Dog Training Ltd. I have been operating a dog training business professionally for over 20 years in this time have seen a significant shift in the way we manage and care for pet dogs – who are a frequent addition to the families of rate-paying Wellingtonians

Introduction

As previously outlined in an earlier presentation Wellington is lagging behind other metropolitan areas in terms of dog-related facilities compared to other metropolitan areas despite having higher annual registration fees.

It is a serious oversight that Wellington has no destination dog parks and increasingly expects dog owners to share what facilities there are as a multiple use space – for example with bike paths dissecting DEA spaces despite the safety issues this can sometimes create for both cyclist and dog.

Allocating funding within the next Long Term Plan is an opportunity to address this issue.

*Council officers have publicised just three areas to be targeted for improvement - Sinclair Park near Houghton Bay, Taylor Park in Tawa and a rezoned section of Ian Galloway Park in Wilton. I ask you to consider these as a **minimum** to undertake in the immediate future (within 3 years), with funding consideration for further DEA improvements in years 4-10.*

Funding well-designed DEA's are an opportunity to add value and increase park usage often of areas not considered desirable by an other user of council park space.

I am a regular user of all three of the parks identified in Capital Canines newsletter as being considered for improvement and offer the following comment for your further information.

All three have an essential element already – they allow the safe embarkation and dis-embarkation from a car on arrival as all have an off-road car parking area adjacent to the allocated dog exercise section of the park.

Ian Galloway Park (this is using Northern Area – not the currently zoned one on the left of the skatepark) has a significant amount of fencing already on the roadside edge –left over from prior use for baseball. There is also a natural termination due to the geography of the northern side.

However the multiple open exit points onto Curtis Road mean only a small portion of the space is safely usable and in the event of two users wishing to exercise their dogs simultaneously forces one to move unrealistically close to this danger zone. With very limited input this park could be fully fenced, double gated, developed with a separate section

for small dogs and provided with a drinking fountain – also to the benefit of other users in the adjacent skate park and BMX track zones.

Sinclair Park is long and narrow. Geographically it has a natural barrier along the longer eastern edge. The 3 stepped levels, which add interest to a dog walk, are difficult to negotiate in wetter seasons and there is only low post and rail protection from traffic along the majority of the space severely confines usable space. However the stepped nature of the terrain lends itself to providing specific areas for larger and smaller dogs and will enable several users to operate at the same time without interfering with each other's needs. In this park a current oversight is that the only poo-bin is located on an entirely different level and so cannot be accessed by those actually using the Dog Exercise Area as was shown by the Council's website. With the basis of fencing in place the addition of higher dog-safe fences would be very cost effective.

Taylor Park next to Redwood Train Station, although not large, does also lend itself to further development. Like the other areas mentioned it is already accessible from an off-road carpark. There is potential for multiple entry points but the lower edge adjacent to the Tawa cycleway puts mixed users at risk. Fencing this edge along with double entry gates will allow for practical use with dogs – whether tossing a ball or just letting a group interact and play.

I would like to suggest that other parks that should also be considered for development are:

Churton Park (near Halswater Drive) A natural bowl with trees in the base. Fencing along the roadside edge and adjacent to the playground.

Cummings Park – double gating at the entry area next to the carpark and fencing along the far edge adjacent to path which often has non-dog walkers passing through.

I would stress the aspects of DEA design that increase and widen usage:

Double gated entry and exit points.

Secure fencing – especially on roadside or path-side edges.

Separate small and large dog Zones.

Drinking Fountains with multiple user options.

Multiple entry and exit points.

Landscape planting.

Community noticeboards (and park use etiquette signs).

I would be happy to provide advice and assist with any planning or design elements if this was required.

Jan Voss - Director, A.C.E. Dog Training Ltd

Phone: 021-818-222 Email: janvoss@acedogtraining.co.nz website: www.acedogtraining.co.nz





Membership

- 300 members
- 150 under 14
- 100 over 14
- 50 active masters



In it for life

Lifeguarding

- Primary purpose
- 75 active volunteer lifeguards
- Qualified 12 new lifeguards
- Membership development

In it for life

Lifeguarding



LYALL BAY
2000 1000 1000 1000

In it for life

Community engagement

- Event safety
- Common interest groups
- Facility use and events



LYALL BAY
2000 1000 1000 1000



New clubhouse

Current facility not fit for purpose

- Club's members and equipment are overflowing from clubhouse
- Building condition quickly deteriorating



In it for life



Current status

- Plans for new clubhouse well developed
- Fit for purpose community facility
- Project cost: \$3.1 million
- Current contributions: \$1.67 million
- Current work streams:
 - Value engineering and updated costing
 - Raising balance of funds

In it for life



Funding plan

- Raised \$1.7m of original \$1.8m
- Targeting four areas:
 - Donated building supplies
 - Gaming trusts / corporates
 - Member donations
 - Public funding
- Additional Council support

In it for life



Questions?

Contact:

Arie Moore, Chairman, 027 457 9203
chair@lyalbayslsc.org.nz

Marilyn Moffatt, President, 027 233 3373
marilyn.moffatt@xtra.co.nz

In it for life

19/05/2015

Environmental Reference Group

Submissions on:

- **Long Term Plan 2015-25**
- **Urban Growth Plan**
- **Infrastructure Strategy**

General Comments

Presentation

- Challenges effective public participation
- More emphasis on appearance than substance

Content

- Focus is economic growth (not sustainable development)
- Insufficient consideration of social & environmental impacts
- Infrastructure spend categorised as environmental
- Fixation on a few big projects (mainly in the CBD)
- Negligible attention to affordable & sustainable housing
- Fails to acknowledge limits to growth

Recommendation: do a better job next time

19/05/2015

<ConfidentialText> Item 0 Attachment 1

Urban Growth

Guiding Principles

- **Re-establishment** of Wellington's 'original' biodiversity deserves "Guiding Principle" status
 - Without that, "biodiversity" will continue to be ignored in the practical, day-to-day activities of council planners & staff, and by developers

Outcomes

- Mandate "medium density" quotas within new Greenfields subdivisions.
 - *(say) 40% "Medium Density" housing is reasonable, achievable, and provides the mix of housing & affordability.*
 - *Failure to encourage medium-density new suburban centres is inconsistent & inefficient.*
- Accelerate MDRA rollout & widen re-zoning criteria
 - *To include more (all?) suburban centres.*
 - *Publish league tables of "suitability" by criteria*
- Increase protection of greenspace within MDRA zones;
 - *Raise legal status of public greenspaces in & near MDRA zones.*
 - *Develop actions to increase outdoor/recreational /greenspace in intensified suburban; Work to increase public greenspace to offset effects of loss of private outdoor space.*
 - *Fully fund social infrastructure to support intensification – (i.e. remove any temptation to provide other infrastructure at the expense of outdoor recreational space & natural capital).*
 - *Full Cost recovery: "User pays" for the full cost of required infrastructure – whether by "DCs or other means.*

Climate Change

- Climate change must be central to planning for economic development and the growth of our city
- These plans must provide for climate change impacts - severe storm events, tidal surges and increased erosion
- Support efforts to reduce greenhouse gas emissions, build resilience through adaptive management and increase community awareness about climate change; however, more can be done

Recommendations

1. Include funding in the LTP for adaption to climate change effects in order to build Wellington's resilience
2. Carry out a carbon analysis for all new major investments and significant events in the city

19/05/2015

Water

- Repeated assertions that Stormwater Quality is acceptable is totally unfounded and based on very limited data
- *Engagement in Whaitua process* is given as response to water quality. This is insufficient without capital investment in improvement works
- LTP needs to be clearer with intent to integrate better stormwater management into urban renewal and key projects
- What was originally framed as stormwater monitoring is actually wastewater flow monitoring.....what level of investment is therefore proposed for quantifying actual stormwater pollutant loads to inform strategic planning?

Transport

Airport extension

- business case must have a proven
- significant negative environmental effects
- redevelopment should encourage buses, walking, cycling

Improve other long distance travel choices

Inner city streets as attractive public open spaces

- designed to prioritise walking, cycling and public transport, not car movements.
- convert the small, unused bits of transport corridors into green spaces

Johnsonville need improved walking networks, public transport and open space. New houses near railway station

19/05/2015

Waste



Reduce Waste to landfill

- Divert sewage sludge from landfill
- Increase support for waste reduction initiatives
- Create additional waste minimisation funding
- Mandatory licensing of commercial waste operators

<ConfidentialText> Item 0 Attachment 1

<ConfidentialText> Item 0 Attachment 1



PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Wellington's Plan for Sustainable Growth

2. Supporting Smart and Sustainable Economic Growth

PNBST in principle supports the establishment of a central city tech hub.
The development of Māori in the high-tech industry is necessary where primary industry in Wellington has never been a career option for mana whenua.
PNBST would encourage council to partner with PNBST on site selection.

Page 4

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Wellington's Plan for Sustainable Growth

1. A Longer Airport Runway

PNBST in principle supports the extension of the airport runway subject to suitable environmental protection.

Page 3

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<ConfidentialText> Item 0 Attachment 1

Page 5

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Wellington's Plan for Sustainable Growth

4. A National Music Hub, More activity, and a strengthened Town Hall.

- We support the Council strengthening its own buildings when it is providing notice to others to strengthen theirs....

Page 5

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Wellington's Plan for Sustainable Growth

3. Promoting Housing Choice and Vibrant Inner City

- Redeveloping the City End of Adelaide Road
- PNBST has a strong self interest in Adelaide road with sale and leaseback provisions on the Police Engineering Workshop at 21 King Street. Redevelopment and revitalisation of this space is a welcome initiative.
- Establishing an Urban Development Agency

PNBST are supportive of an agency that does not attempt to trump the Right of First Refusal of Crown properties of PNBST

PNBST has spent over 175 years settling with the Crown to achieve this right and we invite the Council to consider these partnership provisions in urban development.

Page 8

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025
Wellington's Plan for Sustainable Growth

6. Creating Liveable Communities and Growth

- Watts Peninsula, Shelly Bay and Mt Crawford (Motu Kaiurangi) are target suburbs where growth and change is occurring.
- There is no allowance for upgrades in these areas identified in the 10 year plan.

Page 7

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025
Wellington's Plan for Sustainable Growth

5. Reigniting our Sense of Place through Events and Public Space Improvements.

- PNBST supports increasing the Events Development Fund and increasing the funds available for Waitangi Day celebrations

<ConfidentialText> Item 0 Attachment 1

<ConfidentialText> Item 0 Attachment 1

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PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Wellington's Plan for Sustainable Growth

8. Celebrating Wellingtons Culture and Environment

- The 10 year Plan is silent on Maori cultural celebration.

Page 9

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Wellington's Plan for Sustainable Growth

7. New and Improved Venues for Music, Sport and Conventions

- PNBST supports the establishment of an indoor arena.

Page 12

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

Summary

We congratulate the mayor and Council for putting forward a bold vision of growth for Wellington over the next ten years.

Overall we are upbeat as to the direction of Council and we invite Council to consider our additions in the final plan.

We look forward to presenting this submission in person.

Page 11

PNBST – SUBMISSION DRAFT LONG TERM PLAN 2015-2025

9. Real Transport Choices for an Efficient, Sustainable and Safe Transport Network

- As a Harbour City and a sea-tradition culture - there are no sea-based activities in the plan to assist the transport network.
- The neglect of the wharves at Shelly Bay have further eroded transport options to eastern suburbs. Upgrade of this Council facility would provide alternative choices to the Mt Victoria tunnel congestion, assist tourism and enhance recreational options for Wellingtonians.
- Capital expenditure on Watts would also need to consider future sea access options to offset limited parking and public bus services.

<ConfidentialText> Item 0 Attachment 1

Deloitte.

Oral submission
Wellington City Council
Draft Long Term Plan



Thomas Pappas, CEO
Linda Meade, Partner
12 May 2015, 12:05 PM

Below are talking points from Deloitte's written submission on the WCC Long Term Plan.

1. A bold plan for growth:

- The Council has put together a bold and progressive draft plan for economic growth in Wellington.
- We fully support the concept that Wellington must "invest for growth."
- We commend the Council on recognising that Wellington's economy needs support and on thinking outside the square to develop the ideas expressed in the LTP.
- We would also like to congratulate Council on running an engaging public consultation process using a variety of channels, including traditional written formats as well as electronic submissions and the use of social media.

2. Greater transparency for better decision making:

- In our view the LTP projects that provide the greatest yield for the city should be seen as the greatest priority.
- We encourage the Council to provide transparency in explaining why certain projects have been assessed as able to deliver sufficient economic returns over others, particularly for the big ticket items.

3. Closer cooperation with central government

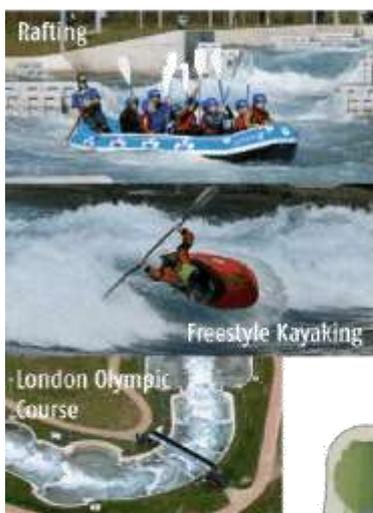
- We recommend that Council work to encourage central government to become a greater stakeholder in Wellington's success.
- We suggest Council consider its relationship with central government more broadly than just as a larger employer and how to capitalise on it – both to support the Council to improve economic growth in the region and to support infrastructure projects and tourism.

4. Make the most of success stories from other cities:

- The vision for Wellington that is presented by the LTP is very different from previous plans and might seem unattainable to those used to the status quo.
- Showcasing examples of what other cities – Manchester, UK and Waterloo, Canada, for example – have done to kick start growth will show that the plan is achievable in the real world and help garner increased public support for the plan.

5. Enhancing local economic activity and creating jobs is paramount

- Actively sell Wellington as a destination for business activity, including by removing barriers for business to invest here.
- Encourage increased migration, including domestic migration, with an emphasis on Wellington's quality of life.



Timon Maxey
021 137 5614
timon@maxey.co.nz

Wellington Rapid River

The multipurpose artificial whitewater river designed for sports, public recreation, tourism and education

LEGEND

1. WHITEWATER PARK ENTRANCE
2. ENTRANCE PLAZA
3. MAIN PLAZA
4. MAIN BUILDING
5. RESTAURANT AND PATIO AREA
6. BOATHOUSE
7. TOP POOL
8. RECREATIONAL WHITEWATER CHANNEL
9. JET CIRCULATED BOTTOM CHANNEL
10. PUMP STATION
11. RETURN STAIRS
12. BRIDGE
13. RESTORED NATIVE VEGETATION
14. GRASS LAWN
15. PARKING



S₂O
REINVENTING WHITEWATER



#20 (LTP)

Wellington Rapid River – Proposal by Timon Maxey 021 137 5614 timon@maxey.co.nz

- Multipurpose artificial white water river designed for sports, recreation and education
- Two parts: a downhill channel adjoining a jet propelled loop channel
- Wellington has a shortage of exciting recreational facilities and tourist attractions
- The design appeals to all ages, the local recreational market, tourists, national and international sports people
- Designed by myself and **S2O Designing and Engineering**, Lyons, Colorado www.s2odesign.com/ (designed **US National Whitewater Centre**, **Lee Valley Whitewater Centre** (London Olympic venue), **Hawea Whitewater Park NZ**)
- Auckland's \$40million **Wero Whitewater Park** is currently under construction www.wero.org.nz/
- Proposal for whitewater park for Christchurch <http://whitewater.org.nz/ww-park-for-christchurch/>
- \$10.8 million total capital expenditure. Subtract \$1.5 million if the infrastructure at an existing swimming complex can be shared. See attached costs as assessed by QS Company **ProBill Ltd**.

What is it used for?

- Kayaking - all levels. National/international kayak slalom events and training
- Freestyle kayaking - wave surfing, tricks and events
- Tourist attraction
- Commercial rafting
- Boogie boarding, stand up paddle-boarding, pedal boating, tubing and swimming
- Water safety education and activities for schools and clubs
- Rescue services drills and training for Armed forces, Civil Defence, Fire Service, Mountain safety

Project next steps

We require \$50,000 for a feasibility study for Market research, operating cost assessment, design refinement, to research potential commercial partnerships, to establish the owner and operator/s and potential locations.



<ConfidentialText> Item 0 Attachment 1

6th May 2015

Timon Maxey
22 Punjab Street
KHANDALLAH 6035



Dear Sir,

CAPITAL EXPENDITURE FOR WHITEWATER PARK WELLINGTON

Please find enclosed our Capital Expenditure and M2 Estimate for the development costs of the above project.

Bases of Estimate

The NZIQS standard basis for valuating building costs with this preliminary level of design information is a M2 estimate. The estimate uses expected construction related costs based on published preliminary information at today's market rates, which are subject to cost fluctuations.

The preliminary information is by definition incomplete and vague and the accuracy of the estimate reflects this. The industry expected accuracy for an estimate is: Screening phase - 50%+100%; Concept phase -30%+50%; Developed phase -20%+30%; Detailed phase - 10%+15%; Tender phase -5%+10%. This should be considered when assessing risk and entering contracts.

We can provide a feasibility study once preliminary information is established as discussed.

Documentation

We have based the costs on the S20 drawing dated May 2014. We have necessarily made many assumption based on our understanding of the project. We can work with the client and the designers to identify scope reduction or savings if required.

Exclusions

The following have been specifically excluded from this report or require input information. This represents the specific exclusions only and not the list of total exclusions:

- GST
- Land acquisition, development, annual, sundry, finance, and holding costs
- Building cost fluctuations
- Exchange rate movements
- Rates and insurance

- Accounting, real estate agent, marketing, finance, and bank fees
- Reserves contribution
- Non-competitive tendering
- Temporary accommodation, shut down and relocation costs

Yours Sincerely



Dean Benvenuti
PRINCIPAL



**FEASIBILITY FOR
WELLINGTON WHITEWATER PARK** **TIMON MAXEY**
02 06/05/15

Primary Information

| | | | |
|-----------------------------------------------------------------------------------|----|---------|-----------|
| Site Area | | 6000 | m2 |
| Frontages | | unknown | m |
| Gross Floor Area | | 450 | m2 |
| Net Rentable Area | | n/a | m2 |
| Parking provision | | 30 | no (cars) |
| Land purchase price | \$ | n/a | |
| Building cost | \$ | n/a | |
| Vacant possession costs | \$ | n/a | |
| Interest rate | | n/a | |
| Preliminary sketch plans | | 4 | months |
| Development approvals | | 12 | months |
| Developed design stage to calling tenders including working drawings and S.O.Q | | 8 | months |
| Calling tenders and awarding contract | | 2 | months |
| Construction time | | 12 | months |

Capital Expenditure Calculation

Land Costs

| | | |
|-------------------------|---|-----|
| Purchase price | = | n/a |
| Legal costs | = | n/a |
| Vacant possession costs | = | n/a |
| Soil tests | = | n/a |
| Land surveyor's fees | = | n/a |

Total of Land Costs \$

Building Costs

| | | |
|---------------------------------------|------|--------------|
| M2 Cost | = | \$ 7,695,300 |
| Elemental Cost | = | |
| Escalation ___mths, ___ %pa *1/2 @ 38 | 3% = | \$ 365,527 |

Total of Building Costs \$ 8,060,827

Fee Costs

| | | |
|----------------------------------------|--------|------------|
| Architect/specialist waterplay @ | 6.0% = | \$ 483,650 |
| Structural engineer (incl. PS4) @ | 1.5% = | \$ 120,912 |
| Civil engineer @ | 2.0% = | \$ 161,217 |
| Mechanical engineer @ | 2.0% = | \$ 161,217 |
| Electrical engineer @ | 0.2% = | \$ 16,122 |
| Hydraulic engineer @ | 0.5% = | \$ 40,304 |
| Fire engineer (GAP or verification) @ | 0.2% = | \$ 16,122 |
| Traffic engineer @ | 0.2% = | \$ 16,122 |
| Acoustic engineer @ | 0.1% = | \$ 8,061 |
| Geotechnical engineer @ | 0.2% = | \$ 16,122 |
| Surveyor @ | 0.1% = | \$ 8,061 |
| Planner @ | 0.2% = | \$ 16,122 |
| Peer review of design @ | 0.1% = | \$ 8,061 |
| Project manager @ | 1.0% = | \$ 80,608 |
| Quantity surveyor (Including S.O.Q.) @ | 2.5% = | \$ 201,521 |
| Contract administration @ | 2.0% = | \$ 161,217 |
| Building consent @ | 1.0% = | \$ 80,608 |
| Resource consent | = | \$ 100,000 |
| Feasibility/economic study | = | \$ 50,000 |
| Valuation | = | \$ 10,000 |
| Legal fees | = | \$ 10,000 |

Total of Fee Costs \$ 1,766,044

Project Contingency

| | | |
|----------------------------------------|----------------|------------|
| Contingency excluding land costs @ 10% | \$ 9,826,870 = | \$ 982,687 |
|----------------------------------------|----------------|------------|

Total of Contingency Costs \$ 982,687

Total Capital Expenditure (excluding GST)

\$ 10,809,557



PROJECT ESTIMATE

GFA \$ rate Value

**M2 COST ESTIMATE FOR
WELLINGTON WHITEWATER PARK**

**TIMON MAXEY
02 06/05/15**

Type of Project

Recreational Facility

Total land area (GLA)

m2 6,000

Building Works Cost Calculation

| | | | | |
|---------------------------------------------------------------------------------------|------|------|-------|------------------|
| Base building cost | m2 | 450 | 2,400 | 1,080,000 |
| Demolition | Item | | | 50,000 |
| Site preparation | m2 | 6000 | 10 | 60,000 |
| Carpark including nibs, marking, etc. | m2 | 1600 | 100 | 160,000 |
| Hard landscaping - paths, patios, etc. | m2 | 1000 | 150 | 150,000 |
| Soft landscaping - grass, planting, etc. | m2 | 1000 | 75 | 75,000 |
| Retaining walls for level changes | Item | | | 150,000 |
| Waterways (200m) including cut and fill to mounds and jet pump | m2 | 2400 | 1550 | 3,720,000 |
| Filtration & treatment | Item | | | 500,000 |
| Power supply | Item | | | 75,000 |
| Water supply | Item | | | 30,000 |
| Drainage | Item | | | 200,000 |
| Data | Item | | | 5,000 |
| Floodlights and external lighting | Item | | | 75,000 |
| Fences and gates | m | 400 | 200 | 80,000 |
| Bridge, steps, etc. | Item | | | 150,000 |
| Seating | Item | | | 50,000 |
| Infrastructure upgrades to territorial authority services | Item | | | 50,000 |
| Amalgamation with existing facility | Item | | | 150,000 |
| Subtotal for building works | | | | 6,810,000 |
| Allowance for fluctuations over period of project | % | | 3% | 204,300 |
| Allowance for building works contingency for variations to contract. Allow 3% to 10%. | % | | 10% | 681,000 |
| Total for building works | | | | 7,695,300 |

Endorsements

"This would be a great attraction for Wellington and exciting for NZ sport. It would make a great venue for exhibiting public art and would provide a wonderful range of activities for the general populace. I would love to see this proposal realised!"

Conrad Smith
All Black

"It is an intriguing idea to create a recreational centre incorporating sport and art and I'm certain both Wellington City and New Zealand sport would benefit!"

Lloyd Jones
Author

I have seen the benefits of artificial white water courses in cities around the world as I travel and compete on them regularly as a full time Canoe Slalom athlete. These courses not only provide a training and recreation site for paddlers, but a community facility that can be utilised for a number of different purposes. Having a facility like this close to one of our main cities allows people the opportunity to take up a sport they would not otherwise have the opportunity to. They are used as a facility to educate the public on river safety and for local rescue services to practice drills. A course like this would be a valuable addition to this community and I fully endorse this proposal.

Luuka Jones
2 x Canoe Slalom Olympian
New Zealand Canoe Slalom Team

To have a world class slalom course in NZ will be a massive resource for the future. It has the potential to breed the next generation of Olympic Champions in a sport that's in line with the image and culture of New Zealand.

Mike Dawson
Canoe Slalom Olympian
New Zealand Canoe Slalom Team

I am writing in support of Timon Maxey's 'water-park' concept for Wellington. As the designer and builder of New Zealand's only International Canoe Federation (ICF) approved white water park, I can see the need to have another, modern and safe facility close to a big urban population. A new international quality white-water park in Wellington will increase the profile of a number of water sports in New Zealand, including the Olympic sport of white-water slalom. If the facility is at a high enough standard, Northern Hemisphere Olympic kayak teams will be attracted to Southern Hemisphere training camps over our summer months.

If done correctly it should also provide a unique tourism attraction with multiple recreational uses for the majority of the population ie. water park activities, rafting and

other forms of around water recreation. It should also provide a special environment for aspects of education including water safety, for schools, University and Polytechnic students of the greater Wellington Region and beyond.

The design will reflect the character of New Zealand with native plantings/rocks and will be a superb venue for exhibiting NZ outdoor art, music concerts and a corporate conventions that include team building experiences on-site.

I congratulate Timon on his innovative designs and I look forward to seeing the concept progressed. Please let me know if you wish me to speak to this submission.

Kind regards

*John Snook - Director/Consultant
176 Okere Road, RD 4, Rotorua 3074
T +64 21 933 137 | E john@actiongroup.net.nz
www.actiongroup.net.nz | [Like our Facebook Page](#)
Mgr of Olympic kayakers Mike Dawson and Luuka Jones*

A Whitewater facility in Wellington would be remarkably transformational, both for The City, and the Olympic discipline of Canoe Slalom. It would turn Wellington into an epicenter of Canoe Slalom, attracting athletes from all around the country - especially important for the many athletes making the difficult transition to third level, as there is a dearth of suitable training locations close to quality third level institutions. It would also be an attractive location for athletes from the northern hemisphere for winter training. It would be an enormous boon to kayaking in general, with considerable potential as a competition forum (Extreme Races/Rafting/Canoe Slalom/Sprint), a training site, and an excellent general recreational facility. Making such a technical sport accessible via this white water facility would attract people from a diverse range of socioeconomic, ethnic, and sporting backgrounds.

This is a fantastic opportunity for the country, and it should be in Wellington. It is the finest city in the country, and this facility would be a major attraction. Choosing a Scott Shipley designed feature (option 2, as creatively embellished by Timon) is the best option; it will give the whitewater park its broadest, and strongest appeal, and without doubt, would transform the sport within Oceania.

*Shane Quinlivan Upper Hutt/Te-Marua Canoe Slalom Coach
Member of the Irish Junior and Senior Canoe Slalom squad/team 1979-1985
Irish Junior Slalom Champion
3x National masters Champion NZ
Multiple medalist in the World Masters Canoe Slalom
Outdoor enthusiast and occasional expedition Kayaker*

The Kupe Canoe Club is Wellington based and has a membership, including white water enthusiasts, of about 130 kayakers. The committee recently reviewed your proposal, design and Youtube clip describing your idea and prototype for two variations on an artificial river. We thought this was a great idea and would be very happy to see such a facility in the city. For paddlers in Wellington, there are sea kayaking opportunities for learners and

experienced alike, and Mana Kayak Racing Club runs an excellent training academy for flat water racing on Porirua Harbour. To learn white water paddling however currently necessitates a trip out of town which restricts the numbers who are able to participate. Furthermore, it is a sport that is very much dependent on river levels, and many a planned trip is postponed due to too little or too much water.

The Kupe Canoe Club has a fleet of river kayaks for hire and normally runs monthly trips to various local rivers, water levels permitting. We also run training and practice sessions at Freyberg pool to enable paddlers to improve their skills and maintain them over the colder months. This facility would be an excellent adjunct to these existing facilities.

A facility such as the one you propose would add an extra dimension to kayaking and canoeing in the Wellington region. It would be ideal for training beginners and for intermediate paddlers to gain proficiency. It could tempt paddlers from other disciplines to try this type of paddling. It may also fit in with the watersports programme offered by the Wellington Oceansports Centre based at the Royal Port Nicholson Yacht Club which runs 'try out' days each month on all sorts of water activities and also offers more advanced courses. We endorse your idea in principle and would certainly welcome the construction of such a feature Wellington.

Sandy Winterton President
Kupe Canoe Club

As President of Victoria University Canoe Club I was very interested and excited to read your proposal for the construction of an artificial slalom course in the Wellington region. As a club, we have a large group of kayakers from a variety of skills and backgrounds - not exclusively students - who would all benefit from a facility such as this in the Wellington region, as none currently exist. This is particularly valuable for beginners and novices who want a safe, secure and readily accessible facility to learn to kayak. However, all skill levels would benefit from a convenient resource to improve upon their technique without having to travel long distances and/or wait for correct river flows.

As a representative of this club I feel that this course would be of wider benefit to the community. In particular, it provides a resource to raise and train water safety awareness that is crucial for all New Zealanders regardless of age, occupation or recreational past time. We recognise that it is not designed purely for kayakers and we are delighted to see encouragement of all water sports.

On behalf of Victoria University Canoe Club, I fully endorse this project and wish you all the best for the success of this proposal.

Kind regards,



Athene Laws E: athene.laws@gmail.com M: 0221310631

I love the look of this layout. I especially like how it provides spaces in and out of the flow to provide for more and less active recreation. I say we adapt this thing and build it?

SCOTT SHIPLEY, M.S., P.E. *Scott is an international artificial slalom course designer/builder who designed the London Olympic course.*

NEW ZEALAND
KAYAK
SCHOOL



Dear Sirs,

My name is Mick Hopkinson. I am the owner and director of the New Zealand Kayak School in Murchison. I have been paddling since 1961 on rivers all over the world including expeditions to Africa and the Himalayas. In 2008 I was inducted into the International White Water Hall of Fame in the Explorer class.

Not everyone has the privilege and pleasure and the lifestyle choice of living next to a wild river. Very early on in my career I came to appreciate the benefits of artificial white water courses. Many of the early expeditions I was involved with left England in summer when there was little or no water on which to train. Consequently we regularly drove 18 hours to the Olympic Slalom course in Augsburg, Germany which was built for the 1972 Olympics. This was an ideal venue for kayak training and for white water swimming exercises.

Subsequent to that Olympics white water courses have been built for the Olympics in Barcelona, Sydney, Atlanta, Athens, Beijing and London. And as a result of these courses being built similar courses have been constructed all over Europe and the United States.

An artificial white water course in downtown Wellington would massively increase the profile of the sport of kayaking as well as providing an ideal training venue for New Zealand's river athletes.

It would also offer a venue for recreational boogie boarding, rafting and swimming and would be an excellent training centre for river crossing and for rescue training for the New Zealand Emergency services.

Many of the new "Water Parks" in the USA have been built in the city centres and have instantly provided a venue for tourists and an array of restaurants and cafes alongside the "river"

Timon Maxey's proposed waterpark would significantly enhance the range of municipal facilities provided in the Nation's capital.

Yours Sincerely

A handwritten signature in black ink that reads 'Mick Hopkinson'.

Mick Hopkinson.

11.6.14.

#20 (LTP)

Whitewater rafting plan for Kilbirnie complex floated

MATT STEWART

A \$7 million whitewater park could be in the pipeline for Wellington, with a proposal that could turn the capital into a mecca for river sports enthusiasts.

The multipurpose Wellington Rapid River park is the brainchild of kayaker and inventor Timon Maxey, who will pitch it to Wellington City Council next week.

As construction of the \$40m Wero whitewater rafting complex in Auckland gets under way, and a similar proposal is being considered for Christchurch, Maxey will look to secure \$50,000 in funding for a feasibility study.

The aquatic playground would be a genuine tourist attraction in a city that lacks visitor pulling power, he said.

Maxey believes it would appeal to all ages, as well as the domestic recreational market, tourists and national and international river sports athletes.

"This project would lead to increased visitor numbers, longer duration stays and more income for retail and hospitality."

Attaching the project to the Kilbirnie Aquatic Centre could save up to \$1m, as the sites could share facilities and administration, as well as the expertise of staff already trained in monitoring water activities.

The park would be built in two parts, with a "serious whitewater" downhill channel for skilled users and commercial rafting, with an adjoining jet-propelled loop channel for a broad range of skills.

A smaller complex, with a focus on teaching water safety for clubs and schools, would be used for teaching kayaking, with an eye to hosting national and international slalom events.

Freestyle kayaking, commercial rafting, boogie boarding, paddle-boarding, tubing and swimming would all be in the mix, and Maxey said the park could also be used for search and rescue drills and training for the armed forces, Civil Defence, the Fire Service and mountain safety.

The Wellington region had a shortage of suitable rivers for sports, with a substandard spot on the Hutt River being the region's best local kayak slalom site.

"In Europe, kayaking and slalom are popular because there are artificial rivers in the middle of big cities. With the Wellington



The Olympic Flame travels on a raft down the Lee Valley White Water Centre before the London Olympics in 2012. Timon Maxey says his proposal for the capital uses similar construction techniques. Photo: GETTY IMAGES



This project would lead to increased visitor numbers.

Timon Maxey

Rapid River and the new aquarium at Island Bay, suddenly there would be a real gravity to Wellington for tourists."

Maxey said the Lee Valley White Water Centre in London, used for the Olympics in 2012, used similar construction techniques.

Council community, sport and recreation committee chairman Paul Eagle said the project would have to "seriously stack up" to be included in the council's master plan for the Kilbirnie civic pre-

cinct, which was under development. "I reckon it's got merit, but we'd have to step back and have a really robust look at the proposal."

New Zealand Rafting Association chairman Tim Marshall said most of the market for whitewater activities was centred around Rotorua and Auckland.

But if the project could be completed as budgeted, it could become a valuable facility boosting water safety training and slalom kayaking.

CAPITAL AMBITION

Grand schemes previously proposed for Wellington:

- A Children's Garden for the Botanic Gardens has gone beyond the pipe dream phase and is set to become reality. The garden will be on a 1500 square metre sloped section at the centre of the gardens, and could be open by spring 2016.
- In 2004 a hovercraft commuter service was mooted between Wellington and the Hutt River, with one company taking delivery of a vehicle. It has never happened.
- In 2009, a billion-dollar casino was proposed for Shelly Bay, that would have included a luxury apartment block and a gondola. Internal Affairs Minister Nathan Guy ruled out a law change required for it to proceed.
- In 2012 a gondola was proposed from the end of Holloway Rd in Aro Valley to Pohill Reserve above. It was to feature a log-cabin style restaurant and souvenir shop, and would cost between \$12m and \$14m.

Wellington rapid river plan

Kayaker Timon Maxey wants to give the capital another tourist attraction with his plan for a \$7m whitewater rafting park possibly sitting next to Kilbirnie's Aquatic Centre.

LEGEND

1. Whitewater park entrance
2. Entrance plaza
3. Main plaza
4. Main building
5. Restaurant and patio area
6. Boathouse
7. Top pool
8. Recreational whitewater channel
9. Jet circulated bottom channel
10. Pump station
11. Return stairs
12. Bridge
13. Restored native vegetation
14. Grass lawn
15. Parking



WDP # 06

WELLINGTON Waterfront Development Plan – 3 Years Oral 12th May 2015

We would confirm all the points we raised in our written submission on plans for the waterfront are still the same BUT....

Once again I would like to categorically state that my husband and I have always supported a Chinese Garden but not on Frank Kitts Park which is a true free open space and is a popular lunch time destination for CBD workers, school parties visiting the Museum of City and Sea who all enjoy the atmosphere to eat their lunch and on several days "keep fit" classes are available.

What is referred to as "The Lawn" the majority of Wellingtonians call it the "amphitheatre" which provides comfortable seating space for the many concerts, family entertainment and last stop for Father Christmas parade and varied events throughout the year especially during the Festival of the Arts and Summer city. (see attached photos)

The upper levels of the amphitheatre and battlements provide elevated advantage points for events on the harbour, like the Teddies Bear picnics, dragon boat races, yacht races, kayaks and the Cancer Societies Run for Life Relays. The seats on the Promenade side are well used by locals and visitors from the cruise ships enjoying a coffee or ice cream or just resting).

We can see no justification to allocate \$5million to bulldoze this park and a number of trees when there is only the need for a few repairs and some more play equipment. We would like to quote from LHM "We are on target for 1994" - One of the more innovative features of the park is the natural amphitheatre which will provide an outdoor performance venue. Measuring 30 metres in diameter it can seat up to 600 people and will be available to both amateur and professional groups and aims to provide a concert or performance venue for the city's youth>

We are totally opposed to the "flattening" of the current playground and moving it closer to the street and the southern end of the Events Centre and Shed 6. Since this plan was released we have observed that the area for the Lighthouse slide and other equipment provide views out to the harbour and plenty of sunshine whereas the area proposed is in the shade and many cars AND TRUCKS delivering to the Event Centre and Shed 6.

Over a number of years I have spoken with many families and "awesome" is often quoted and the undulating grass surrounding the equipment is very popular with young children who like to roll and tumble down the slopes from the slides etc. However more swings on the flat area near the promenade would be appreciated.

The "bouncy" equipment on the flat area has always been a popular and the latest new attraction over the holidays has been the small cars.

We would like to quote from Page 39 of the 2014-2043 Wellington Urban Growth Plan Draft
'COMPLETE THE DEVELOPMENT OF THE WATERFRONT – WE CONSIDER FRANK KITTS PARK SHOULD BE THE PREMIER RECREATION AREA FOR THE CITY, PARTICULARLY CHILDREN. And another quote from Jan Gehl, the Danish consultant who in one of his reports commented "A SIGNIFICANT RECORDING IS THAT THE HIGHEST NUMBER OF CULTURAL ACTIVITIES AND CHILDREN PLAYING ARE FOUND ON THE WATERFRONT WHERE THE SPACE IS WIDE ENOUGH TO RUN AROUND FREELY – AS SUCH THE WATERFRONT IS THE PLAYGROUND OF WELLINGTON.

We are also opposed to a name change for the Park and again refer you to a leaflet put out by Lambton Harbour Management where it is stated "The original Frank Kitts Park was created from a small area of reclaimed land in 1974. First known as Marine Park, it was later renamed FRANK KITTS PARK IN 1979 to commemorate one of Wellington's longest serving and popular mayors.

In September 2000 a presentation was made to the Leadership Group by a member of the CGA and Chaffers was the preferred site. There has been comments made recently that Frank Kitts Park was the preferred site but as a member of the public who attended every meeting of the Framework process at no stage was this suggestion made orally and as before the demise of Variation 17, FKP was to have had a wall of buildings, it would not have been possible to have the garden there.

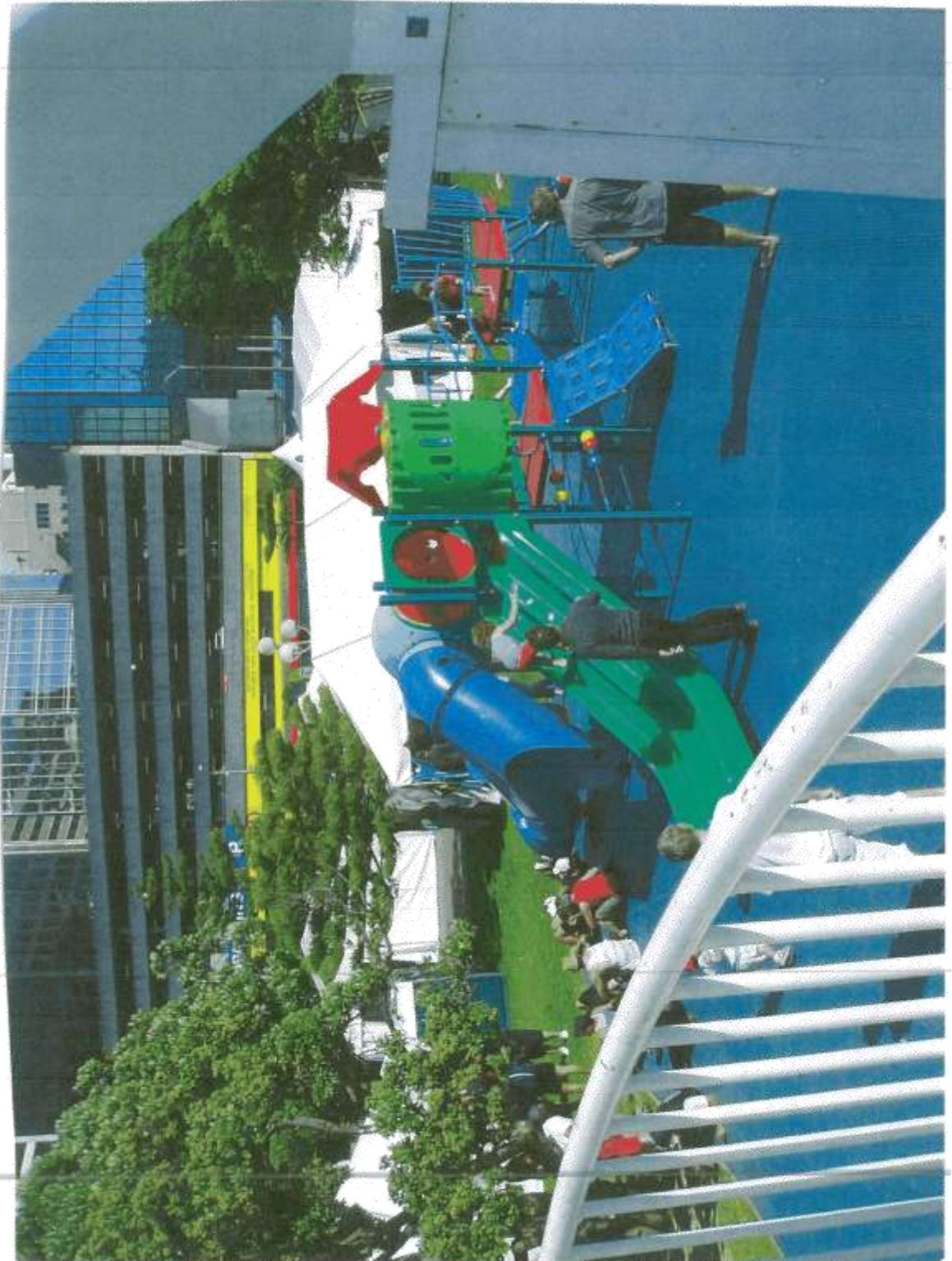
Would also like to refer you to Chaffers Design Competition March 2002 (a paper prepared by the CGProject Committee to the Waterfront submission group) where it is stated Page 1 THE CGPC IS PLEASED THAT THE GARDEN WILL BE SITED IN CHAFFERS and Page 3 Reasons for choosing Transition Zone site ITS UNIQUE SITING AND CHARACTER WOULD MAKE IT A FURTHER ATTRACTION FOR TOURISTS AND PROXIMITY TO TE PAPA WOULD ENCOURAGE PEOPLE TO VISIT THE GARDEN AND CHAFFERS. THE CONNECTION WITH TE PAPA WOULD BE ENHANCED IF THE STORY OF THE CHINESE PRESENCE IN WELLINGTON WERE TO BE TOLD IN THE GARDEN.

In conclusion we commend the view from the 4th floor of Te Papa looking out to Mt Victoria and how restful and pleasing a Chinese garden would compare with the other activities on the fringe of Waitangi Park.

Pauline and Athol Swann

47 Mairangi Rd, Wgtn 6012

Email: athol.swann@paradise.net.nz

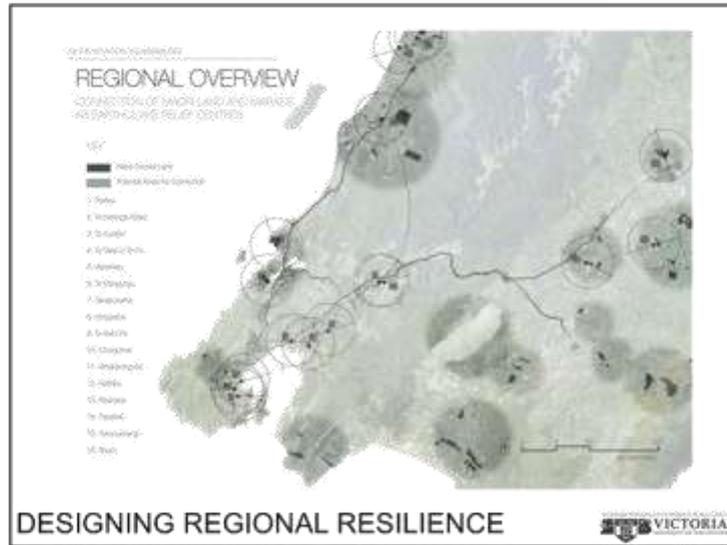


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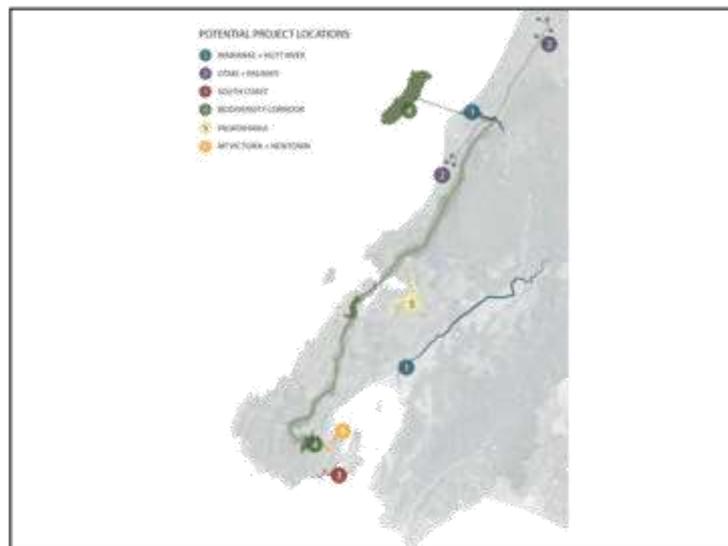
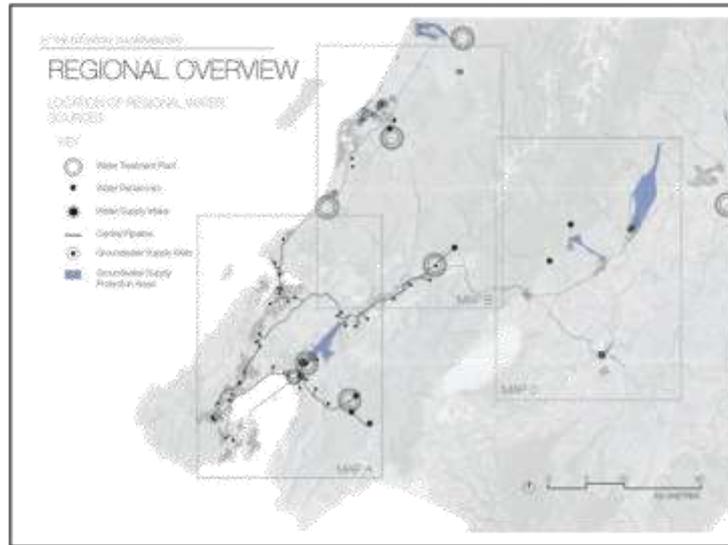
focus on the system not the threat

19/05/2015



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19/05/2015

Project Briefs: Year 1 Developing the briefs

1. Agreement by stakeholders to reconfirm direction for the development and financing of the research
2. Preliminary data gathering and design research to establish projects and project briefs
3. Collaborative discussion with experts and stakeholders to refine projects
4. Finalise a series of project briefs

Project Design and Dissemination: Year 2 Doing the work

1. Call for involvement from universities and industry (e.g. design practices) to design projects
2. Design work over a number of months with community involvement
3. National/International exhibition of work and publication



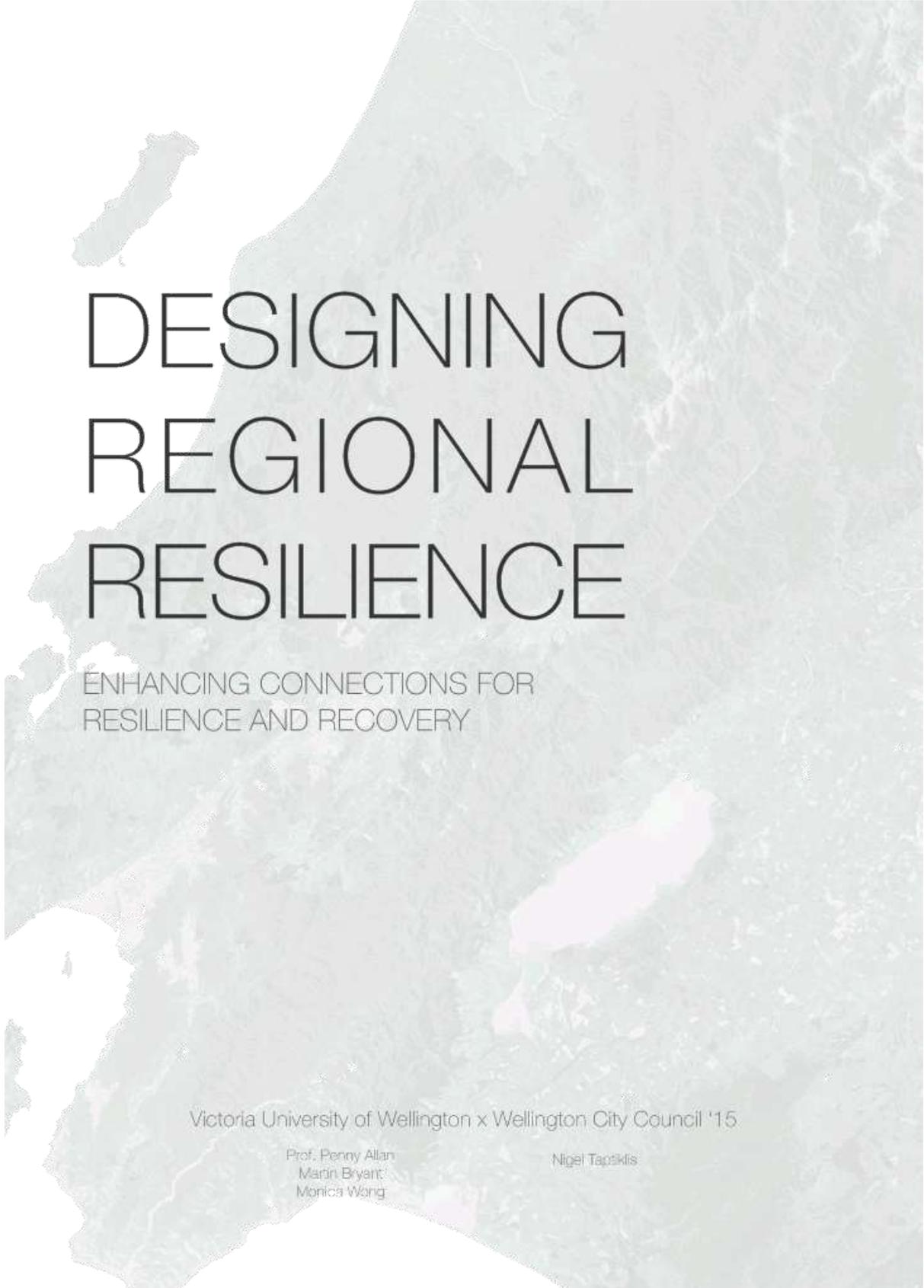
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An aerial photograph of the Wellington region, New Zealand, showing the city, surrounding hills, and the coast. The map is overlaid with a semi-transparent white layer containing text.

DESIGNING REGIONAL RESILIENCE

ENHANCING CONNECTIONS FOR
RESILIENCE AND RECOVERY

Victoria University of Wellington x Wellington City Council '15

Prof. Penny Allan
Marin Bryant
Monica Wong

Nigel Tapaklis

DESIGNING REGIONAL RESILIENCE

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RESILIENCE AND RECOVERY

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Prof. Penny Allen
Marti Bryan
Monica Wong

Nigel Taitoko

00 FOREWORD

FOREWORD

Prof. Grant Guildford

VICE CHANCELLOR
VICTORIA UNIVERSITY OF WELLINGTON

To be inserted...

02 INTRODUCTION

INTRODUCTION

What would a resilient Wellington look like in 100 years, and what can we do to get there?

This book is intended to be a small but thought provoking contribution to the discussion about resilience in Wellington. Although resilience to earthquakes is uppermost in everyone's mind, we thought it might be useful to think about a more general kind of resilience. Is there a way to better protect all that we value, not just from natural hazards such as earthquakes and storms, but so we are also better prepared for global financial shocks and longer-term stresses like climate change, sea level rise, and an ageing population.

We have gathered together a range of experts working across culture, transport, economy, biodiversity, food and water supply in Wellington. We asked them: in what way is Wellington vulnerable, what are the key issues preventing resilience and what are 5 or 6 key 'moves' that might act as a tipping point to shift us towards resilience?

We sat with the experts over a map of the region to identify critical locations where there were difficulties or opportunities and we asked them to identify their wish list of outcomes. Then we overlaid the maps to find interdependencies and synergies. We looked for specific places where targeted design projects could address multiple issues. How might urban design act as a catalyst to enhance, over time the resilience of Wellington City and our wider region? Our premise is that although we can't predict what will happen or when, we can prepare ourselves in a way that improves our quality of life now. Indeed, designing for resilience should make our everyday lives better too.

Wellington is supported by a diverse and

complex landscape, including coasts, mountains, lowlands, a number of hydrological catchments cities, suburbs and farming land. It is also exposed to enormous environmental flux and natural hazards: earthquake, tsunami, sea level rise, water table fluctuations, coastal liquefaction, and shifting sand dunes. The way we choose to settle in this landscape, our social, economic and cultural practices and our increasing dependence on global markets, can exacerbate risks. Wellington and its regional areas have different sets of strengths and weaknesses. Considering the city and its extended landscape as one complex system allows us to think about the issues differently. It allows us to design for synergies, interdependencies and multiple benefits. Such a strong mutually beneficial relationship between a city and its landscape helps to spread risk. For this reason we have chosen to work beyond political boundaries to include the wider Wellington region. But how can we make resilience meaningful in such a physically large and complex territory? Although we investigate broad-scale ecological, cultural, social and economic issues, we address these through design at a human, rather than a broad scale. We will use this information to produce a number of design briefs for multidisciplinary projects that will make a difference now, while catalyzing a shift in thinking about what resilience means and how we can all contribute to a resilient future. This ensures that communities are part of the resilience debate. Acknowledging, and adapting to risks and changing conditions is key to a resilient future, and design is a powerful communication tool.

In the end, art and design are more likely to change hearts and minds, than politics or science¹.

¹ Bengtén, B. 2011. *Rising Quakes: Projects for New York's Wastelands*. MoMA, NY

What will a resilient Wellington region look like in 100 years?

04 INTRODUCTION

GENERAL RESILIENCE

It's difficult to design for a destructive event of unknown magnitude before it happens. There are just too many variables. If you can't quantify the problem, how can you design the solution? There are at least two ways to reduce those variables: one is to design for a specific threat (flooding say, or earthquakes); the other is to design for the system (for instance food, or transport), rather than the threat. This is the difference between specific and general resilience.

Specific resilience in the urban environment is typically focused on response to a given threat, with little consideration of the synergies between systems that provide multiple benefits. If a building shakes, you strengthen it, if the sea level rises, you build a wall to protect property, or give the sea room to protect a beach. General resilience on the other hand is a little more complex, open-ended and messy. You're designing not so much to strengthen a system but rather to enable or encourage a collaborative or improvised response to a wide range of disturbances. Improvisation and collaboration provide the flexibility or 'plasticity' needed to 'bounce back from shocks, or to transform systems in response to an ongoing and increasing stress.

Buildings and walls don't improvise and collaborate, people do. So we must put people at the centre and design around them, and what makes our lives better in

good times and bad.

Every system has its own internal logic. While all cities share certain characteristics, each city has evolved in ways specific to its landscape. This evolution provides a key to its vulnerabilities, and also its adaptive opportunities. Much of our research into urban resilience since 2007 has focused on decoding these vulnerabilities and opportunities by looking at how people use their local environments to respond when disturbed.

Recent studies in Asian and Central American cities show how pressures of overpopulation and poverty challenge survival on a daily basis. Communities under pressure seem to find innovative ways to exploit the interplay between economic, political, environmental and cultural forces in urban systems to their advantage. In Guadalajara, for example, street vendors subvert existing urban infrastructure by 'piggybacking' their stalls illegally onto existing power supplies. Earthquakes provide a different kind of pressure. In Concepcion after the 2010 earthquake, communities physically contained their suburbs at street corners with earthquake debris. The resulting smaller neighbourhoods operated like extended families: small enough to know one another, large enough to effectively search for water, food and medicine. The City's undeveloped low-lying marsh land provided water and space for camping before

05 INTRODUCTION

organized help arrived. Communities under pressure exploit the resources at hand in unexpected ways in order to survive. These resources (e.g. marshy ground, vacant lots, debris) are very often the left-overs and by-products of urban development.

In the quest for efficiency these 'buffering' resources are often erased. Highly efficient systems are highly vulnerable: the equivalent of putting all your eggs in one basket. When water pipes in San Francisco broke in the 1906 earthquake, there was only one source of water, and to get the fires under control entire blocks of buildings were bombed to make firebreaks. Dairy farming is an efficiently run agribusiness, comprising a third of this country's exports². As long as the dairy industry is doing well the tendency will be for more efficiency, more land converted to dairy farms. But an outbreak of disease, or fall in prices could mean sustained economic hardship for this country.

Efficiencies increase vulnerability when one system is optimised at the expense of other systems. In the early 20th century wetlands were regarded as unproductive, unhealthy, residual land. In the early 1900s, 98% of the extensive wetlands on the Kaiti/ Horowhenua coast were drained so the land could be farmed. We now understand the importance of wetlands both culturally and environmentally. But in this case, the win for the country's economy was an irreversible

loss for the environment, requiring immense effort and expense to revitalize or repair the damage.

On the other hand, designing for general resilience automatically creates win-win situations from the richness of connections, interactions and interdependencies between systems. We all know that cities increase opportunities for complimentary relationships between people. In the same way, as systems meet and overlap, new synergistic ecologies of community, culture, economics and the environment emerge. The trick is to identify the threads of each system to find where the resonance or 'sweet spot' lies and where multiple benefits accrue. It is the resonance in the space where systems overlap that provides the opportunities to build general resilience. And like a muscle memory developed over time for a given activity, in times of real stress, it's the 'memory' generated overtime through interconnected and overlapping systems that affords autonomous and self-organised response.

A series of modest, local interventions can have complex, significant effects over time, changing the way we understand and use a place, so that its long-term impacts are the product of changes we make as we adapt to the new conditions. For example, the CIT land in the Upper Hutt could be entirely lost to residential housing.³ With some forethought it could be designed to shift the commercial

06 INTRODUCTION

and industrial emphasis from the hazardous land of Petone, and act as a catalyst for economic growth in the region and stimulate connections with the Wairarapa, as well as providing residential housing.

Victoria University of Wellington's School of Architecture design graduates are currently working on similar projects. A new university in Paraparaumu, for example, would catalyse economic growth in the region, encouraging young people to stay while also providing a venue for the temporary relocation of government in the event of a major earthquake in Wellington. Examples of other visionary projects are a coastal settlement in Waikanae, vulnerable to sea level rise and tsunami, retrofitted slowly over time so that it is not only resilient to inundation but has a new and stronger focus on community's connection to environment and place; a monocultural farm in Levin⁴ adapted over time to enhance biodiversity, encourage community based rural settlement, and increase productivity.

These design projects sit at the 'sweet spot' between natural, cultural and economic systems. They show the effect of working at the interface between these systems, increasing interdependencies and creating mutual, multiple benefits. They do not depend on the statistical probability of a specific event. They can make a difference to communities and settlements now as well as enhancing resilience to a range of disturbances in the

future. They encourage us to think differently about what is possible. They acknowledge vulnerabilities and show how we can adapt to changing conditions without sacrificing and perhaps even enhancing our quality of life. They show how design has an important role to play in 'leading the way' as we ask communities to creatively adapt to the future.

2. http://www.bee.govt.nz/research_and_publications/exports/2014-07-15/95.html

3. <http://www.vuw.ac.nz/staff/robert-hamilton-cove/theses/connections-and-planning/2014-03-04/initial-structure-of-technology-campus-in-upper-hutt-his-04-18-14.pdf>

4. These are all design projects by masters students working with us in the Kapiti Horowhenua coastal design studio in 2014. Ben Adams, Gabe Vespa, Nick Whelan

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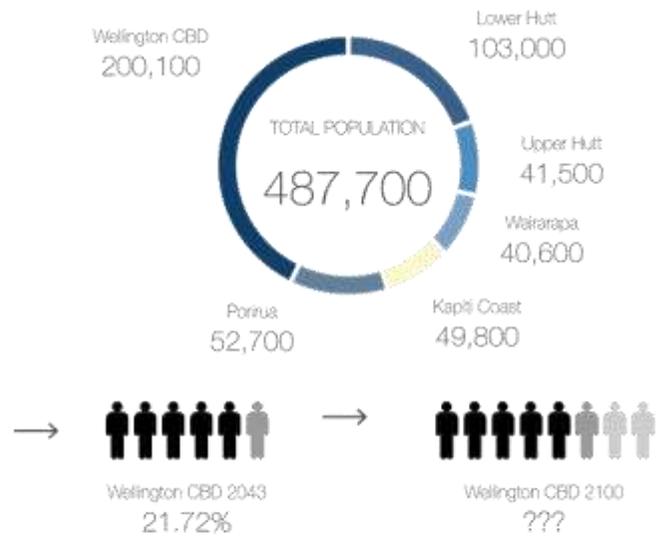
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THE REGION: A SNAPSHOT

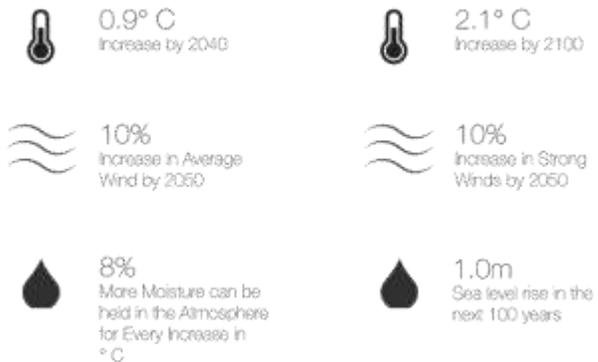
Population Growth



12 RESILIENCE IN THE WELLINGTON REGION

THREATS: A SNAPSHOT

Climate Change



Earthquakes

3 Major Fault Lines:
Ohariu + Wellington + Wairarapa



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THE SITUATION: VULNERABILITIES FOOD

16 THE SITUATION: VULNERABILITIES

THE SITUATION: A SNAPSHOT



81% of the Wellington region's fresh produce is imported from outside the region



50% of food produced in New Zealand is exported overseas



20% of milk is produced regionally, but processed in Palmerston North and Auckland



29% rise in basic food costs for Wellingtonians from 2004 to 2011



80% of the fresh produce supplied is controlled by either Progressive Enterprises or Food Stuffs



4 main fruit and vegetable wholesale markets in Wellington

17 THE SITUATION: VULNERABILITIES

INTERVIEW WITH THE EXPERT(S)

Sarah Adams

WELLINGTON CITY COUNCIL
COMMUNITY AND NEIGHBOURHOOD ADVISOR

From a resilience perspective, the food industry presents many large and complex problems. Local distribution is one of the key issues within the resilience spectrum, especially because the monopoly of the central retailers produces little to no competition within the market. The national distribution centres determine where their supply goes to based on economical efficiency. Distance is only a small consideration given the heightened efficiency of transportation.

In this network, the distribution centres operate outside of major cities, so their food can end up all over New Zealand. And local produce may not find its way into the system. For example, the Hawke's Bay orchards supply Wellington City, even though local orchards within the Wairarapa produce fruit in abundance. So the fruit is left to rot. Without markets the orchards will disappear. This is potentially problematic if a disaster cuts off the Hawke's Bay source of food.

Mind-set, therefore, plays a key role in building resilience within the food industry. As the problems lie largely on the corporate level, it is perhaps the smaller scale options that need to be focused on, the bottom-up approach. This approach would include the introduction of a series of community food hubs. Different food hubs in different locations

are likely to have varying roles, but could all include educational. A food hub in the city may promote urban agriculture practices, whilst more rural locations could educate on sustainable farming practices. These hubs could also include their own gardens and a community kitchen to help engage with a wider audience. The key idea of these food hubs would be to combine both growing and local distribution.

The location of the food hubs would be determined by a number of factors including the volume of need, proximity to communities and the soil available. Many neighbourhoods have already begun to capitalise on community gardens, creating community hubs of their own. An example of this is the Innermost Gardens in Mount Victoria which comprises of a community garden and hall aimed at a number of activities including growing your own food, community development and yoga. There is also the possibility of using buses during off-peak hours to distribute food locally.

Urban agriculture as a whole is a viable option for local resilience, but is difficult to sustain as a profitable solution. However, encouraging businesses to create their own community garden can begin to engage people in learning where their food comes from.

18 THE SITUATION: VULNERABILITIES

TOP PRIORITIES [THE 100 YEAR VISION]

If there were no limitations, what should be done to make a more resilient system?

1. More mixed-use peri-urban farms
2. Smaller growing hubs with cafes and parks combined with orchards and gardens
3. Livestock within the peri-urban farms
4. The creation of food community centres
5. More support for home growing

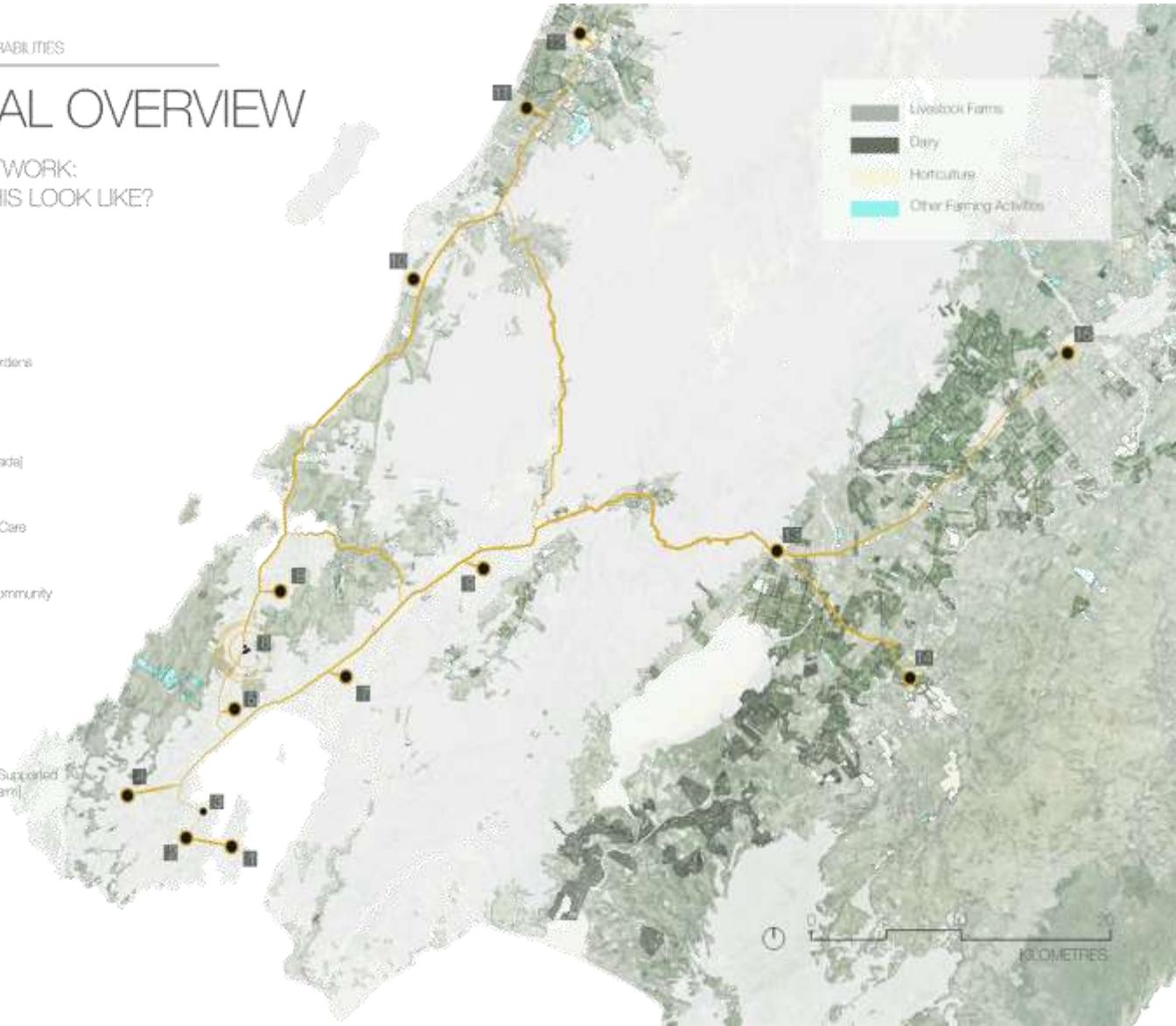
19 THE SITUATION: VULNERABILITIES

REGIONAL OVERVIEW

A FOOD HUB NETWORK:
WHAT WOULD THIS LOOK LIKE?

KEY

1. Miramar
2. Newtown
3. Mt Victoria - Inngimost Gardens
4. Karori
5. Newlands
6. Distribution Centres (Grenada)
7. Lower Hutt
8. Cannons Creek - Waiwai Cars
9. Upper Hutt
10. Raumati - Established Community Gardens
11. Te Hono
12. Otaki
13. Featherston
14. Martinborough
15. Masterton - Community Supported Agriculture (Wairarapa Eco Farm)



21 THE SITUATION: VULNERABILITIES

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FURTHER RESOURCES

<http://handoverahundy.org.nz/>

<http://www.polyfacefarms.com/>

<http://www.agroecology.org/>

<http://www.powerofcommunity.org/>

22 THE SITUATION: VULNERABILITIES

THE SITUATION: VULNERABILITIES WATER

23 THE SITUATION: VULNERABILITIES

THE SITUATION: A SNAPSHOT



An average Wellington resident uses
350 litres per day



An average Wairarapa resident uses
700 litres per day

In the event of a magnitude 7.5 earthquake on the Wellington-Hutt Valley segment of the Wellington Fault...



Residents in the CBD could be
up to 70 days without water

Bulk supply lines would suffer about 100 breaks and
be rendered completely inoperative

For a consumption rate of 20L per person per day, there will be a peak
Shortfall of 3 million litres per day

24 THE SITUATION: VULNERABILITIES

INTERVIEW WITH THE EXPERT(S)

Keith Woolley, Richard Keightley and Alistair
McCarthy

WELLINGTON WATER
CHIEF ADVISOR AND SENIOR ENGINEERS

The 'Three Waters', water supply, stormwater and wastewater, each bring their own set of issues and priorities. For the purposes of this interview we confined our discussions to the resilience of the region's water supply.

Wellington Water is working on a strategy over the next few years to improve the seismic security of the network. A major earthquake will result in significant damage to water infrastructure. A Wellington Fault earthquake could sever the bulk water supply as well as local public networks at several locations. Earthquake related damage will interrupt the normal supply of reticulated water in the Wellington Metropolitan Area for some time, months in some cases. Sufficient water to meet basic survival needs must be provided if evacuation of large numbers of people is to be avoided.

Considerable work has been undertaken over the last 20 years to strengthen infrastructure against earthquake damage. However as new knowledge is gained, e.g. from the Christchurch Earthquake Series, additional risks are exposed. Without improvements to the current infrastructure some parts of Wellington City are expected to be without

water for up to seventy days and the number of people without water in Wellington City is expected to reach a peak of 150,000. The situation will be similar in Porirua City, but less severe in the Hutt Valley, as the population is nearer to the drinking water sources, and other alternative sources of water such as the Hutt River and the Wainuiomata River are also available.

Studies suggest that, in emergency situations, people can survive on 20L/head/day for personal hygiene and food preservation. Sphere guidelines recommend that a person should have to travel no further than 500m for water.

For the Wellington region to be water secure, there should be a network of water supply sources across the region and at a range of different scales. First, at the regional scale, attention should be directed to building extra water storage facilities either side of the Wellington fault so that reservoirs can supply water without risk of damage to infrastructure. At the urban scale, a second pipeline could carry water from the Lower Hutt aqueduct across Wellington Harbour. At the neighbourhood scale, water from

25 THE SITUATION: VULNERABILITIES

alternative supplies could be distributed throughout settlements on a 500m grid to facilitate easy access to water in times of crisis. These tanks could be replenished from a skeleton network of resilient pipes or using tanker trucks, if roads are useable. At the local scale, this could be supplemented by household tanks. Even a small 200L rain barrel will assist greatly during the first few days following a disaster, especially if it is connected to a down pipe.

Alternative water supplies are important as a general resilience strategy; for earthquake resilience, the needs of critical users such as hospitals, medical centres, and emergency management facilities will also need to be included.

Sea level rise also poses an issue as this is likely to change the aquifer pressure, reducing the amount of water that can be taken from it. However, as sea level rise is typically gradual and more predictable⁷ than sudden events such as earthquakes, a quick, emergency response is not required and the issue can be resolved with long term

⁷ Note that this is not the case following an earthquake where the ground level could drop significantly, exacerbating flooding

planning. Climate change also introduces the likelihood of an increase in more erratic events, such as storm surges and droughts. Current projections suggest there will be an increase in intense rainfall and sea-level rise will reduce the capacity of low-lying parts of the stormwater network. This means flooding will be more prevalent unless the capacity of the stormwater network is increased, either by an upgrade of pipes or an increase in the detention capacity of the urban landscape. Wellington Water will be investigating the likely effects of climate change on the WCC stormwater system in detail over the next 3 years. Climate change may also impact the amount of inflow and infiltration into the wastewater network. The reduction of wastewater and recycling of stormwater is another key priority.

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TOP PRIORITIES [THE 100 YEAR VISION]

If there were no limitations, what should be done to make a more resilient system?

1. More reservoirs to supply water to catchments on either side of the Wellington fault
2. A pipeline under the harbour from the Lower Hutt aqueduct to the Wellington CBD
3. Alternative water distribution points on a 500m grid throughout settlements
4. Encourage home owners to install water tanks
5. Existing sources of water (eg wetlands and rivers) are healthy
6. Public are educated about the benefits of storing emergency water

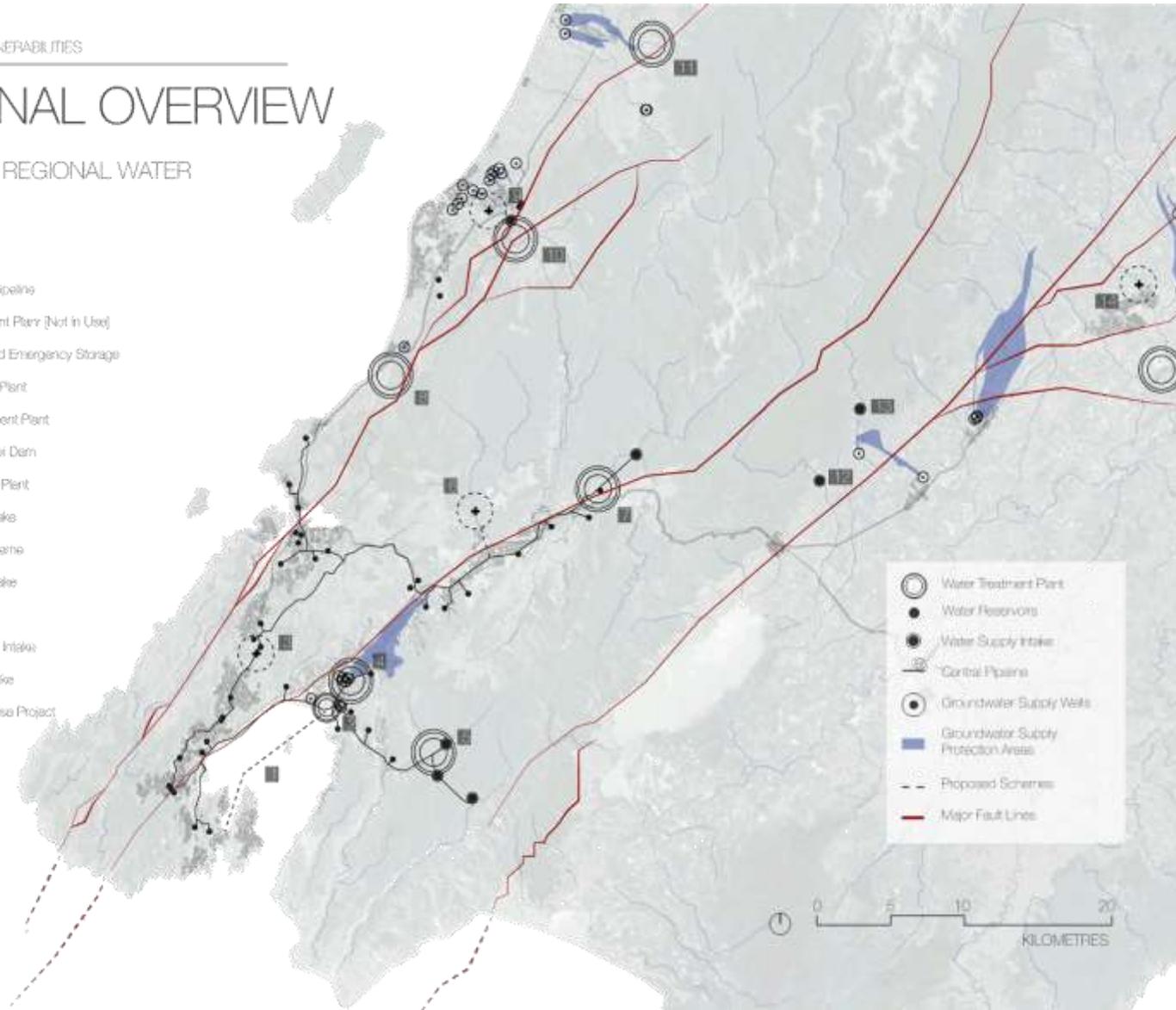
27 THE SITUATION: VULNERABILITIES

REGIONAL OVERVIEW

LOCATION OF REGIONAL WATER SOURCES

KEY

1. Proposed harbour pipeline
2. Gear Island Treatment Plant (Not in Use)
3. Proposed Takapu Rd Emergency Storage
4. Waterloo Treatment Plant
5. Wainuiomata Treatment Plant
6. Proposed Whakatiki Dam
7. Te Marua Treatment Plant
8. Paekakeriki Bore Intake
9. River Recharge Scheme
10. Waiārae River Intake
11. Otaki Bore Intake
12. Tūharenikau River Intake
13. Waikōhine River Intake
14. Wairarapa Water Use Project



| | |
|--|-------------------------------------|
| | Water Treatment Plant |
| | Water Reservoirs |
| | Water Supply Intake |
| | Control Pipeline |
| | Groundwater Supply Wells |
| | Groundwater Supply Protection Areas |
| | Proposed Schemes |
| | Major Fault Lines |

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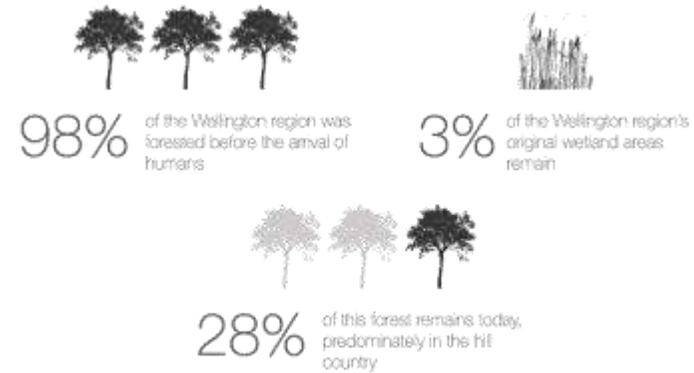
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30 THE SITUATION: VULNERABILITIES

THE SITUATION: VULNERABILITIES BIODIVERSITY

32 THE SITUATION: VULNERABILITIES

THE SITUATION: A SNAPSHOT



THREATS TO BIODIVERSITY INCLUDE:

- Ecosystem and habitat clearance and fragmentation
- Direct harvest e.g. fishing, hunting
- Intensification of land use and poor land management
- Impacts of climate change e.g. sea level rise, changes in average wind direction, increases in fire and drought
- Resource use pressures e.g. population growth and associated development
- Water quality degradation and intense fluctuations on quality
- Introduced pest plant and animals

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INTERVIEW WITH THE EXPERT(S)

Myfanwy Emeny and Tim Park

WELLINGTON CITY COUNCIL
TA URBAN ECOLOGY AND ENVIRONMENT PARTNERSHIP LEADER

New Zealand's ecosystems are in decline due to a combination of global and local influences. The drive to produce food for global markets in the 18th and 19th centuries precipitated the clearing of significant areas of forests wetlands and wildlife. Exacerbated by the introduction of pest and weed species, and poor quality urban development, it continues to affect the degradation of aquatic and terrestrial ecosystems in this country. The role of applied ecologists in this country therefore is to reverse these effects. Without human intervention, nature can adapt to threats such as climate change if given the space and ability to be resilient. We need to reinstate the natural systems which give species the capacity to adapt and manage themselves, and regenerate naturally.

This means adapting the urban environment or connecting existing natural areas that fauna and flora can inhabit and move between. The main focus for biodiversity at present is strengthening existing ecologically significant sites through protection and restoration, before creating connections between them. Connectivity has its own problems because each connection may have an unintended adverse impact, for example, introduced predators or weed species may use the corridors to enter areas they weren't found in previously.

Key biodiversity vulnerabilities include the amount of privately owned land in the region, the number of introduced predators, the warming of the environment which encourages new weed species to thrive and human impacts on our aquatic ecosystems.

Top priority projects would include integrated pest control across the region, the restoration of threatened ecosystems such as wetlands and dunes (on public and private land) and the progressive implementation of a stormwater management system that is integrated with natural waterways.

When it comes to connectivity, different species have different needs. For example, keystone species, such as kereru and tui are large mobile bird species which regularly fly large distances and distribute most canopy tree seeds. Small forest species such as some birds lizards and insects require higher levels of connectivity. This means connecting up the smaller planted areas and filling in gaps in tree canopies.

Priorities for native fish include the protection and restoration of natural streams, particularly enabling appropriate fish passage and protecting remaining spawning areas.

Human resilience is another consideration that can be used to argue for the sake of biodiversity. In the past, conservation efforts have been focused on keeping people out of natural areas. Scientists are now seeing that conservation, open space and nature in general have important social and community benefits such as raising awareness about biodiversity, improving social connections, encouraging health and wellbeing and providing shelter, privacy, and encouraging recovery in the immediate aftermath of a natural disaster.

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TOP PRIORITIES [THE 100 YEAR VISION]

If there were no limitations, what should be done to make a more resilient system?

1. Develop safe areas around ecological hotspots (e.g. Zealandia) and then connect them through appropriate restoration planting and pest management so that ultimately the whole region is connected.
2. Restore wetland and dune systems
3. Inspire and support scales of approach from backyard networks through to regional networks
4. Plant riparian buffers along all watercourses and ensure appropriate fish passage is enabled
5. Connect smaller vegetation patches on the outer green belt as a part of a transition from exotic to native forest on public land

35 THE SITUATION: VULNERABILITIES

REGIONAL OVERVIEW

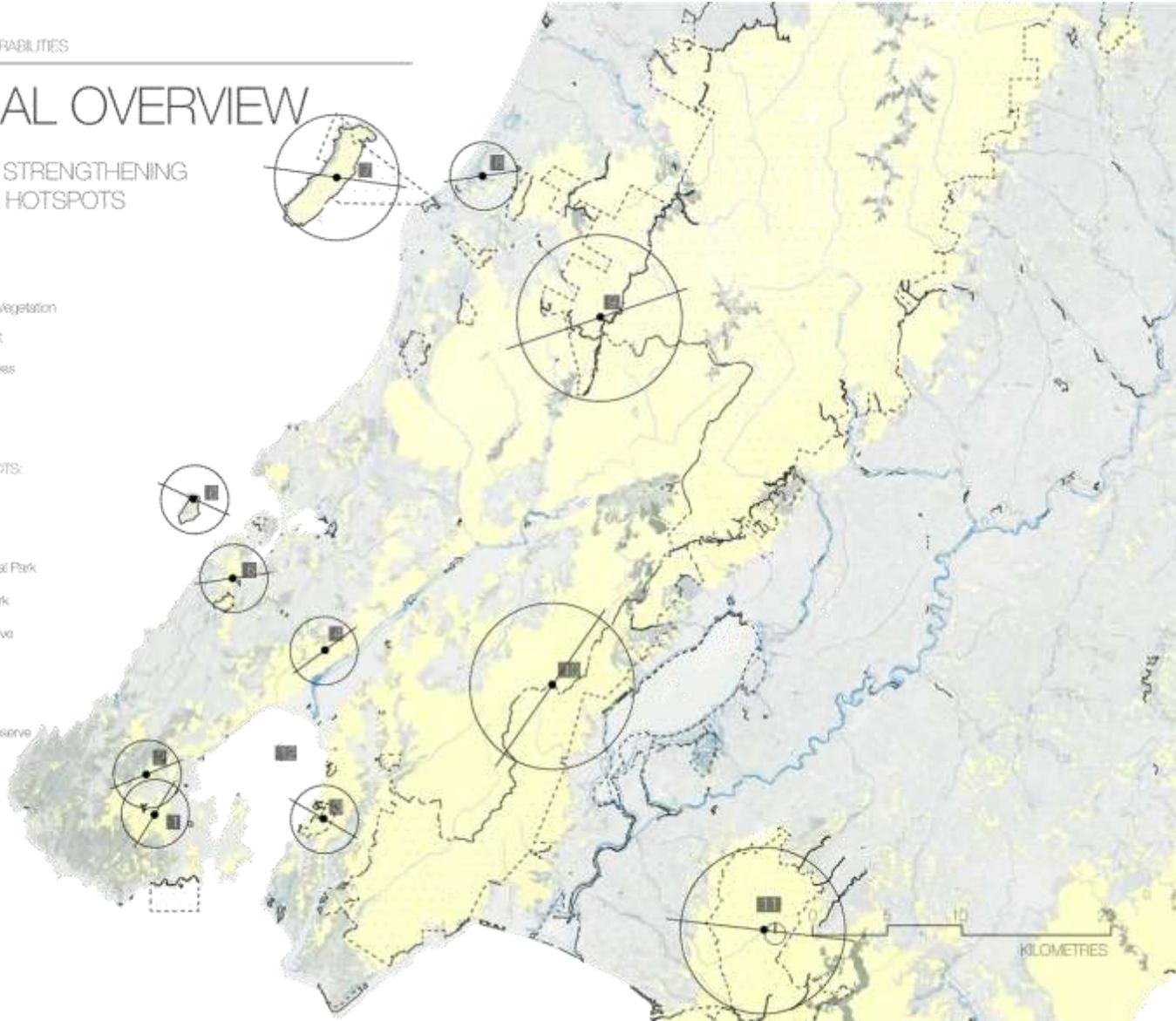
EXPANSION AND STRENGTHENING
OF ECOLOGICAL HOTSPOTS

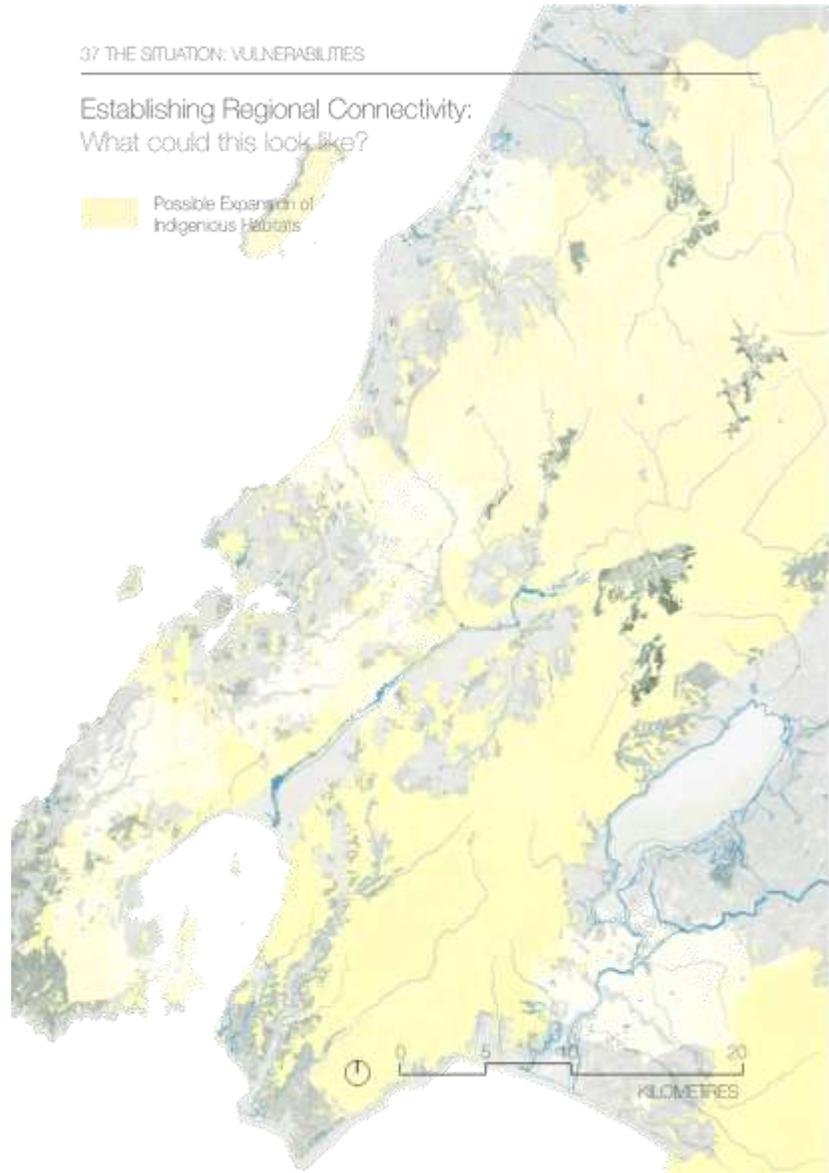
KEY

-  Indigenous Vegetation
-  Exotic Forest
-  DOC Reserves
-  Freshwater
-  Wetlands

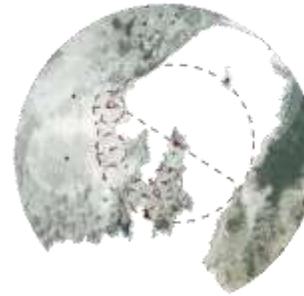
ECOLOGICAL HOTSPOTS:

1. Zetlandia
2. Otari-Wilton Bush
3. East Harbour Regional Park
4. Belmont Regional Park
5. Porirua Scenic Reserve
6. Mana Island
7. Kapiti Island
8. Ngā Manu Nature Reserve
9. Tairāpiti Ranges
10. Rimutaka Ranges
11. Aorangi Forest Park
12. Somes Island

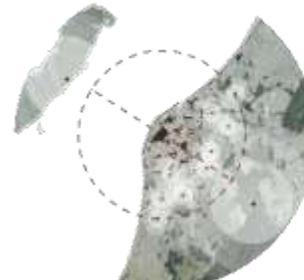




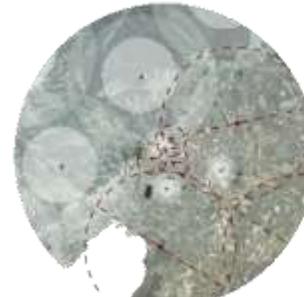
38 THE SITUATION: VULNERABILITIES



Wellington CBD



Paraparaumu



Featherston

Establishing Connectivity
in Urban Areas: What
could this look like?



Recommendations for an urban context
are 5-hectare patches at about 5-kilometre
spacings and 1-hectare patches at about
1-kilometre spacings



Core ecologically significant areas should
establish a buffer zone to increase integrity
and further protect the habitat.

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40 THE SITUATION: VULNERABILITIES

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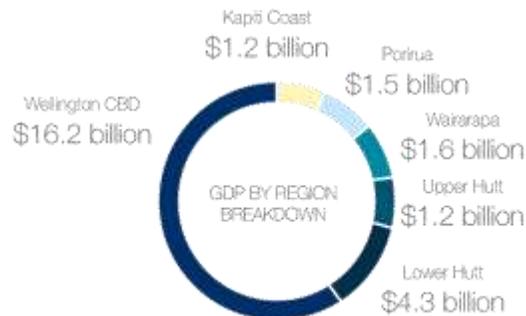
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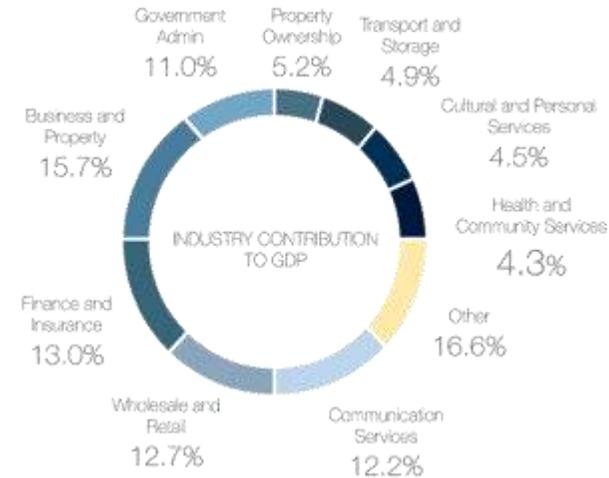
THE SITUATION:
VULNERABILITIES
ECONOMY

41 THE SITUATION: VULNERABILITIES

THE SITUATION: A SNAPSHOT



42 THE SITUATION: VULNERABILITIES



20.3% of Wellington region employees work for business and property services

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INTERVIEW WITH THE EXPERT(S)

Colin Drew and Richie Singleton

GREATER WELLINGTON REGIONAL COUNCIL
WELLINGTON REGIONAL STRATEGY

The potential cost of damage and economic disruption by a category 7 earthquake raises many concerns around seismic resilience, particularly for business continuity. Wellington is heavily reliant on its business sector, so preparation and protection should become a high priority. The cost of damages carries a level of uncertainty which makes it difficult to prepare. Strengthening critical infrastructure and lifelines are important to ensure businesses can continue, however, this is not the only issue. Possible damage to the transport network and housing mean even if the infrastructure is functional, the business may not be.

Since the Christchurch earthquakes there has been a focus on the value of heritage and how the high costs of strengthening these buildings can be justified given the significance of community and cultural values. While culture and heritage don't hold direct economic value, they are important in their own right. Due to the wide range of values, the solutions should be a mixture of preservation and adaptation. As there will be many consequences that cannot be foreseen, a certain level of adaptive capacity is important.

Another key vulnerability in the economy of the region is the lack of diversity. The CBD is the main social and cultural hub of the region with 23,000 commuters traveling to work in Wellington on a daily basis. Wellington still

has a large reliance on the public sector and this needs to be off-set by other activities within the region. Businesses tend to favour Wellington City and there is very little activity happening in the regions. This has resulted in a commuting culture highly reliant on the security of our transport network. The construction of Transmission Gully is likely to ease access within the region and will encourage a more even distribution of both people and businesses.

The Kapiti region and Upper Hutt have potential for growth, because of their access to infrastructure (transport, water, schools, etc), space for commercial development and proximity to core services. But the challenge is to attract young people to these areas. Kapiti has an older demographic, so the growth may need to be focused on businesses that support that, for example hospitals and ancillary services.

Growth in the hinterlands could also be encouraged by a large tenant, such as a major research or tertiary institution specialising in economies specific to the region. For example, there is potential in the Kapiti and Wairarapa region for a development in agribusiness. Farmers are currently out-sourcing their raw product to either businesses in other parts of New Zealand or overseas, but the processing of food and drink could be sourced locally. The ICT industry is also another possibility for development in these areas.

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TOP PRIORITIES [THE 100 YEAR VISION]

If there were no limitations, what should be done to make a more resilient system?

1. Reduce reliance on Wellington's CBD by dispersing business activities across the region:
2. Reduce reliance on public sector by growing knowledge-based industries
3. Develop the Wellington region as a model for livability - Includes protection of the green belt
4. Culture and heritage drive Wellington's economy making it vulnerable. Spread the risk by decentralising key cultural and heritage attractions.
5. Build processing plants close to source (e.g. meat processing close to Wairarapa)

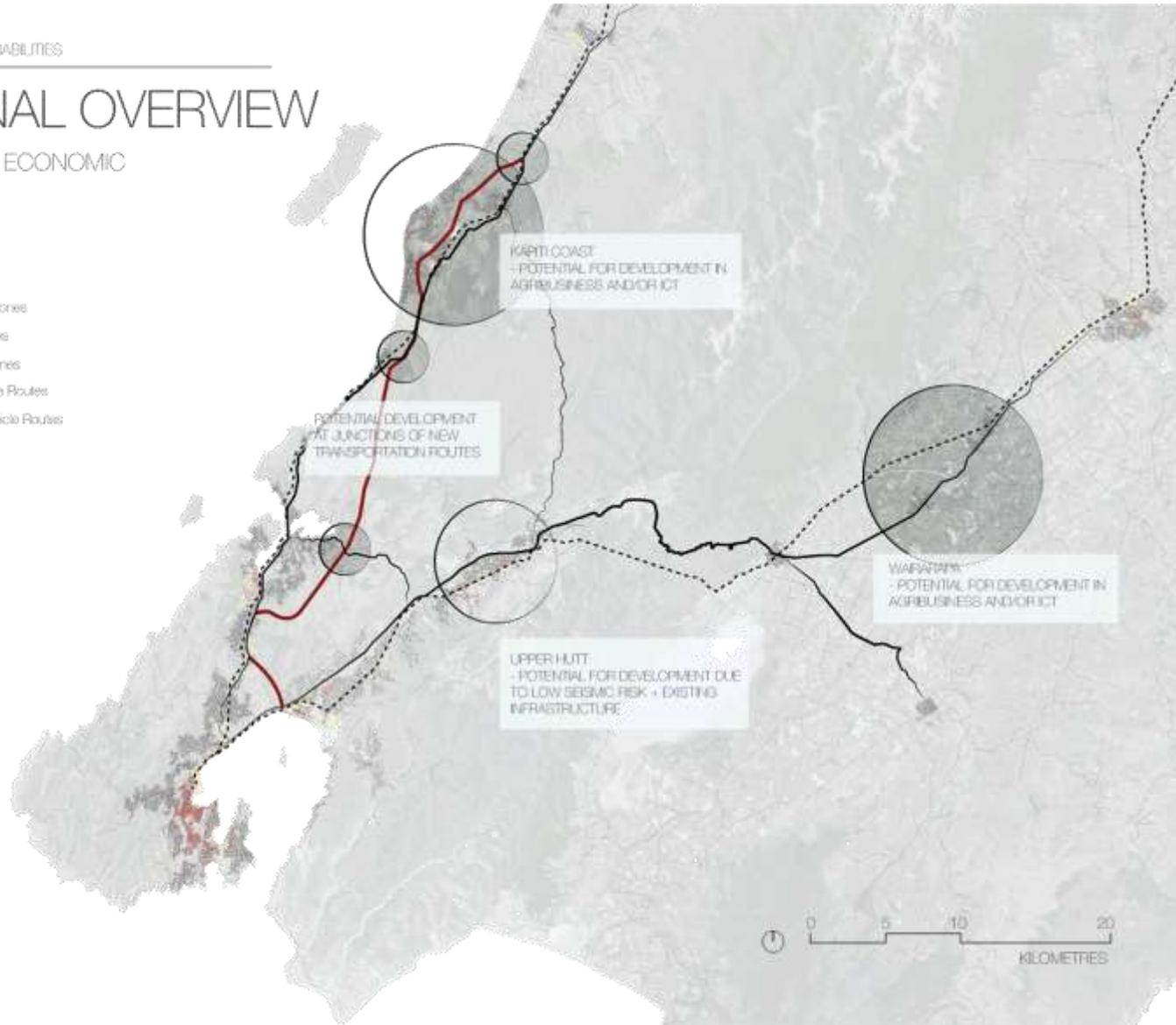
45 THE SITUATION: VULNERABILITIES

REGIONAL OVERVIEW

POTENTIAL FOR ECONOMIC
EXPANSION

KEY

- Commercial Zones
- Industrial Zones
- Residential Zones
- Central Vehicle Routes
- Proposed Vehicle Routes
- Train Routes



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THE SITUATION: VULNERABILITIES CULTURE

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50 THE SITUATION: VULNERABILITIES

CULTURAL RESILIENCE FOR IWI AND HAPU

Dr Huhana Smith

NGATI TUKOREHE, NGATI PAUKAWA
ARTIST/PAINTER, ACADEMIC AND ENVIRONMENTALIST

It is critical to support iwi and hapu so that they might actively enhance, retain and maintain their unique human relationships to place within ancestral or cultural landscapes, despite land tenure changes. A customary Maori worldview (pertinent to the many environmental issues faced today) acknowledges that everything visible or invisible that exists across the universe is interlinked and codified according to relatedness to environmental and life issues. It is vital that these inter-linkages between peoples and their linguistic, cultural and biological diversity are re-connected. Kaitiaki need to reinstate mauri or vitality to valued ecosystems in ways that relate to twenty-first century consequences of human demands on the global environment.

Te reo Maori must be integrated into planning and futures-oriented documents. The principles behind indigenous language or cultural revitalisation are directly related to improving environmental futures and integrating bio-cultural diversity. Te reo Maori will help to consolidate what remains of local knowledge around fragmented natural

ecosystems and rebuild human relationships with flora and fauna by rehabilitating the natural environment.

There are currently a number of active Memoranda of Partnership or Understanding between iwi and hapu authorities and associated local and regional authorities. These relationships must be built on strong principles of meaningful partnership based on mutual respect for long term benefits to all communities.

Cultural centres could encourage environmental as well as cultural regeneration. For example the proposed Te Awahou - Nieuwe Stroom in Te Awahou/Foxton, will acknowledge the contribution of Dutch settlers to New Zealand, and celebrate the many connections between the Netherlands and Aotearoa New Zealand. It will include space for the stories of Maori, European settlers, NZ iwhāhākeke and the Manawatu River. Te Taitoa Maori o Te Awahou Trust was formed to support the museum complex with active hapu engagement including Ngati Tskhiku, Ngati Ngarongo, Ngati Hinemata,

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Ngāi Whakareira, Ngāi Rakau, Ngāi Turanga, Ngāi Te Au, Ngāi Pārerakawa and Ngāi Kikopiri. Some of these hapū do not have marae in Foxton, but retain strong whānau and whenua connections to place.

The Horowhenua to Kapiti's wealth of marae in strategically safe areas might be designed as sustainable and resilient centres of recovery, following natural events such as earthquakes, coastal liquefaction or tsunami and impacts of climate change. Well-maintained and respected historic marae enhance and maintain strong links to the past and the present environment. Marae are principle homes that encapsulate the exercise of tino rangatiratanga or self-determination to innovate for more resilient futures.

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TOP PRIORITIES [THE 100 YEAR VISION]

4 PRINCIPLES FOR A RESILIENT FUTURE

Between 1975 and 1980, Te Aotāroa, Ngāi Raukawa and Ngāi ToaraNgāitira (known as the APT Confederation) through the Raukawa Marae Trustees, developed a set of four principles to be advanced by Whakapūrangā Rua Mano or Generation 2000. For iwi and hapū in the rohe (tribal region) these principles remain steadfast today. They are:

1. The people are our wealth; develop and retain
2. Te reo is a taonga; halt the decline and revive
3. The marae is our principal home; maintain and respect
4. Self-determination; set our own futures

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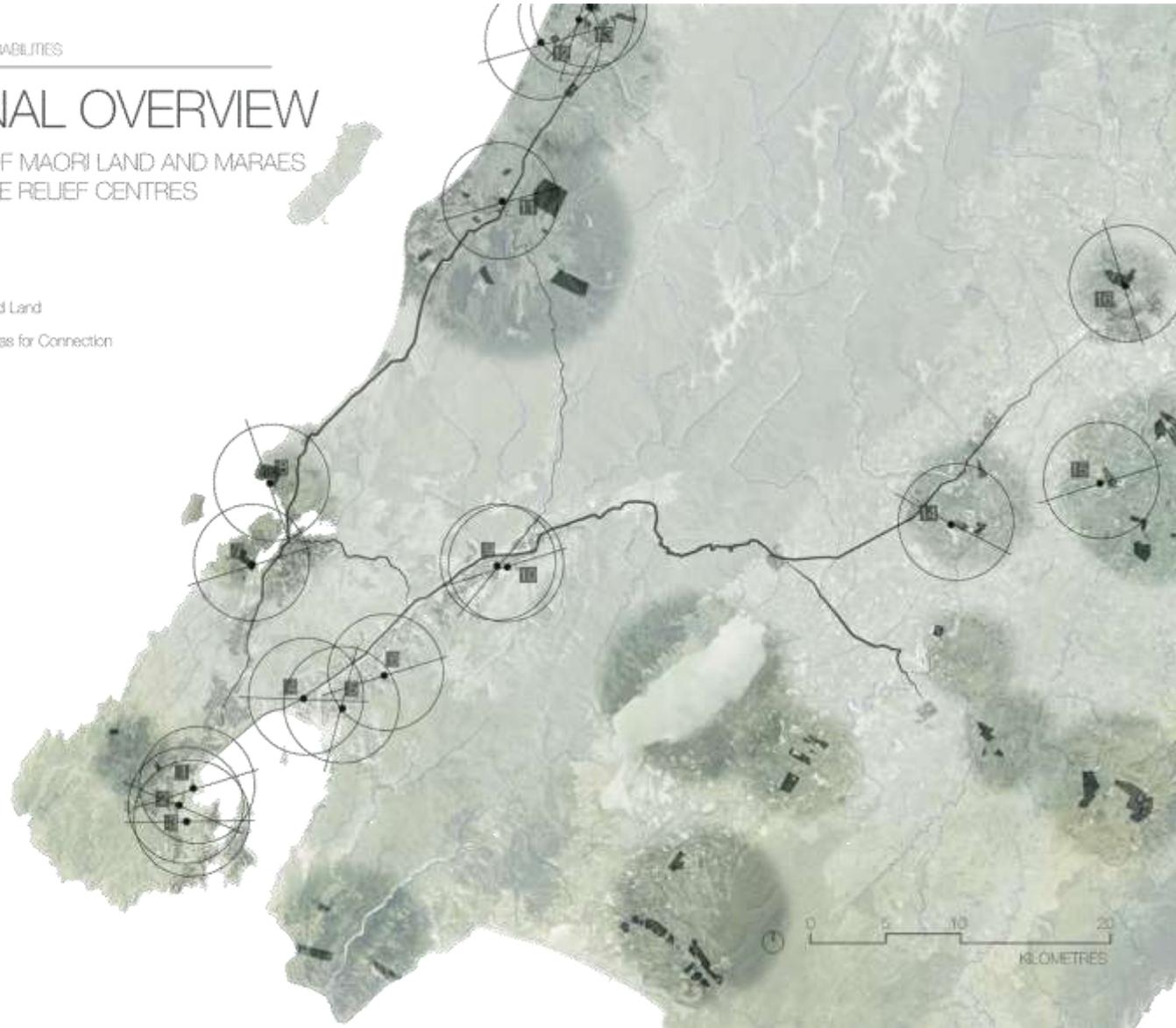
REGIONAL OVERVIEW

CONNECTION OF MAORI LAND AND MARAES
AS EARTHQUAKE RELIEF CENTRES

KEY

-  Maori Owned Land
-  Potential Area for Connection

1. Pipitea
2. Te Herenga Waka
3. Te Kuratini
4. Te Tatau o Te Po
5. Waiwhetu
6. Te Mangungu
7. Takapuwhia
8. Hongoeka
9. Te Awhi Pa
10. Orongomai
11. Whakarangotai
12. Kaihiku
13. Raukawa
14. Papawai
15. Hurunukorangi
16. Akuna



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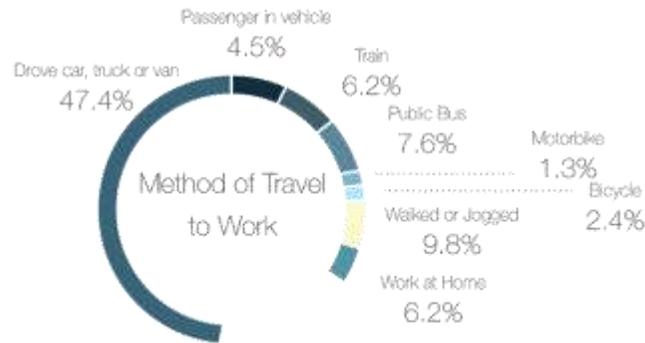
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56 THE SITUATION: VULNERABILITIES

THE SITUATION: VULNERABILITIES TRANSPORTATION

57 THE SITUATION: VULNERABILITIES

THE SITUATION: A SNAPSHOT



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23,000
 people commute to Wellington
 CBD every working day



25%
 of commuters to one of Wellington's
 four cities uses public transport

1,111 tonnes
 were exported from the Wellington
 airport in 2014

1,152,533 tonnes
 were exported from the Wellington
 ports in 2014

528 tonnes
 were imported to the Wellington
 airport in 2014

939,349 tonnes
 were imported to Wellington ports
 in 2014

Isolation for at least 120 days
 in the event of a major earthquake with normal road access

90% of supplies will have to be delivered via sea
 This means CentrePort becomes a vital linchpin, as well as the Titahi Bay barging site
 and the Seaview Marina

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INTERVIEW WITH THE EXPERT(S)

Paul Kos

GREATER WELLINGTON REGIONAL COUNCIL
MANAGER - PROJECTS AND PLANNING

The spread and shape of the Wellington region allows road and rail transport to work like a spine. This main transport spine forms the basis of a solid foundation for the region to develop and grow with an efficient means of transportation. Further encouragement with the improvement of public transport will allow greater links between the regions.

However, reliance on a central spine can also be a drawback in terms of resilience. As Wellington's key routes are often spread along the coastline, they are prone to storm surges and sea level rise. While the central spine is efficient in Wellington's topography, it is largely problematic when one part fails. A proposed solution for this is currently being addressed with the Transmission Gully project, creating an alternative highway to State Highway One. It aims to address safety and projected capacity concerns highway with a strategic link to improve the security of the current road network. The Transmission Gully motorway is expected to be open for traffic in 2020.

While there are strong north/south links in the Wellington region, linkages between east and west is often difficult due to the topography. These links run up valleys or through tunnels which are expensive to build and easily damaged especially in the event

of an earthquake. The NZTA is currently trying to address these types of problems, particularly with the introduction of the Petone to Grenada link. This will be a new east/west transport link between Tawa/Porirua and the Hutt Valley. Other east west links need to be addressed in the region, eg the geographic impediments also severing ties between Kapiti/Horowhenua and the Wairarapa.

Rail is highly underutilised in the Wellington Region. The rail system has the capacity for expansion. This means improving the quality and frequency of our trains to help not only commuters, but increasing freight as well. Buses are one of our biggest challenges. Buses do not have traffic priority in urban areas, there are continuing issues with reliability and efficiency and in regions outside the city there is a very high dependence on cars rather than buses.

However, no matter how important the transport links are, there also needs to be a certain level of localisation. Encouraging local transport options (car pooling, bikes etc) will help to strengthen social resilience and provide community links.

60 THE SITUATION: VULNERABILITIES

TOP PRIORITIES [THE 100 YEAR VISION]

If there were no limitations, what should be done to make a more resilient system?

1. Intensification of the region and local centres
2. Strict controls on retail and industrial use
3. Improved public transport connections, creating priorities for buses and enhancing the rail system
4. Improving bus stock and the introduction of light rail in more areas
5. Encouraging good urban design in local centres
6. A decent spatial plan for the region

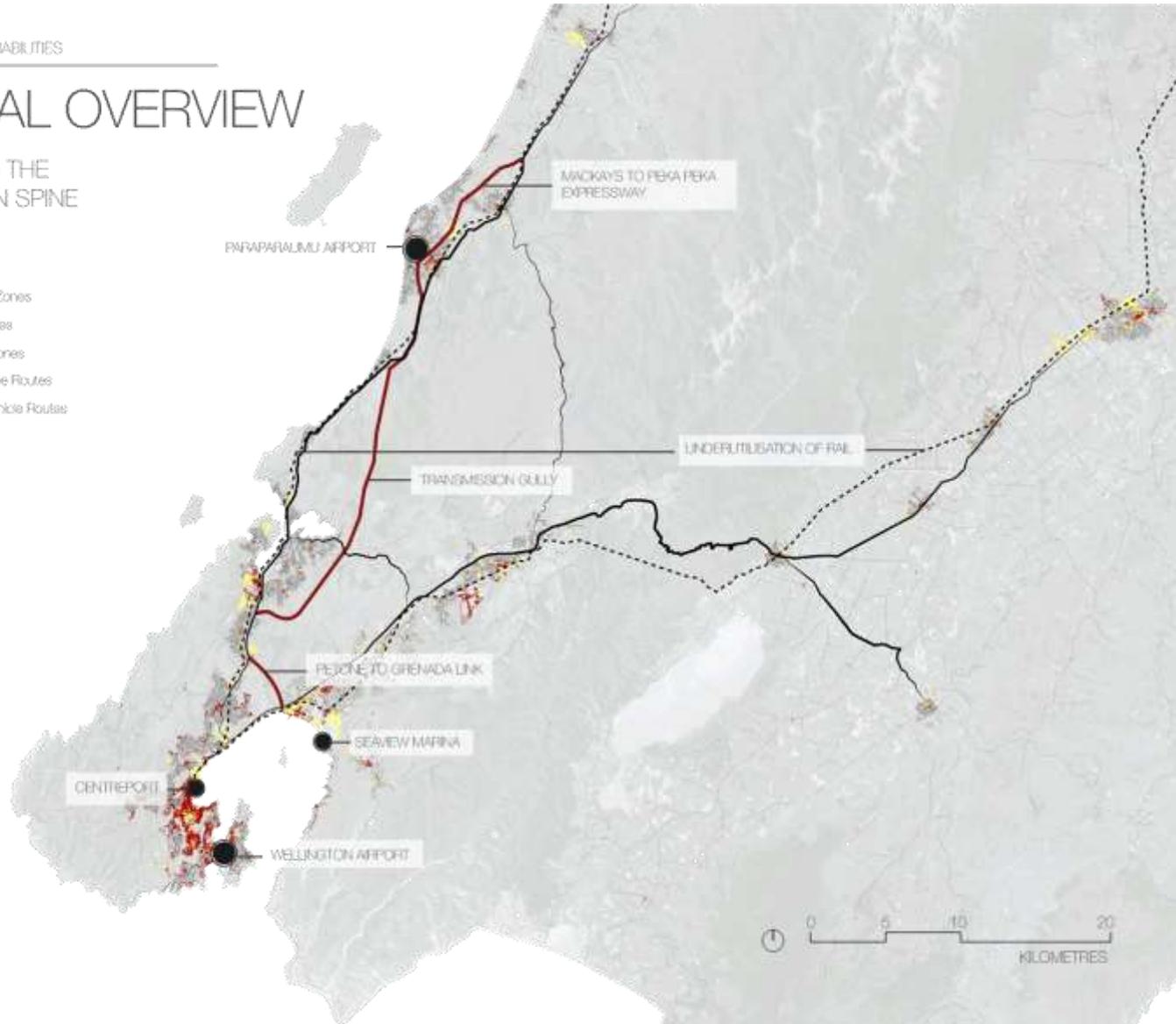
61 THE SITUATION: VULNERABILITIES

REGIONAL OVERVIEW

STRENGTHENING THE
TRANSPORTATION SPINE

KEY

- Commercial Zones
- Industrial Zones
- Residential Zones
- Central Vehicle Routes
- Proposed Vehicle Routes
- Train Routes



63 THE SITUATION: VULNERABILITIES

64 PROJECT SCOPING

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PROJECT SCOPING

CONCLUSION

We live and work in a complex, uncertain and interdependent world where we're ever more reliant on systems outside our control. These systems tend to be optimized for efficiency, which also makes them vulnerable to a host of disturbances large and small. A resilient future for Wellington could start with a series of targeted design projects. These projects would address today's needs, for the systems on which our lives depend to flourish locally and regionally.

We can use resilience principles to redesign our vulnerabilities. If we integrate essential systems, rather than treat them as separate entities, we can accrue multiple benefits, including helping us to cope better with stress and recover from unexpected shocks. The macro scale of this research and the interviews with experts shows how numerous benefits might accrue at a local scale. Our research also reinforces the need for cross scale connections when designing for resilience.

The 'resilience projects' below, are framed from the research undertaken in this study, in particular the 'experts' top 5 or 6 resilience strategies. They are intended to be starting points for this discussion.

1. A catchment-wide water harvesting, storage and replenishment project on the Waikenaē or Hutū Rivers, combining water harvesting with regional and local parks and culminating in a marine laboratory/aquarium/water park

at the mouth of the river. This will bring the subject of water security to the attention of the general public. The laboratory/aquarium's aquatic biodiversity in the region and diversity employment opportunities.

2. A regional food network centering on Otaki including food hubs at Otaki, Raumati and local marae (Raukawawa and Kaitihiki) and seasonal structures for tuna and shellfish gathering in the wetlands and on the coast. With potential for value-add agribusinesses offering employment to manage age demographics in Kapiti.

3. Water infrastructure on the tsunami line along the south coast: water parks at 500m centres together with infrastructure/water storage on the tsunami line to catalyse a refocus of coastal suburban settlement to safe ground.

4. A new cultural/sustainability centre in the Porirua scenic reserve as a catalyst for a biodiversity corridor between Otari and Kapiti Island. The corridor supports critical habitat, nesting sites and a network of walking trails. The sustainability centre will become an important node in a network of conservation centres, reinforcing the need for biodiversity linkages and providing the intensity of critical habitat for this to occur. The walking trails educate the public and demonstrate ways that conservation, education and recreation can be integrated.

5. A 'farmbelt': a ring of sustainable mixed use farming with easy access to the city that also contributes to the biodiversity network, show that the 2 are not incompatible and to test productive relationships between them). Includes an agri-university, food processing plants and wind farms. The farms are co-owned by city residents and support food farm to table restaurants and community education programmes (e.g. Byron Farm in Byron Bay, Australia).¹

6. Demonstration inner city food hubs connecting Mt Victoria with Newtown. Including vegetable gardens, orchards cafes and water storage, connected through suburbs by new integrated multimodal transport system.

These projects could be finalized after discussions with stakeholders and further design research. We want to work with stakeholders and partners to agree the best next steps we could take to make Wellington more resilient, then get to work.

¹ <http://thefarmbyronbay.com.au>

WHERE TO NEXT?

We suggest the following steps as a staged way of developing the research in more detail. The staging allows for regular feedback from sponsors, stakeholders and community.

Project Briefs: Year 1

1. Agreement by stakeholders to reconfirm direction for the development and financing of the research
2. Preliminary data gathering and design research to establish projects and project briefs
3. Collaborative discussion with experts and stakeholders to refine projects

4. Finalise a series of project briefs

Project Design and Dissemination: Year 2

5. Call for involvement from universities and industry (e.g. design practices) to design projects
6. Design work over a number of months with community involvement
7. National/international exhibition of work and publication