

2015-25 Draft Long-Term Plan Hearings
Thursday 7 May 2015, 9.30pm to 5.00pm

Time		Name	Organisation	Sub #	Page
9.30 am	10 mins	Tania Kopytko	DANZ Dance Aotearoa NZ	895	938
9.40 am	10 mins	Sea Rotmann and Steve Mahoney	SEA - Sustainable Energy Advice Ltd / Guardians of the Bays	884 892	906 928
9.50 am	5 mins	Sea Rotmann	Individual submission	810	848
9.55 am	5 mins	Chris Chitty		764	842
10.00 am	Buffer				
10.10 am	10 mins	Clare Creely	Civic Trust	890	919
10.20 am	10 mins	Murray Hosking / Sophie Mormede	Friends of Taputeranga Marine Reserve	675	784
10.30 am	Morning tea				
10.50 am	10 mins	Thomas Pippas	Deloitte	869	885
11.00 am	Buffer				
11.10 am	5 mins	Bev Abbott	Individual	279	720
11.15 am	10 mins	Bev Abbott	Botanic Garden Society	601	742
11.25 am	5 mins	Marilyn Northcotte		693	797
11.30 am	5 mins	Nina Human		91	719
11.35 am	5 mins	Yvonne Curtis		741	831
11.40 am	10 mins	Steve Flude	Compassion	1032	975
11.50 am	10 mins	Craig Palmer	Mount Victoria Residents Association	691	787
12.00 pm	Buffer				
12.10 pm	10 mins	Peter Clinton and David White	Cricket Wellington / NZ Cricket	286 880	726 899
12.20 pm	5 mins	Clive Anstey		315	736
12.25 pm	5 mins	Daryl Cockburn		639	777
12.30 pm	Lunch				
1.15 pm	5 mins	Keith Flinders		714	825
1.20 pm	10 mins	Ross Davis	Boys' and Girls' Institute Youth Services	851	869
1.30 pm	5 mins	Ibrahim Omer		358	741

1.35 pm	10 mins	Andy Gow	Cycle Aware Wellington	622	760
1.45 pm	10 mins	Nicole Miller	Wellington Underwater Club	761	835
1.55 pm	10 mins	Maria Cotter	Wellington Branch of the Public Health Association of New Zealand	707	798
2.05 pm	Buffer				
2.10 pm	10 mins	Chris Nicholls	Ascent Business Consulting	938	943
2.20 pm	10 mins	Nick Kelly	New Zealand Public Service Association: Te Pukenga Here Tikanga Mahi	947	966
2.30 pm	5 mins	Greg Bodnar		711	805
2.35 pm	5 mins	Lisa Snow		628	772
2.40 pm	5 mins	Reuben Fergusson		879	898
2.45 pm	10 mins	Karyn Burgess	Enviroschools Wellington	859	880
2.55 pm	5 mins	Alana Bowman		855	875
3.00 pm	Afternoon Tea				
3.15 pm	10 mins	Philip Crampton	The Citizenship Trust	713	811
3.25 pm	5 mins	Mike McKee		609	754
3.30 pm	Buffer				
3.40 pm		To be confirmed			
3.45 pm		To be confirmed			
3.50 pm	10 mins	Mike Brown	Wellington International Airport	838	856
4.00 pm	10 mins	Rick Zwaan	Victoria University of Wellington Students' Association	975	969
4.10 pm	10 mins	Jack Marshall	Tawa Community Board	775	844
4.20 pm	Buffer				
4.30 pm	10 mins	Nick Mouat	Kaka Project	1034	976
4.35 pm					
4.40 pm	10 mins	J.C./B.J. Horne/Mitcalfe		829	853
4.50 pm	5 mins	Victor Davie		868	884

4.55 pm	5 mins	Sacha Haskell		289	732
5.00 pm	Adjourn to reconvene on Friday 8 May 2015, 9.15am				

Antoinette Bliss

From: Nina Human <perched@live.com>
Sent: Sunday, 29 March 2015 10:40 p.m.
To: BUS: Long Term Plan
Subject: Long Term Plan submission

Name	Nina Human
Email	perched@live.com
Postcode	6021
I want Wellington to be safe for people on bikes. I want the council to:- Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
Write a message to the council	Instead of reducing speeds, seeing cars banned in the inner city, only busses and delivery vehicles. I believe that cycling and public transport will keep cities healthy, friendly and safe
Would you like to deliver an oral submission to council in person?	Yes
I would like to volunteer for Generation Zero -Yes	yes

Submitter Details

First Name: **Bev**
 Last Name: **Abbott**
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 eMail: **bevabbott@xtra.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Plan focuses on economic development. What about increasing current levels of service in other areas of Council activity?

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Neutral on rates increase as rates deliver reasonable value for money. Oppose increase if just to stimulate growth.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Oppose runway extension. Too big a gamble. Lost opportunities, e.g. investments in other ways of diversifying the city's economy. Council has not provided public with sufficient information about risks and opportunities. Monitor developments in mid-air fuelling of commercial flights (Dom Post 8 April).

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Sector seems to need support. Dompost reported recently that sector was recruiting workers from Australia. Council could facilitate better links between IT and education sectors so Wellington's young people have the skills and attitudes the sector needs as it grows.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Contribute to filming documentaries about NZ, including Wellington stories, in partnership with other councils and central govt to help industry bridge gaps in international films and advertisements.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support strengthening of heritage buildings, i.e. Town Hall. Oppose offsetting cost by allowing buildings on open space. Jack Illott Green and MFC carpark should be redesigned to diversify types of open space experiences available to expanding city population.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Would prefer to see us become the science capital.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Current venues will provide sufficient quality and quantity of venues for many years yet. (MFC, St James, Opera House, upgraded Town Hall, Westpac stadium, several churches.)

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Concerned this may result in less public access to Town Belt. Good to see proposal for Basin Reserve to be opened up for community recreational use.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Strongly support Ocean Exploration Centre as this diversifies tourism offering and will increase awareness of need for better protection of marine environment and biodiversity. Increase Council contribution to 50% Don't support a waterfront location for film museum. Will the existing museums require additional ratepayer support if more museums are built?

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Council has abandoned earlier plans for conversations with communities at risk from SLR and storm surges in favour of developing a hydraulic model. Slow progress on 2013 Climate Change Action Plan. Please explain what 'optimise infrastructure' means. It's not clear from Draft Infrastructure Strategy. Delays in renewals, upgrades of stormwater are a concern given pollutants. Adelaide Rd doesn't have enough capacity to support increased population (i.e. freshwater).

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Don't budget for cost savings from LED streetlights just yet as changes in fee structure can be expected. Consider tendering all of Council's business to get best deal for ratepayers. (Preferred **722**)

provider status)

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Did you expect anyone to oppose safer, faster, and more reliable journeys? Even central city residents who never go to the suburbs will object to increased congestion on footpaths.

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support in principle, but question proposed densities and rushed planning. (Three areas in years 1-3) Do one area well to gain experience and increase public confidence in results. Learn from experiences such as Victoria St and Island Bay cycle lanes. Postpone planning for Adelaide Rd and Kent and Cambridge Terraces until Basin Reserve roading issues are resolved and implemented.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Improved public spaces essential. Improved laneways only minor part of that. Council needs better knowledge and understanding of needs of different demographics/groups for different kinds of open spaces in inner city, e.g. families or single parents with young children, poor, elderly (80+), new migrants, Pacifica. Monitor usage of Memorial Park (other than a thoroughfare) between ceremonial occasions. What community needs does it meet?

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support strengthening of infrastructure (the wording in draft). Pleased about commitment to 'normal regulatory processes' i.e. under RMA and updated District Plan, not Public Housing Area legislation. Question how much strengthening of town centres can be achieved for \$1m. (Budget for Victoria St was \$9m. Final cost??)

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

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose
 Don't know

Comments

21 flagship projects but only 1 for natural environment - Watts Peninsula, a long way away from regeneration precincts and greenfield developments. Increased housing choice the only response to the city's aging population. No projects to maintain social cohesiveness.

Do you see other matters as priorities?

Comments

Improved governance, including less 'spin' in Council communications, greater transparency in reporting results/progress, improved public engagement. Recommitment to Wellington 2040. Protection and restoration of the city's indigenous biodiversity. More attention to needs of aging population. (Your own survey on this submission treats all 60+ people as one group. Needs within this age range differ considerably.)

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

First Name: **Peter**
 Last Name: **Clinton**
 Organisation: **Cricket Wellington**
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 City: **Wellington**
 Country:
 PostCode: **6140**
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 Mobile: **021409869**
 eMail: **p.clinton@firebirds.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in

Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
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 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer

- I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
CW submission to WCC Long Term Plan 2015-25
2015-25 Draft Long-term Plan



Cricket Wellington

10 April 2015

Wellington City Council
PO Box 2199
WELLINGTON

Wellington City Council – Long Term Plan Submission 2015-2025

Cricket Wellington (CW) has reviewed the Wellington City Council's Long Term Plan for 2015-25.

As a sporting organisation it will not surprise you that we will confine our comments to the recreation and facilities part of the Plan, and more particularly to the Council's plans in regards to the Basin Reserve.

Along with the Basin Reserve Trust, CW has played a central role in the Basin Reserve "Master Plan" work over the past year or so. As such we are very familiar with the proposed work, and the Council's own strategic interest in the maintenance and development of this iconic Wellington landmark and facility.

As the anchor tenant at the ground, and the primary user of the venue for hosting cricket matches, CW is centrally interested in the ongoing investment and use of the ground. We are very pleased to see Council's planned investment, and its willingness to focus upon the venue.

CW notes and supports fully the Council's proposed investment in the Basin Reserve. We know that our many cricket clubs, colleges, schools, volunteers, and fans all feel likewise, given the very positive anecdotal feedback we have received to the proposal.

Thanks you for the opportunity to make a submission into your LTP process. We would reserve the option please at this stage to make a verbal submission at any later hearing process.

If you have any questions regarding this submission please contact me directly.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Peter Clinton', is written over the 'Yours sincerely' text.

Peter Clinton
Chief Executive

2015-25 Draft Long-term Plan

Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *SACHA*

Last name *HASKELL*

Street address *5A GRASS ST*

Suburb *ORIENTAL BAY*

City *WATN*

Phone *0272180648*

Email *sachofhaskell@gmail.com*

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Draft Long-term Plan consultation survey questions

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

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

We need to have some balance in Wellington other sectors should not be disadvantaged.

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

should include wider wgh. - keep it + that.

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

- strongly support support neutral oppose strongly oppose

Comments:

Not a priority.

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

- strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

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

- strongly support support neutral oppose strongly oppose

Comments:

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

- strongly support support neutral oppose strongly oppose

Comments:

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

- strongly support support neutral oppose strongly oppose

Comments:

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

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

Comments:

Do you see other matters as priorities?

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Have you ever made a submission on a draft Annual or Long-term Plan before? No.

Which of the following best describes you?

Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Which ethnic group do you belong to? (You can tick more than one box)

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

Privacy statement

(Note: all submissions (including name and contact details) are published and made available to the public. Personal information will be used for the administration of the consultation process and decision-making on the Long-term Plan. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information)

1st fold here - fasten here once folded

Other issues/matters or general comments

Regarding Frank Kitts.

- 1) Chinese Garden a waste of space and irrelevant use the space for bushes.
- 2) ~~Don't put~~ Have the recreation space as artificial turf so it is all weather. & people can play sport after work look at other city inner city recreational spaces.

2nd fold here

Free Post Authority Number 2199

Absolutely Positively Wellington City Council

Me Heke Ki Pōneke



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

Submitter Details

First Name: **clive**
 Last Name: **anstey**
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 On behalf of: **Whanau**
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 Suburb: **Hataitai**
 City: **Wellington**
 Country:
 PostCode: **6021**
 Daytime Phone: **(04) 939 2973**
 Mobile: **No**
 eMail: **c.anstey@paradise.net.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I don't accept growth as an objective but as an inevitability. I don't see growth as a virtue; in Auckland it has a downside and in Christchurch it is renewal rather than growth.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Why should existing residents fund growth? I accept rate increases to improve existing infrastructure and services but 'new' development should internalise associated costs.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I don't believe council can have any direct influence on this. Council should focus on what makes Wellington a great place to be; if people want to come they can find the way.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again, the tech sector doesn't need council 'helping'; it needs council to remove what hinders development.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

But ion practical terms, exactly what can council do?

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Heritage is central to character and identity; the uniqueness of Wellington.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

The Long Term Plan should be to increase the use of public transport and routes/access ways need to be identified and protected now. (Even if the shift to public transport is not immediate.)

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

I do not see the runway extension as a sensible focus for the ten year plan. I simply don't believe the case has been made. The plan could have a category to deal with the development of possible futures, one of which may be the future expansion of the Airport. To promote the extension in the LTP as a priority project without far greater certainty is to undermine the credibility of the whole LTP; are all of the priority projects dreams? At this early stage of the airport proposal: - We have no business case - We have no idea of environmental effects - Costs are vague -Infratil have made absolutely no commitment to anything. - We (perhaps understandably) have no idea how risks will be shared between the council (us) and Infratil. (Cost over-runs for example.) - We have no idea what the benefits might be beyond a few very poorly substantiated claims.

Do you see other matters as priorities?

Comments

It would be extremely positive and proactive to have really good survey data on why people come to Wellington to live, visit, study. The LTP could then have items to enhance the values and services that attract people and already exist. We shouldn't compete with Auckland and Christchurch. We should promote our special differences and Wellington is VERY distinctive.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

- under 18 years
 - 18-29 years
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 - 40-49 years
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 - 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 - No
-

Which of the following best describes you?

- Residential ratepayer
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-

Which ethnic group do you belong to? (You can tick more than one box)

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- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
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- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
2015-25 Draft Long-term Plan

WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because:

This is a very right thing, it is not fair that those contractors such as cleaners work hard, but they only get paid minimum wage, which is a poverty wage. There for council should include the living wage implementation in their long term plan.

Name Ibrahim Omer

Signature

Address 921 / 46 Nairn st mt cook

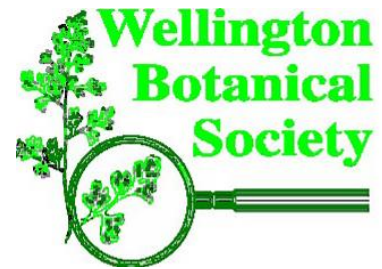
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I wish to make an oral submission



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Charities Commission Registration CC10518

15 April 2015

SUBMISSION ON DRAFT LONG TERM PLAN AND RELATED PLANS

Submitter: Wellington Botanical Society

Contact details: bevabbott@xtra.co.nz or phone 475 8468

Introduction

The Wellington Botanical Society welcomes this opportunity to comment on four draft documents and would like to speak at the oral hearings. We have included our comments in one four-part submission because all parts are closely inter-related. Each part starts on a new page.

Part 1: Draft Long Term Plan

Part 2: Draft Urban Growth Plan and Draft Implementation Plan

Part 3: Draft Statement of Service Performance

Part 4: Draft Infrastructure Plan.

Part 1: Draft Long Term Plan

We were disappointed by the narrow focus of the Draft Long Term Plan 2015-25 (dLTP). We had expected the next stage of implementing *WELLINGTON TOWARDS 2040: SMART CAPITAL (Wellington 2040)*. Wellington agreed on this long-term vision for the city less than four years ago after extensive public input. It would be regrettable if it was already gathering dust on Council's shelves.

Inspiring statements in *Wellington 2040* included:

- *As the capital city of 'clean green New Zealand', Wellington has an important role to play as an environmental leader. We need to ensure the city is prepared for the challenges and can build resilience in the face of the impacts of climate change, resource scarcity, environmental degradation and biodiversity loss. It requires active commitment, leadership and understanding of what's needed to position Wellington as a world-class green performer.*
- *We need to understand and develop the economic potential of our ecological assets through research and innovation.*
- *We will need to develop more urgent responses to protect our biodiversity, and gain a better understanding of the relationship between our urban and natural environments.*

We urge Council to re-commit to Wellington 2040. The proposed focus on Wellington's economic potential and growth agenda may jeopardise many of the values that contribute to Wellington's high rankings for quality of life.

We were also concerned to see that the Urban Growth Plan (UGP) will trump the Long Term Plan.¹ The sub-title of the UGP is Urban Development and Transport Strategy. The UGP belongs with the other strategies and plans below the LTP.

The Society's particular interest is Wellington's natural environment, especially its indigenous ecosystems and plants. The dLTP does not even acknowledge the important role that the natural environment plays in attracting visitors and businesses to Wellington, and encouraging residents to remain here.

The dLTP contains only one project with direct links to the natural environment, the Ocean Exploration Centre, and this project is dependent on a Trust raising two thirds of the development costs.

The low profile of biodiversity and open space is particularly disappointing given Council's on-going investment in preparing management plans and strategies to guide decision-making. We have engaged in at least five processes in the last two years.² Several earlier strategies and management plans have either been

¹ Draft Urban Growth Plan page 13).

² *Our Natural Capital*, the Suburban Reserves Management Plan, the Wellington Botanic Gardens Management Plan, the Town Belt Management Plan, and *Our Capital Spaces*.

completed, abandoned or are still under implementation.³ Public consultation on the dLTP provided an opportunity for Council to seek feedback on the relative merits of a selection of actions and projects from across all these documents. (Two projects are identified in the “key projects” section of the dSSP).⁴ The result is a significant gap in the information available to the public about what Council intends to do over the next three years. We are left wondering who will be making the decisions, and what weighting they will give to investment in different types of projects.

The dLTP comments briefly and in very general terms about Council’s intentions for protecting and restoring Wellington’s biodiversity, and then invites readers to refer to the Biodiversity Action Plan. The Long Term Plan 2012-22 inspired much more confidence and trust in Council’s commitment to protecting the natural environment.

Recommendation: The best option we can see at this stage is for Council to announce an increase in funding for implementation of *Our Natural Capital (Biodiversity Action Plan)* under the heading *Supporting our natural capital* on page 42. There is sufficient space on that page to identify particular priorities. These could include reviewing the natural environment chapters of the district plan, increasing support for the community groups that help care for the city’s indigenous biodiversity, and becoming world leaders in managing urban ecology. Funding some postdoctoral research fellowships would be an excellent way of working towards this position.⁵

Revitalisation of Civic Precinct

Our only other comment on the draft LTP arises from Council’s proposal to allow buildings to be erected on Jack Illott Green and in the Michael Fowler Centre carpark to offset some of the costs of strengthening the Town Hall. If that land is sold, then any revenue raised should be invested in purchasing more open space in the central city, and not used to reduce other costs associated with revitalising the precinct. The We Draft Urban Growth Plan includes a commitment to “deliver new and improved parks in the inner city to support new residents...”. We expect Council to protect the remaining areas of open space and vegetation in the CBD and to plan for new ones that meet different and emerging community needs. The Jack Illott Green may not be well used at the moment, but the forest at Te Papa shows what can be achieved when a small space in an environmentally rugged setting is given additional shelter.

³ South Coast Management Plan (2002), Greening Central Wellington (2002), the Outer Town Belt Management Plan (2004), the Northern Reserves Management Plan (2008) and the Central City Framework (2013).

⁴ Children’s Garden, Miramar Peninsula Ecology.

⁵ We suggest modelling these on the Postdoctoral Fellowships of the Rutherford Foundation which are administered by the Royal Society. These fellowships are offered for two years. Each year, the Fellow will receive a stipend of NZ\$75,000, and a GST-inclusive fund NZ\$10,000 is paid each year to support direct and indirect research costs.

Part 2: Draft Urban Growth Plan and Draft Implementation Plan

The list of 21 Flagship projects in the Draft Implementation Plan includes only one natural environment project, the Watts Peninsula Reserve project. We support this project but it is a surprising inclusion as a flagship UGP project because the area is well away from both the Growth Spine and all of the areas where housing is to be intensified, (other than Kilbirnie). Watts Peninsula provides a limited solution to the open space issues arising from the dUGP.

There are nine priority 2 or 3 Natural Environment actions for years 1-3 of the Draft Implementation Plan (page 34). We offer the following comments on those actions:

- We suspect that the intention to review the *Our Natural Capital* (Biodiversity Action Plan) in years 1-3 is an error because it was reviewed in early 2015. We recommend amending this statement to “implement actions from the Biodiversity Action Plan to increase the resilience of the indigenous species, habitats and ecosystems under the environmental challenges arising from the Urban Growth Plan”.
- We agree that protection of the natural landscapes and open spaces, indigenous biodiversity and ecological areas in the District Plan needs to be reviewed. (We prefer the word strengthened). The review is both vital and urgent given the threats to these values that will result from housing intensification, roading projects, and other developments. The District Plan is the only safeguard where these values occur in the Special Housing Areas established under HASHAA now that Council has removed the public’s right to engage in resource consent processes.
- We also regard the two stormwater actions as high priorities so that improvements are achieved before Urban Growth Plan developments start increasing pollution, sedimentation, flooding, and loss of habitat.
- We support the other biodiversity priorities, i.e. pest management and native planting provided that the species planted are ecologically appropriate, eco-sourced, and that the plantings contribute to improved ecological connectivity.
- We recommend shifting two of the actions to another section of the UGP because they have only indirect links to the heading “natural environment”, i.e. the review of the District Plan provisions regarding home solar energy systems and small wind installations, and the development of green standards (higher levels of sustainability) for new builds and retrofits.

Open Space in the CBD

We endorse, with some reservations, Council’s intention to align investment in open spaces with planned population growth. (Factors other than population growth need to be considered.) The map for Sector 6 in the Draft Urban Reserve Management Plan shows how little green space there is in Te Aro. The implementation timing, however, is puzzling:

- In years 1-3. Council plans to “monitor the provision of recreation spaces, open spaces and sport facilities in residential growth areas”. This is concurrent with the planning for several flagship regeneration and intensification projects (Te Aro, Adelaide Rd, and Cambridge and Kent Terraces).
- In years 4-10, Council plans to investigate “the need for additional or improved open spaces in the central city as the inner city population grows”.

It’s not clear when Council will start obtaining land for inner city parks and other open space. We **recommend** that land acquisition starts in years 1-3, i.e. before the price of land escalates or preferred sites become unavailable. It should be possible to fund some new acquisitions from the development contributions paid by developers.

Planting in central city open spaces

The draft UGP shows that Council proposes to continue implementing the *Greening Central Wellington* vision as one of its mechanisms for aligning investment in the natural environment with its plans for growth.⁶ The vision is of a city where “the quality of planting reflects the city’s distinctive and varied character, and planting is considered important to the well-being of its inhabitants”. Boffa Miskell’s analysis of the city’s plantings makes interesting reading. So does the separate report, *Central City Framework Spatial Structure Plan 2011*. While we don’t agree with all the recommendations, these two reports still provide useful analysis and guidance.

In 2013, Council produced an 89-page *Central City Framework* which includes 12 pages about open space. Council proposes to review this framework in years 1-3. It is not clear why a review is already necessary, but could be a consequence of lessons learned from the Victoria Street Transformation Project, Memorial Park and the Parliamentary Precinct.

Our Capital Spaces 2013 (OCS) and *Our Natural Capital* draft 2015 (ONC) also include the actions and policies relating to plantings, i.e.:

- promote and increase the use of native plantings in Council amenity planting, road planting, etc, (ONC 3.1.1.a).
- when using native plants in street amenity plantings, select native species that fit with good design practice, provide structural diversity, and promote the planting of threatened native species where possible (OCS 2.2.5)
- increase the number of large trees planted in the central city, focussing on the east-west connections (ONC 3.1.1 c).

⁶ The 72-page *Greening Central Wellington* vision and guideline was prepared for Council by Boffa Miskell Ltd in 2002. Introductory sections note that Council has direct responsibility for around 40 sites in the city and that “*the open spaces lack any cohesion, pattern or direction. Apart from Midland Park, the city has not gained any permanent open spaces along the main pedestrian networks in the last 30 years.*”

Instead of reviewing the *Central City Framework*, we **recommend** Council develop an 'Open space implementation plan for the flagship growth areas near the central city'. We envisage a document prepared by a working group, not a consultant, that:

- identifies and describes the open spaces controlled by Council in the central city (e.g., Te Aro Park, Waitangi Park, Frank Kitts Park, any other remaining open space on the waterfront, Memorial Park, Glover Park, the strip between Cambridge and Kent terraces, the revitalised Civic Precinct, Cuba Mall etc)
- identifies the anticipated needs, aspirations and expectations of different groups of residents, workers, businesses and visitors for different kinds of open space in the flagship areas (noisy play, ceremonial events, quiet reflection, shade, shelter, sun, greenery, wildlife viewing, artworks, rubbish bins, seating, parking for bikes, skateboarding, expanding business opportunities etc). and how these may change at 10-year intervals with changing demographics
- identifies key gaps in provision, and site-based options for meeting these
- draws together and reviews all the recommendations and policies from all of Council's the strategies, plans and reports that comment on open space in the central city (some of the submissions on those documents also contain useful material)
- outlines how Council will engage the public in the planning of specific proposals.

Funding open space

Funding for purchases of open-space in the central city and potentially in other growth areas is an issue that needs to be addressed as part of finalising at least three documents, the draft Financial Strategy, the draft Infrastructure Strategy, and the LTP. We expect to see details of the funding available for reserve acquisitions in the final LTP, and better reporting on acquisitions in future annual reports. (Reserve acquisitions can also enhance ecological connectivity, a policy direction signalled in several of Council's strategies and plans.)

Our comments on the draft Infrastructure Strategy (page 6) also refer to planning and expenditure on open space.

Part 3: Draft Statement of Service Performance

The section of the Draft Statement of Service Performance (dSSP) of most interest and concern to the Society is 2.1 Gardens, Beaches and Green Open Spaces.

Comparison with the Long Term Plan 2012-22 shows that Council intends to delete the following services and responsibilities from the dSSP:

- *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*

We have re-typed the description from the dSSP into the following table so you can see its limitations. There are references to mountain bike tracks, amenity bedding, and boat ramps, but nothing about the protection or restoration of different types of indigenous biodiversity and ecosystems.

Gardens, Beaches and Green Open Spaces			
Group of Activities	Rationale	Service Offering	Negative effects
2.1.1 Local parks and open spaces	Provide access to green open spaces.	Manage and maintain:	In our management of the city's green open spaces, we seek to balance recreation needs against environmental protection. While recreational use can have negative effects on the immediate environment, in most cases these are not significant. We do not anticipate any other significant negative effects associated with our management of these services.
2.1.2 Botanical gardens	Provide public places to congregate	• 4,000ha of parks, reserves and beaches	
2.1.3 Roads open spaces		• 200 buildings for community use	
2.1.4 Town belts	Provide access to recreational opportunities.	• 340km of walking and mountain bike tracks	
2.1.5 Community environmental initiatives	Enhance biodiversity	over 200,000 square metres of amenity bedding and horticultural areas	
2.1.6 Walkways		• boat ramps, wharves, seawalls and slipways.	
2.1.7 Biodiversity			

We **strongly recommend** that Council continue to include a more comprehensive description of the activities associated with protecting and restoring the city's indigenous biodiversity in the SSP.

Key Projects for 2.1 Gardens, Beaches and Green Open Spaces

Council has traditionally identified key projects in the LTP/SSP. In the LTP 2012-22, there were about 24 projects in the Gardens, Beaches and Green Open Spaces section, and several showed the available budget. Some of those projects have now been completed. In contrast, this year's dSSP contains only two 'key projects', the

Children's Garden in the Botanic Garden, and Miramar Peninsula ecology. We support these key projects which are partially funded by external sources (Plimmer Trust for both, central government for Watts Peninsula). Many of the projects in all the other Council strategies, management plans, and implementation plans are worthwhile, but we don't know which ones Council intends to fund. It appears decisions on what can be achieved within core funding are being left to officers.

Our five top priorities for key projects/initiatives are:

- Provide statutory protection under the Reserves Act for an additional x ha of open space with ecological and landscape values. These areas have been identified through the draft Suburban Reserves Management Plan and other approved reserve management plans. We understand some gazettals will be straightforward, but that others won't happen without additional funding for surveys.
- Enhance the capability of community groups, corporate volunteers, and individuals who protect and restore Wellington's reserves, public gardens, beaches and other green open spaces. Several speakers at the oral hearings on the draft Biodiversity Action Plan mentioned the need for better education of groups involved in restoration projects.
- Review Chapter 18 (Conservation Sites) of the District Plan (the current chapter became operational in June 2000). Opportunities for the public to comment on subdivision proposals and on Priority Housing Areas have been reduced or removed.
- Fund and implement a research and monitoring programme to support implementation of *Our Natural Capital* (Biodiversity Action Plan)
- Increase weed control, including funding to advise and support community restoration groups on significant weed management issues. (Council provides the plants, but doesn't help with the preparation of the project areas for planting. Effective control of some weeds requires special equipment and skills, e.g. abseiling, spraying with dangerous chemicals, use of chainsaws, transporting weeds to the landfill).

Performance measures associated with 2.1 Gardens, Beaches and Green Open Spaces

We **recommend** ongoing improvement in the performance management framework to provide better information to decision-makers and the public about progress towards the objectives in Council's many environmental strategies and plans. As part of this work, we recommend preparing a short manual that sets out relevant definitions and methodologies. This could show, for example, how data about the hours worked by recognised environmental volunteers and botanic gardens volunteers is captured, and which groups are included in the measure.

We were pleased to see the increase in the targets for the performance measure for animal pest control and weed control. This will mean that by 2020, 70% of the high value biodiversity sites will be covered, up from 55% now. (*High value biodiversity sites (%) covered by integrated animal pest control or weed control*).

We **recommend** supplementing the pest control measure with a new measure of the actual area (in ha) of open space under active weed control. (*Area of high value biodiversity sites (ha) under active weed control*).

We **recommend** reviewing the targets for the number of visitors to the Botanic Garden including Otari-Wilton's Bush. Visitor numbers in 2013/14 were 1,542,535. The target is static at 1,280,000 until 2025. We would have expected a steady increase in the target from 2016/17 as a result of the investment in the Children's Garden, the potential for linked marketing of a nature-based attraction package for Wellington, and the recent award of Green Flag status to Otari-Wilton's Bush.

We **recommend** adding a performance measure showing changes in the amount of open space in different parts of the city and qualitative descriptions of any open space that has been lost or gained.

We support the inclusion of additional performance measures from the City Biodiversity Index to facilitate international benchmarking.

Part 4: Infrastructure Strategy (IS30)

Council's draft Infrastructure Strategy was not as easy to understand as Greater Wellington's draft Infrastructure Strategy. We hope the final version will provide a more accessible and comprehensive overview of how the city's infrastructure will be maintained and upgraded over the next 30 years. Cross-references between the two documents would also help, e.g. the role of both parties in providing additional drinking water to Adelaide Road, Te Aro etc, i.e. a pipeline under the harbour (GW) and an additional reservoir (WCC).

Funding projections are allocated for three types of activities: renewals, upgrades and growth. Please explain the difference in the IS30, e.g. for storm water and open space.

Wellington City's version of this new statutory requirement recognises two groups of assets: network infrastructure and social infrastructure. Our primary interest is in Parks and Open Spaces, which IS30 treats as social infrastructure. We have also commented briefly on stormwater given the slow progress to date on implementing stream restoration programmes and other catchment-based projects in the Biodiversity Action Plan 2007.

Parks and Open Spaces

IS30 signals that Council intends to provide quality infrastructure that can deliver services in a manner that meets community expectations now and into the future. It attaches a proviso that "Community demand for improved social infrastructure services will generally only be made where there is a 'gap' in our service offering. This reinforced our impression that the focus in Wellington 2040 on a "people-centred city" has been dropped. Perhaps the LTP should include the development of an on-going programme to identify gaps in social infrastructure services.

One potential gap in the provision of parks and open spaces in the flagship intensification areas, i.e. Adelaide Road, Te Aro, Cambridge and Kent terraces. See our comments on the dUGP earlier in this submission.

Another gap is the proportion of the city's tracks that are accessible to people with limited mobility. This gap will become more pronounced as Wellington's population ages. The graph in IS30 shows that the population over 65 years of age will experience higher growth over the next 15 years than any other age group. IS30 does not give any population predictions for the following 15 years, i.e. 2031-2045. Some people over the age of 65 have good mobility and will continue to use a wide range of tracks. Others, for example, some of those aged over 80 years will find their choice restricted to a few tracks with good surfaces on flat ground in places like Otari-Wilton's Bush, the Botanic Garden and Central Park. We **recommend** that Council identify the length of tracks and the proportion of total track length (350 km) that are expected to be suitable for people with limited mobility each five years for the next 30 years. The measure could also be included in the dSSP.

We noticed a spike of nearly \$8 million for capital upgrades and renewals in 2019, followed by a drop to \$3m the following year. Please identify what this is for in the commentary. The only allocation for "growth" in next 10 years is about \$4m in 2022.

Does this mean there is no financial provision for new parks or other recreation facilities in either the CBD or the greenfield development sites before then?

Stormwater

Council has acknowledged that stormwater is already causing environmental harm. The IS30 presents an opportunity for Council to explain, in user-friendly language, what it is doing to address the issue, and when improvements in key performance measures can be anticipated.

Under its “most likely scenario”, Council proposes to “...maintain the level of service we are currently providing for water quality – namely compliance with resource consents and maintaining appropriate standards of water quality and waterway health across Wellington City’s coastal and river environments.”

Maintaining the current level of service is not acceptable given the current levels of pollutants in several of Wellington’s streams (see lawa website) and because “appropriate standards” have not been specified. Under the “most likely scenario”, it could be at least a decade before any improvement in water quality can be expected. The time-expenditure graphs show:

- No increase in renewals before 2022
- Modest investment in upgrades between 2022 and 2025
- A spike in renewals between 2028 and 2032
- A much larger spike in renewals between 2037 and 2041
- Upgrades between 2026 and 2044 are currently unplanned and unbudgeted.

The following six paragraphs mention additional information that could be included or explained in the stormwater section of IS30.

- The performance measure in the dSSP for water quality requires reporting on samples taken in dry weather when the risk of cross contamination may be lower than it is after heavy rain. (Percentage of monitored sites that have a rolling 12 month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml). This measure, and its interpretation, should be explained in notes accompanying the annual report on performance against the measure.
- The draft IS30 does not include a list of the resource consents for the stormwater system that are part of the service specification, nor the timeline for renewals of those consents.
- The draft IS30 does not mention the work underway on ICMPs. During 2015, the Environment Committee received financial estimates from Wellington Water Services of the costs and timelines for completing one of city’s Integrated Catchment Management Plans. These costs ran into millions, and didn’t include the costs of implementation of preferred options. IS 30 should clarify if these costs have been incorporated into the IS30 funding models. If not, then include them as a risk.
- The draft IS30 does not mention Council’s Water Sensitive Urban Design (WSUD) programme under which developers are being encouraged to incorporate WSUD principles and practices in their designs. We expect

Council to lead by example, and to include WSUD practices in its upgrades, including local roading projects and other projects, e.g. Civic Precinct.

- The draft IS30 mentions that “A flagship Blue-belt project focusing on water quality is one of a number of important initiatives proposed in the 2015-25 LTP”. What the LTP includes is a proposal to introduce real-time monitoring of the stormwater system. Neither the dLTP nor the IS30 explain how having a real-time monitoring system will enable Council to “better manage pollutants when stormwater is causing environmental harm”. Understanding how the new information will be obtained and used may have implications for additional capital investment.

It appears that standards for water quality in the Wellington Harbour-Hutt Valley catchment are not likely to be finalised until at least 2021. (According to Greater Wellington’s Draft Infrastructure Strategy, the whitua committee for this catchment won’t be established until 2017/18.) The process is likely to take two years, possibly longer if Greater Wellington is disestablished.

We **recommend** that Council include a timetable in IS 30 showing when the various stormwater initiatives are likely to start contributing to improvements in the quality of the stormwater and reductions in quantities. There may also be advantages in bringing forward the proposed timings and expenditure on renewals and upgrades of the stormwater network in the central city Special Housing Areas, using the best available information about the age and condition of the pipes on those parts of town.

Submitter Details

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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I do not want WCC ratepayers to finance business people or projects unless we get equity.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

See above.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Lets see a proper business plan by outsiders. Your debacle with the convention centre doesn't enamour your business skills to me. Neither does the non consultation of the cycling plan help either. You are not trusted and rightly so. see above.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

But we also want equity for ratepayers :-)

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

see above. if it means screwing over ordinary people with the contracts as John Key did. then NO.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

On the strength of it NO. However this is for an event that may never happen. I do think that all buildings should show both their street No clearly above the door and their earthquake position at eye height at the side. with a cloud code for all to see. EVERY BUILDING.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

see above also they should be used as they are dealt with.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

As long as businesses don't profit off of ratepayers (especially your mates :-) If we put in monies then we get paid first before anyone.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

lets see a proper business case for it This is major money. You have shown with the cycling network you are unable to properly consult the city. Lets see a double page spread properly showing the business case to ratepayers, and for schools to discuss in the classroom.

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

lets see a proper business case for it. REM Fran Wilde drove the stadium which now costs us a fortune to take our families too. Moreover, it was done on the cheap to only sit 33,000 instead of 50,000 and a lid was NEVER designed for it. So cheap was it done we can't put a roof on it without building a structure around it first. NO, lets see a proper business plan and SHOW us what you've done for local needs first. Unlike the INDOOR CENTRE.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Businesses should be paying for their opportunities not ratepayers.

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Leading question, I would rather a plan be shown as a 2 page spread in the Dompost on a case by case basis.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

It's about time, lets be a world leader in this. NOT to collect monies but be save it and be transparent. Take fines and parking back into the council again, SO you are accountable and can't hide behind a private company.

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

1. more hubs with loads of half size buses. 2. free buses to ratepayers (who have paid their rates)
3. dedicated commuter lines at rush hours as well.

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

I would like you to stop INFILLING. It is just so you can get more rateable properties and increase your bank. Make the land available to areas outside WCC area, build the rail and bus routes to them. Decimate the costs. You are the problem, not the builders. Small houses, container houses for student. old people and social housing. National Govt should be funding 80% of social housing NOT local authorities. You should be for emergencies. I object to paying 39% tax and then being taxed again by you for subsidised housing and then taxed again by your subsidising their USER PAYS at the libraries etc and letting them off their fines. I want public ALL persons and corporations trusts that owe rates 3/12.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

with proper consultation and business plans

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

NO more INFIL. but giving them the infrastructure you have withheld as you have done infill, yes. again a proper consultation and business plan. Lets properly consult, by first tabling the rate take per suburb in a table for all ratepayers to see. This is basic transparency and accountability to ratepayers. Those who oppose this shouldn't be on council or working for it (US)

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

No I haven't had time to look closely through them.

Do you see other matters as priorities?

Comments

Transparency. Lets put all payments by WCC above \$5,000 onto the WCC departments web pages for all ratepayers to see. Accountability. Lets put all LAOIA requests and the replies on a searchable database that allows anyone to download the reply documents. Not the present system of dealing with each individual and sending them a stack of paper in a silo environment. Lets have all owings over 3/12 on the web and especially those who haven't paid their rates. (I'm referring to business people who either owe thousands and/or have done so for months. :-) A list of those you prosecuted at the same time wouldn't go amiss. A list of WCC staffers or Section heads who have caused ratepayers and/or organisations to sue the WCC for our perusal. Open Govt 2.0 Lets fully implement the provisions of Open Govt 2.0 that you hosted at WCC a couple of years ago. Lets be honest and transparent with Other Peoples Money (OPM). We are not a bank but your employers.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

The WCC website is a mess and not conducive to visual people. A GIS map thread as an alternative would be more transparent.

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

First Name: **Andy**
 Last Name: **Gow**
 Organisation: **Cycle Aware Wellington**
 Street:
 Suburb:
 City:
 Country:
 PostCode: **6141**
 Daytime Phone: **02040137231**
 Mobile: **02040137231**
 eMail: **andy.gow@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Providing that such improvements significantly improve provision for cycling.

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

We strongly support project 11 - cycling.

Do you see other matters as priorities?

Comments

We see creating infrastructure to support cycling as a huge priority

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer

- Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
CAW - WCC 10 year plan submission 2015
2015-25 Draft Long-term Plan



Cycle Aware Wellington

www.caw.org.nz
info@caw.org.nz
(04) 934 8315 or 021 036 4443
<https://twitter.com/CycleAwareWgtn>
post office box: 27 120 Wellington

Wellington City Council 10-year plan – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Andy Gow at andy.gow@gmail.com

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

Key points of our submission

- We strongly support the implementation of a cycle network as per point 11.
- We support redevelopments of Kent/Cambridge Terraces and Adelaide road providing high quality cycleways on this necessary route. We encourage the council to put more routes down.
- Building cycling infrastructure will help with **most** of the other 'ideas' presented in the plan.
- The infrastructure and financial strategy documents need to back the 'idea' of cycling with real detail.
- This is Wellington's plan for the next **ten** years – we would like to see a **step change** in commitment, and this plan is the place to do it.

We support the implementation of a cycle network

- We think key arterial cycleways need to be mentioned in the plan. This is a **ten year plan**. For example and not exclusively:
 - Ngauranga–Thorndon - especially key given GWRC aiming to complete Ngauranga to Petone, its high patronage, and its numerous hazards.
 - Island Bay to CBD - this is off the starting blocks so it is surprising not to see it in the plan
 - Eastern Suburbs to city
 - Karori to City
- We strongly support 'Idea 11' with regards to implementing a cycling network. Cycling is a part of point/idea 11 – the last in the [consultation document](#). But it became the number one most talked about idea in the [WCC's own feedback](#). Of all the highly talked about topics, it

receives the most support (91%) and receives the highest priority recommendation (80% - at time of writing). People really **want** – and **need** – cycle facilities.

- Proper cycle lane provisions don't just benefit existing cyclists but encourage a whole new group of 'keen but concerned' people who currently find cycling in Wellington too scary. There are other benefits include improving public health, lowering the overall accident rate for cars, bikes and pedestrians, reducing car congestion, and reducing hazards for drivers.
- \$44 million over 10 years is a modest amount if the council wants to create a quality level of cycle infrastructure.
 - especially over the whole city rather than just CBD,
 - especially when an extra \$100m funding is available from the government
 - especially set against a spend of \$433 million on the vehicle network with flat demand, not counting the NZTA spend.
- (3) We support redevelopment of Kent Terrace, Cambridge Terrace, and Adelaide road **providing that high quality segregated cycleways, and a smart, safe transition around the Basin are included.** This is a key route for most cyclists coming from Newtown, Berhampore, Island Bay, and surrounding hill suburbs, and there is no real alternative. There is also room for such provision on these wide roads.
- Other key CBD roads need to be considered for improved cycle facilities in the immediate term: For example, Taranaki Street, the waterfront Quays, Lambton Quay, Featherston Street, Thorndon Quay, and Willis St (especially given the work on its southbound counterpart, Victoria Street).

Help people to cycle and the other 'ideas' get fulfilled too!

We encourage the WCC to consider just how much the cycling idea in 'idea 11' could help most of the other 'ideas' in the plan:

- 2) **Strong and smart economic growth** – worldwide cities that put in cycle lanes [encourage young, smart, high tech business](#), and [economic growth including retail sales](#), whilst also [saving money in the economy](#).
- 3) **Vibrant inner city** – Cycleways on the roads listed for redevelopment will help ease access from satellite suburbs with the city. Easier cycling makes a city more accessible to people, [safer](#) for people walking, and reduces car congestion.
- 4,5) **Revitalising public spaces** – allow people to visit and use those spaces at a higher density with less disruption or pollution.
- 6) **Liveable cities** – accommodating growth and increasing density. As density increases, car use becomes less viable. But more cycle infrastructure can [reduce congestion](#) without needing any more space.
- 9) **Greater efficiency, better environmental and social outcomes** – cycling helps with all of these, and makes an active contribution to **reducing** carbon emissions. (A longer runway won't, and neither will simply "understanding climate change".)
- 10) **Reduce energy use, make streets safer** – New York has seen [accident rates for both cyclists and pedestrians drop](#) with new cycleways, and cycling reduces energy consumption over every other transport mode.

This is in addition to other benefits in [health](#), [traffic flow](#), and [road user behaviour](#), which are also very much in the city’s interest. We encourage the council to consider the difference in popularity expressed by the public on a cycling network versus a longer runway.

A strategy for cycling infrastructure is required

[The infrastructure strategy document](#) does not outline any strategy for achieving active mode transport goals, and uses very obtuse language in describing transport investments. We encourage the WCC to create more clarity in this document.

The same document suggests “*No new investment in PT and active modes*” as an option for addressing the issue/risk of ‘Increased public expectation of multi modal transport options’ – we don’t think that is an option, and encourage the WCC to remove it.

More financial details and forecasting are required

The [financial strategy draft](#) mentions “*Significant projects to upgrade or improve services include increasing the cycling network..*”. We would like to know what these projects are – but the idea sounds great. When \$44 million is to be spent on cycle infrastructure then an understanding is needed for where it will go. The **forecasting assumptions** document should also be able to provide some justification for spending figures (including spending \$433 million on a stagnant car demand). Time is of the essence whilst additional government funding is available.

We agree with the ‘statements’ on cycling

We agree with the statements made on page 40–41 of [the statements of service document](#). It is true that Wellington supports “vehicle transport more effectively than other modes such as bikes or buses.” This document doesn’t mention the safety implications of that, but there are also economic, environmental, social, and health benefits when more people cycle.

Given the extra funding available from central government, we want to see more than \$44 million over 10 years spent (p42). We encourage the WCC to consider whether it is wise spending nearly 10 times that on a stagnant car demand, not counting NZTA funding.

Please get on with it!

We like the drive and positivity in the consultation document, and many of the numbers appear well thought through. We also note positive wording for cycle provision in the Urban Growth Plan. But we would like to see a **step up in commitment** to cycling in the final 10 year plan. There has been a doubling of people cycling just in the last ten years even without infrastructure support, whilst accidents involving people cycling have increased as WCC’s own numbers show. Helping people cycle aids many other council objectives and deserves real plans for implementation, and timelines for doing it.

This 10 year plan needs concrete funding and plans to back up the positive sentiment, especially at a time when extra funding is available from the government. The best part of a billion dollars (including NZTA funds) have been allocated for roads despite a stagnant car demand. WCC’s own website feedback shows how desperate Wellingtonians are for more cycle infrastructure. We

strongly encourage the council to commit more in this 10 year plan.

Nā mātou noa, nā Cycle Aware Wellington

13 April 2015

Appendix A - External websites cited in this submission

<http://www.seattlebikeblog.com/2012/12/17/chicago-mayor-i-want-seattles-bikers-and-the-jobs-that-come-with-them/>

<http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

<http://www.smh.com.au/national/bike-riders-save-economy-21-on-each-commute-20130730-2qxdg.html>

[http://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(12\)60766-1/abstract?cc=y](http://www.thelancet.com/journals/lancet/article/PIIS0140-6736(12)60766-1/abstract?cc=y)

<http://www.smh.com.au/nsw/as-duncan-gay-considers-cycling-licences-bike-lanes-shown-to-be-highly-effective-20140502-zr3ff.html>

http://articles.chicagotribune.com/2013-06-10/classified/ct-met-getting-around-0610-20130610_1_cyclists-signals-bike-traffic



Cycle Aware Wellington

www.caw.org.nz
info@caw.org.nz
(04) 934 8315 or 021 036 4443
<https://twitter.com/CycleAwareWgtn>
post office box: 27 120 Wellington

Wellington City Council Urban Growth Implementation Plan 2015 – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Andy Gow at andy.gow@gmail.com

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

Key points of our submission

- We strongly support the implementation of a cycle network as described on page 18. We would like to see this list backed up by projects and timelines
- We support redevelopments of Kent/Cambridge Terraces and Adelaide road (p27) providing high quality cycleways are built on this necessary route.
- We recommend the Aro Street Development and RNS projects to provide cycle provisions early on what is currently a dangerous area for people cycling.
- Please consider cycle laning provision for Lambton Quay as part of the regeneration project.

We support the implementation of a cycle network

- We strongly support the implementation of a cycling network (p18). Cycling became the number one most talked about idea in the [WCC's own feedback](#) on the 10 year plan. Of all the highly talked about topics, it receives the most support (91%) and receives the highest priority recommendation (80% - at time of writing). People really **want** – and **need** – cycle facilities.
 - We encourage more commitment on the routes specified on page 18. The majority of these routes are very busy, not friendly for cycling, yet have no good alternative. We think there is a good case for doing all of the ones listed, not just 'including' developments from the list. Twice as many people cycle in Wellington compared to 10 years ago, and there is a great opportunity to bring in new 'keen but concerned' people to cycling, further ease pressure on the roading network, and meet the

accident reduction targets mentioned in the plan, in addition to public health and carbon emissions benefits.

- We agree that including these projects with other upgrade projects together with pedestrian and public transport improvements makes sense. We want to see more such projects detailed.
- \$45 million over 10 years is a modest amount if the council wants to create a quality level of cycle infrastructure.
 - especially over the whole city rather than just CBD,
 - especially when an extra \$100m funding is available from the government
 - especially set against a spend of \$433 million on the vehicle network with flat demand, not counting the NZTA spend.

Kent & Cambridge Terrace, Adelaide Road

(3) We support redevelopment of Kent Terrace, Cambridge Terrace, and Adelaide road **providing that high quality segregated cycleways, and a smart, safe transition around the Basin are included**. This is a key route for most cyclists coming from Newtown, Berhampore, Island Bay, and surrounding hill suburbs, and there is no real alternative. There is also room for such provision on these wide roads.

Cycle provisions early for Aro & RNS projects

The area at the bottom of Aro valley is dangerous for people cycling, and there is no alternative for those coming to/from Brooklyn or Aro Valley. We recommend that this area is improved for cycling safety in advance of the project start in 2022 - it was made more dangerous with the four laning project completed last year.

The State Highway 1 Roads of National Significance project must consider cycling needs early in planning. We recommend cyclists and pedestrians are separated on this high-use route (particularly in a tunnel route through Mt Victoria). Good cycle facilities through to Hataitai/Kilburnie will be well used and thus ease car traffic - it's a short journey with a low rise, yet currently very unpleasant to ride.

Lambton Quay

We recommend that the North Lambton Quay project (p16) includes good cycle lane provisions (that are extended down the whole of Lambton Quay). Making this route easier to people to cycle adds mobility to the north Golden Mile, which has a high concentration of office workers, a modest traffic volume.

Nā mātou noa, nā Cycle Aware Wellington
17 April 2015

Submitter Details

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 Last Name: **Snow**
 Street: **15 Whau Street**
 Suburb: **Vogeltown**
 City: **Wellington**
 Country:
 PostCode: **6021**
 Daytime Phone: **04 976 2408**
 Mobile: **0220571957**
 eMail: **lisa.snow@paradise.net.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I agree with development, but think the council needs to look at ways to fund this over rates increases. These benefits are not only got by rate payers.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

No, you should find other ways to fund development.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

They should support this development but not fund it

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Non financial support, yes

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

If the council does, then the costs should be recoverable by the council should the building be sold.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

So long as these events make money, yes

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Perhaps the sports players could help fund this?

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

If these things make good business sense then yes

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose

Comments

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

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose

Comments

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

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose
 Don't know

Comments

Do you see other matters as priorities?

Comments

Dog parks! Dog owners should be considered a sports and recreation group and given the sorts of facilities others get. We get no fences on busy roads, no poo bins. International experience shows that where dog owner are provided good facilities they use them rather than flout the law. Well exercised and socialised dogs cause less social problems like nuisance barking. Dog owners get exercise and are healthier for their dog walking activities. However the council treat us like second class citizens, even though we are already paying a tax to have a dog. Use some of this money to give us good facilities. And don't do dumb things with mixed usage of dog areas. Some dogs chase things, it is called prey drive, it is a normal dog thing, so putting a bike track through the middle of a dog park is really ill thought out. And give dogs PRIORITY usage of dog areas, signage telling parents not to have their kids running round or on bikes in a dog park are a must. Dog parks shouldn't be used as picnic areas but the general public. The council should help people be sensible around dogs.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years

- 30-39 years
 - 40-49 years
 - 50-59 years
 - 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 - No
-

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Just that Wellington needs to up its game on the facilities provided to dog owners

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

First Name: **Daryl**
 Last Name: **Cockburn**
 Street: **42 Vivian St**
 Suburb: **CBD**
 City: **Wgton**
 Country: **NZ**
 PostCode: **6011**
 Daytime Phone: **3828962**
 Mobile: **021361805**
 eMail: **architects@cockburn.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This and the other Qs do not give the information needed to make a rational choice. I worked in UK Planning Offices where public participation was also abused

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

see comment above

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

see comment above, and NZ has excellent air services for the size of country.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support but no more than other sectors, and not with cash

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support but no more than other sectors, and not with cash

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support where they present a risk to the public

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

It's the heart of the city and has risks to the public

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

But not with cash

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

We have enough for a modest town (with a CBD of a city)

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

'...where (local) need has been demonstrated...'

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support, but only where the local public will self-fund it

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Where the infrastructure is a core service to the public

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

But only where smart technology is cost-effective & sustainable

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

The existg roads are adequate for commerce Main task; persuade Govt to divert RONS \$s to cycling, light rail, trolleys & buses to attract the 'suits'; & the poor will follow them

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

But what I've seen is too expensive with an emphasise on aesthetics instead of practicalities.
Council needs me as an adviser

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Critical core infrastructure for walkway bikeways

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

All centres with good PT should permit at least 4 storey bldgs, and often 6 storeys like Palazzo crnr Vivian & Tory

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Support but start by changing the rules to permit the public to build 4 storey homes boundary to boundary of each home as developers can where PT is v g

Do you see other matters as priorities?

Comments

Give less emphasise on non-energy considerations when granting permission for wind farms.
Energy in Wgton should be entirely wind-driven

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching.
(Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

- under 18 years
 - 18-29 years
 - 30-39 years
 - 40-49 years
 - 50-59 years
 - 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 - No
-

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

The design of this survey cannot elicit true opinions of rates spend, or the plan. It is a smoke screen. The design should be criticised openly by experts before application

Attached Documents

File
2015-25 Draft Long-term Plan

From: [Daryl Cockburn](#)
To: [Talava Sene](#)
Subject: Re: Long Term Plan submission
Date: Thursday, 16 April 2015 10:39:31 a.m.

thanks T
 plse attach it to my submission when I make it later today
 D

On 16/04/2015, at 10:30 AM, Talava Sene wrote:

Hello Daryl

We have received many submissions using the template below. But there is nothing in our system with your name.

Does that make sense?

Would you like me to accept your email as your submission?

Thank you,
 Talava

From: Daryl Cockburn [mailto:architects@cockburn.co.nz]
Sent: Thursday, 16 April 2015 10:28 a.m.
To: Talava Sene
Subject: Fwd: Long Term Plan submission

Hi Talava
 Is this in yr system?

Begin forwarded message:

From: Generation Zero <paul@generationzero.org.nz>
Date: 27 March 2015 11:36:42 AM NZDT
To: "architects@cockburn.co.nz" <architects@cockburn.co.nz>
Subject: Long Term Plan submission

This is a copy of the message you have sent via the form.

Name	Daryl Cockburn
Email	architects@cockburn.co.nz
Postcode	6011
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Write a message to the council	Persuade the NZTA and the Crown to use RONS funding for their plan through the city on non-car modes

The roads are adequate for commercial traffic. We need to attract the 'suits' out of their cars onto bikes or trams

Would you like to deliver an oral submission to council in person? Yes



Wellington City Council

Thursday 16 April 2015

Submission on the proposed WCC 10-year plan 2015-25

Thank you for the opportunity to make a submission on the proposed plan.

We would like to present an oral submission.

The Friends of Taputeranga Marine Reserve Trust was formed in October 2009 to help ensure that the full range of the Marine Reserve's potential benefits could be realised and to give the community both a voice and an involvement in its future. The initiative for the Trust has come from individuals who have either been involved in the establishment of the marine reserve or who have provided crucial support for it from within the local and wider Wellington communities. The Trustees represent or have had experience in marine science, the local community, commercial and recreational diving, central and local government, conservation and marine users. The Trust works closely with the Department of Conservation and the other groups or individuals with a major stake in the marine reserve, including the community. We will only make comments on the parts of the plan which we feel are within the remit of the trust.

Plan for sustainable growth

The plan seems to be for economic growth, with little interest in the impact of that growth on the environment. If anything, it plans to cut its investment in areas that would benefit the environment, such as infrastructure maintenance. Current loss of green spaces and deterioration of the harbour quality will only be increased with such a plan. For example, there is no consideration of impact the change in land use will have on the actual stormwater impact, and integrated catchment management plans would move in that direction. There is also no mention of Water Sensitive Urban Design in the Urban Growth Plan.

A longer runway

The trust is concerned about the weakness of the business case made for the airport, which inevitably will lead to asset sales, increase in rates, and reduction in spending in areas such as the environment.

However, economic aspects have been leading the debate, with very little discussed about environmental effects:

- What will the environmental effects of the build be?
- How will the new extension impact water flows and the surf and quality of the water at Lyall Bay, our prime surfing and swimming spot? We are likely to have unexpected changes in currents and waves due to the extension such as what happened at Chaffers Marina following the build of the “underwater” car park.
- What will the new extension do to the unique marine ecosystem around Moa Point? What will happen to the giant kelp forest in Moa Point? Such forests are at risk of extinction due to climate change in other areas (e.g. Tasmania). What is the impact on commercial and recreational fisheries (crayfish, paua, blue cod for example)
- What is the risk to the wastewater plant outflow? Have hydraulic models been carried out to ensure that the outflow will still be suitably mixed and not sent back to our shores (and see point two above)? The outfall would have been made as small as possible to achieve suitable mixing, so no doubt an extra 300m runway will affect it. What if we have renewed public health issue and we revert back to Poo Point? Where will the liability lie if there is a need for further extension of the pipe / modelling / monitoring?
- Is it a good idea to increase the runway of a low lying airport in these times of climate change? It already gets closed regularly due to storms, which will only increase in intensity and frequency. This April’s storm is the latest, was not even in winter or in king tides, and cost to Council is already huge. It is also in an earthquake and tsunami zone. Where is the resilience plan? What if the climate change modelling says this shouldn’t be done? International studies have already concluded this much and we should not wait in making the right decision.
- What is the risk of sediment plumes to the proposed new Ocean Exploration Centre and how might it impact on its water intake?

Celebrating Wellington’s culture and environment

The Trust fully supports the Ocean Exploration Centre and commends the WCC for supporting it. It is however surprised at the level of funding, whereby WCC is prepared to fund a film museum to the tune of \$30 million but only \$6 million towards the Ocean Exploration Centre. The blue belt surrounding Wellington is what makes it unique, and the Trust urges WCC to redress this imbalance and provide more funding to the Ocean Exploration Centre.

Key infrastructure

In all the financial statements, key infrastructure such as the provision of water, and the management of wastewater and stormwater are classified as “environment”. This is misleading at best and should be split into key infrastructure. We suggest that if WCC stopped providing these services, it would be a social and health matter before an environmental matter.

The Trust is worried about the proposal for reducing infrastructure renewals by \$101 million, particularly in the light of the push for business and therefore population growth and therefore increase use of those services. It understands that asset renewal modelling has just been developed, but would recommend that some funding be kept in the plan until this brand new tool is proven reliable. The last plan did not provide adequate funds for

renewal of pipes and related equipment before their end of life (as we had commented), and leakage and cross connections are still a huge issue in Wellington. The Trust would welcome further details on this proposal and how it might impact on the quality of the environment, in particular stormwater and wastewater discharges which are of such importance for the marine environment.

The Trust supports real-time stormwater monitoring, but sees \$9 million as quite an expensive sum for modelling and would like to see some of these funds diverted to implementing actual solutions to stormwater issues, rather than merely monitoring them. The Trust also urges Council to move towards Integrated Catchment Management Plans. It's not just what goes in and comes out of the pipes that impacts the receiving environment, but also the land use and activities in the entire catchment.

Understanding the impact of climate change is a valuable task, but the Trust feels Wellington City Council should not delay including climate change in its decisions while the model is being developed. Such models are notorious for being very difficult and timely to build and verify. International science and modelling has already been carried out (including by Victoria University) to guide decision-making around the world; and there is a "Climate Change Action Plan" available (2013). Now is the time to act, and action requires both mitigation (of our emissions) and adaptation (of how we live and do business). Climate Change should be the centrepiece of any Council decision, from Airport, to land transport, and include urban growth. Let's not invest in areas which will inevitably be impacted by climate change. The recent storms have showed Wellington is already impacted by Climate Change.

We hope the points raised above will be taken into consideration.

For Murray Hosking
Chair
Friends of Taputeranga Marine Reserve Trust

www.taputeranga.co.nz

Contact us via enquiries@taputeranga.org.nz



Mt Victoria Residents Association

P.O Box 19056, Courtenay Place, Wellington 6149.

16 April 2015

Contact: Craig Palmer, Interim President
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Draft Long-term Plan
 Wellington City Council
 Policy and Reporting (COPO01)
 PO Box 2199, Wellington 6140
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Submission on Draft Long-term Plan 2015-2025

This submission focuses on some key aspects of the Draft Plan which we believe are integral to realising the Council's stated community outcomes: a connected city, an eco-city, a people-centred city, and a dynamic central city.

A representative of the Association would like to speak at a submission hearing.

General comments

1. The Mt Victoria Residents' Association Inc (MVRA) finds the presentation and marketing tone of the Consultation Document make it difficult to sift out the concrete facts needed by Councillors and submitters like ourselves to arrive at well-informed judgements on the merits of the Draft Plan. Understanding is also not helped by information being spread through the whole suite of documents or buried in Appendices, for example the information required by Schedule 10 of the Local Government Act on council-controlled organizations is provided at the end of the Statements of Service Provision, but there is no financial data on them anywhere. In addition, we hope Councillors are provided with clearer and more consistent financial data than that provided in the suite of documents. Lack of a summary overview and inconsistencies in the data belie the statement "We want to be transparent about likely costs" (page 17) and do not inspire any confidence in the accuracy of data given. For example:
 - a. The documents do not provide a clear summary overview of the 10-year total proposed operational expenditure and capital expenditure (such as Appendix 1 below), or a similar summary of the eleven major projects discussed in the Consultation Document.
 - b. The total (\$5,197 million) and components of the proposed 10-year total operational expenditure (Consultation Document pie chart on page 15) do not match the total (\$2,604 million) and components in the Infrastructure Strategy data (see Appendix 1 below) despite the Infrastructure Strategy including data on the social, recreation, cultural and council activities.
 - c. Although the total proposed 10-year total capital expenditure (\$1,763 million on page 17)



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matches the total in the Infrastructure Strategy data (see Appendix 1), the components do not match – see Transport for example. Nor does the total match the total applications of capital funding (\$1,814 million) in the Funding Impact Statement.

- d. None of the documents gives a breakdown of the \$6.5 billion of assets as a base reference when considering capital and operational expenditures.
2. In addition, the Draft Plan's documents do not appear to comply with some provisions of the Local Government Act 2002, for example, the Infrastructure Strategy does not contain some information required by section 101B including significant decisions about capital expenditure, their timing, the main options, and estimated costs. Some of this information is provided in the Consultation Document, but not in a coherent way.
3. The MVRA is concerned the focus of the Draft Plan on economic growth seriously undermines progress on our city's community outcomes. The 2014 Wellington Region Genuine Progress Index (GPI) shows from 2001-2013 the economic and environmental well-being aspects increased by 11.1% and 11.6% respectively, but the social aspect improved by only 0.7%, and the cultural aspect declined by 7.6%. This suggests the Draft Plan should concentrate on developing our social and cultural capital.

Key choices

4. We are concerned the Draft Plan lacks a sense of fiscal restraint.
5. We note the rates increase choices are either a 10-year average of 3.1% (but 4.1% over the next three years) or 3.9% (4.5% over the next three years). Both exceed the Statistics NZ data and Treasury forecasts for the Consumers Price Index which has been below 2% since December 2011, and is forecast to be around 2% out to 2019. Operating spending (including depreciation) is proposed to increase by 43.5% from \$423.8 million in 2014/15 to \$608.0 million in 2024/25. Half of the increase is in payments to staff and suppliers. It is unreasonable for the Council to continue to expect ratepayers to tolerate such increases when ratepayers themselves must continue to live within tight financial constraints. In the interests of fiscal responsibility, we urge the Council to review its own staffing and pay rates, particularly the CEO's and managerial salaries, to reflect the representation of a city with fewer than 200,000 residents.
6. Part of the rates increase is to service the proposed doubling in borrowing over 10 years from some \$409 million in 2014/15 to \$815 million by 2024/25. We agree borrowing is an effective mechanism for spreading the cost of long-term investment across the years when residents reap the benefits, but disagree with such a large increase as it is being proposed to finance some projects we do not agree to (see below).
7. It is apparent from the Infrastructure Strategy data (see Appendix 1 below) that \$478 million or 45% of the 10-year capital investment of \$1,763 million is going to 'Property and corporate assets'. Of this, \$100 million is apparently proposed for the Civic Square precinct, but for what projects the rest is being spent is unspecified as the description of this activity is vague, and the



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information on page 16 of the Consultation Document shows spending only for the Town Hal (59 million) and strengthening Civic Campus (\$13 million).

8. Appendix 1 below also suggests capital funding for renewals is being diverted from transport, the three waters and social infrastructure to fund the large increase for Property and corporate assets – the Consultation Document states three-water renewals are being reduced by \$101 million compared to previous LTP forecasts. This appears unwise in light of higher risks from more extreme climate-change events.

The Wellington economy and jobs

9. The Mt Victoria Residents' Association believes that a people-centred city that is creative, diverse, environmentally sustainable and inclusive is a key ingredient in keeping jobs in Wellington and attracting new businesses and jobs. The Council can contribute by ensuring its own services and contracts encourage local entrepreneurship and provide good quality jobs, not casualised labour in contracted-out core services. We urge the Council to maintain its core services in house, and continue its commitment to paying its staff a living wage rate to reduce poverty and inequality, and also because it means there is more money to support local businesses.
10. Having a dynamic centre is key to maintaining what's special about Wellington. The Council should be more strategic in granting resource consents. For example, it should not grant any further consents for new office blocks on the waterfront environs (such as those between Queen's Wharf and the stadium) or for suburban shopping malls, such as the development at Lyall Bay, (malls are being closed all over the United States as young people prefer inner-city living and active or public transport modes for moving around).
11. As we commented in our 13 March 2015 submission on the Council's proposed Urban Growth Plan, a people-centre, eco, connected and dynamic city means keeping the city compact, with population increases accommodated in the CBD, along the growth spine, and within some existing suburbs where infrastructure and services already exist. We do not support greenfields developments where there are no infrastructure, services or shops and where people would be reliant on private cars to access work and services.
12. We are pleased the Council has worked with other councils to establish the Wellington Regional Economic Development Agency and agree to its funding. We also welcome the ideas of a central-city tech hub and a screen production enterprise zone to attract new residents, create jobs and attract tourists, although the budget implications of the enterprise zone are not provided. We also suggest that the proposed international film museum is located in this zone, rather than in the central city where space is highly-prized, as it would enhance the Wellywood character of this Miramar area.
13. We strongly oppose the proposed airport runway extension. The irreparable damage to the coastal marine environment outweighs any potential economic gains. Stated gains are mostly to



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private interests, including Infratil, it is very expensive, it is not supported by the airline industry itself (BARNZ), and financial support from central and surrounding local government is dubious.

14. We also oppose Council funding for a single-purpose convention centre, and to Council's agreeing not to compete with it through Council-owned venues. As stated in our 14 August 2014 submission, the benefits are mainly to private interests, the growth in large conferences may not materialise, and any new jobs will be mostly casual, low-paid hospitality jobs. Once the Town Hall is reopened, Positively Wellington Venues will again have six flexible, multi-purpose and closely-located venues which can adequately cater for most conferences and which should be used more often.

Venues, events and visitor attractions

15. We welcome in principle the proposed \$21 million allocation for redevelopment of the Basin Reserve, provided a reserve management plan, as required by legislation, is prepared and consulted on before any development plans proceed. This should precede any further development of the 'Master Plan', which must be made publicly available for comment prior to any implementation. We urge that plans include enhancing the Basin Reserve as a multi-purpose public recreation space, as required under its Deed, strengthening and upgrading the historic 1924 pavilion, refurbishing the Groundsman's Cottage, and some restoration of the north and south gate entrances. The Council's continuing support for the flyover and a new building inside the Basin Reserve is deplorable given the findings of the Board of Inquiry, and the secrecy surrounding future plans is contrary to good governance and stewardship of public assets.
16. We support the proposal to strengthen and upgrade the Museum of Wellington City & Sea to provide greater access to this historic building and its maritime collection.
17. We do not agree to spending on a new indoor arena as a venue for occasional large music events. We suggest instead the Council explore ways of partially or fully covering the stadium for such events. This would have the added advantage of increasing the stadium's multi-purpose usage.

Valuing and enhancing Wellington's attractiveness

Mt Victoria heritage value

18. Mount Victoria is the most visible of Wellington's inner-city residential neighbourhoods as seen from the central city. Its many nineteenth-century villas and cottages are a unique and defining feature in the international context. Currently there is a risk that incremental individual changes will result in the city unwittingly and irreversibly losing one of its most appealing and distinctive features. Internationally, heritage or character neighbourhoods near city centres are increasingly being valued as economic and social assets. They attract young entrepreneurs, new skills and people who seek walkability, compactness and safety.
19. It is critical that the City now take stock of the heritage houses and buildings in such a prominent neighbourhood. This will provide a baseline record, ensuring that changes are consciously



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chosen avoiding haphazard, short-sighted detrimental change. The Association urges Council to include an allocation of \$60,000 over three or four years in its Long-term Plan for phased implementation. Further information is provided in Appendix 2 below.

Civic Square developments

20. We applaud spending \$75.2 million to earthquake strengthen the Town Hall, Central Library and Civic Building, and the Municipal Building should also be included. Civic Centre was originally designed as an integrated whole, today it is the best public civic space in Aotearoa/NZ; and it should remain in public hands. The Town Hall has served Wellington very well over long years as a multi-purpose venue with wonderful acoustics for music. Keeping it multi-purpose means it can serve as a 'music hub' alongside other activities. We do not agree it become a single-purpose music venue. We urge the Council to reconsider its misguided decision regarding a convention centre so that the Town Hall and Michael Fowler Centre can continue as convention venues. Pending strengthening, we would like to see it open again until work starts, as is the case for the St James Theatre and the Opera House.
21. The Central Library with its wavy glass face leavens the otherwise solemn facades in Civic Square, and we would strongly oppose any further 'design and build of a modernized library' as completely unnecessary. We also strongly oppose any 'rationalisation' of library services that might involve closures or their being turned into a 'community-driven model', which implies devolution.
22. We strongly oppose any long-term leasing of the Municipal Building, Michael Fowler Centre car park and Jack Ilott Green as this would effectively mean their privatisation. Leasing is apparently necessary to fund earthquake strengthening, but we suggest the strengthening could be more than funded from not proceeding with the airport runway extension and indoor arena. The Green and small lawn above Capital E are the only larger green spaces in the whole Civic precinct. Leasing the Municipal Building when the Draft Plan indicates Council staff will occupy space in the Civic Building and Central Library but also need to lease further space elsewhere makes no sense. Instead, Council could continue to occupy some of the Municipal Building and rent out the rest. We also disagree with spending large amounts of money on unnecessary workplace redesign and modernization for Council staff, and question the real need to separate the shared building services if the buildings are all to be strengthened.

Frank Kitts Park

23. We agree that the large areas of open lawn should be retained at Frank Kitts Park, and the children's playground could be expanded a little as it is very popular and one of the few inner-city playgrounds. But we disagree with re-orienting the Park to face straight into the north-westerlies, and to adding a Chinese garden here. The Chinese garden does not need to be on the waterfront, so should be located elsewhere such as in the Botanic Gardens.

North-south routes

24. We agree in principle to funding for the upgrade of the city end of Adelaide Road, and of Kent



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and Cambridge Terraces. Prior to any development, a reserve management plan, as required by legislation, should be prepared, as parts of Kent and Cambridge Terraces are Canal Reserve land governed by a Trust Deed. We do not want to see a repeat of the development of Victoria Street with removal of large trees of various varieties, five lanes of traffic that will be alienating and dangerous for pedestrians and cyclists, and fringed with the same tussocky mono-culture that prevails across the city. The Terraces have the potential to be a proper ceremonial route from the sea to the historic precinct including the Basin Reserve, Pukeahu Memorial Park, and Government House. Ideally, the New World supermarket could be relocated so the route looks down from the Basin Reserve across Chaffers Park to the sea, and the underlying stream opened up in parts of the Terraces, as historic reminders of the canal.

25. In addition, we urge a formal review of District Plan provisions for both Adelaide Road and Kent and Cambridge Terraces before planning begins, and also of Taranaki Street. It is important that planning rules governing height limits, sunlight planes, view shafts etc. be thoroughly reviewed and consulted upon before concept plans and designs are finalised. Hence it is our plea that the Urban growth Plan specifically set aside funds for these reviews.

Upgrading Home and Hania Streets

26. Home and Hania Streets in Mt Victoria run across the foot of Mt Victoria and are tucked in behind the vehicle yards that line Kent Terrace. We suggest the streets' attractiveness for residents and many visitors to the Greek Orthodox Church, its public venue and The Church next door could be enhanced by an allocation of \$100,000 for tree planting and rubbish bins, in consultation with the businesses and the Greek Church.

Town Belt and other green open spaces

27. We urge the Council to respect the intentions of the city's founders as set down in the 1873 Town Belt Deed in all of its actions regarding the Town Belt and to retain this green backdrop to the CBD and surrounding suburbs as public open recreation space for the enjoyment of all Wellingtonians. The Association continues to oppose any legislative change, unless such legislation specifies that the 1873 Deed is the over-riding guide, or that the Town Belt is a legal person (similar to the Whanganui river). Otherwise, we believe legislation will weaken protection of the Town Belt because it gives the Council flexible powers to manage the Town Belt which could enable a larger unitary local authority to have little or no regard for the intent of the original Deed. The Town Belt and other green open spaces become even more attractive as further development of the CBD and growth spine occurs to accommodate population increase.
28. We support funding for tracks and walkways, including separating walkers and cyclists, further planting, and pest control as proposed in the Mt Victoria Matairangi landscape plan, but urge that it remain focused on serving the citizens of Wellington, and not just visitors (see our submission of 23 March 2015).



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Strengthening and protecting heritage buildings

29. We are pleased to see funding provided for grants to strengthen heritage buildings, but \$1 million per year seems woefully inadequate. We urge that some of these funds are directed towards St Gerard's Monastery, a significant landmark not just for Mt Victoria, but for the whole city.
30. In our past discussions with Councillors and council staff we have expressed our concern that the District Plan rules are not being enforced to preserve the heritage character of Mount Victoria. Instead, Council actions are accommodating inappropriate demolition and new development which does not comply with the planning rules re site coverage and re the North Mt Victoria Character Area, and is undermining the amenity values of the suburb. We urge the Council to play its part by opposing any demolitions of pre-1930s buildings, with demolition only as a last resort. Any assessment of structural integrity when considering demolition must be done by a truly independent structural engineer.
31. We note increased funding for rates remission, including where the owner chooses to remove the building. We do not agree with this, as we are concerned that this may encourage the removal of further character buildings from Mt Victoria, in particular fine examples of art deco, rather than encouraging their owners to strengthen them.

Waterfront and Clyde Quay Boat Harbour

32. Apart from the mention of upgrading Frank Kitts Park, the Draft Plan appears to be silent on other waterfront developments. The number of people on any day on Wellington's waterfront, enjoying the ambience, is a testament to the need to keep this area as public open space. Now that the Council has brought waterfront activities back in-house, unfortunately with the same people, we urge that the Council not continue the company's history of privatising public space and proposing unsympathetic developments that result in expensive court cases with local groups. We also urge the Council not to proceed with the building at north Kumutoto as it still exceeds height limits specified by the Environment Court and is out of character with surrounding waterfront heritage. We also oppose the grandiose proposal to put more structures in the space next to the Meridian building as this is an unnecessary waste of money and ruins the open space feeling of the area.
33. We oppose any further development of buildings on Chaffers/Waitangi Park, including the proposed transition building adjacent to Te Papa. Wellingtonians have clearly stated for many years their desire to see the Park kept as public open space.
34. While the Clyde Quay Boat Harbour is not specifically mentioned in the Draft Plan, we continue to support improving some public access around it, and preserving it largely as is. As an important historical feature in a publicly-owned space, this marina deserves careful and widespread consultation if any changes are to be made. Accordingly, we believe that any resource consents required from the City Council for land-based features need full unrestricted public notification. We suggest funds be allocated for further historical research into the founding intentions for the boat harbour and the boat sheds. It is expected that this will reinforce the view that the offshore



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moorings and the intrinsically necessary sheds were built as a publicly owned and controlled facility. Such evidence will greatly assist the public debate on the future of the historically unique boat harbour.

Transport choices

35. We oppose Council's support of NZTA's state highway plans as these are likely to encourage more cars to come into the CBD. We are very concerned to see \$433 million, the majority of transport capital funding, being spent on maintaining and renewing roads, primarily to support private car use. The funds should instead be invested in sustainable, long-term solutions which reduce dependence on car travel. Priority should be given to making our city accessible and safe for people on foot and bicycle, and encouraging public transport use. Public transport plans should take a long-term view and include a light rail link between the railway station and the airport, utilising the Pirie Street bus tunnel.
36. Part of the attraction of Wellington as a people-centred city, and our point of differentiation from other large New Zealand cities, is our relative lack of huge motorways and flyovers slicing through our city. We strongly oppose Council's support of NZTA's short-sighted plans for the Basin Reserve flyover, a second Mt Victoria tunnel, the seizing of Town Belt land to widen Ruahine St, and widening of Wellington Rd. We urge instead the Council work on developing the Basin Reserve roundabout along the lines of the Basin Reserve Roundabout Improvement Option presented to the Board of Inquiry. The severity of congestion in the area is exaggerated and occurs only during a few peak times per week. It could be better addressed by encouraging people out of their cars and into active or public transport modes.
37. We support the Council's plan to invest \$45 million in cycling as a priority, and would like to see more invested in improving pedestrian infrastructure and safety. We urge the Council to lobby the Regional Transport Committee to reconsider its decision to abolish the trolley buses and replace them with diesel and hybrid buses. This is a regrettable and retrograde step. Rather, we would like to see a commitment to full electrification of the bus fleet as soon as possible. We also question the advisability of the larger buses for Bus Rapid Transit as these are more likely to increase bus congestion in the CBD because they will need to stop for longer to allow more passengers to enter and exit.
38. We would like to see air quality monitors in the inner city at bus stops and high-volume roads. Nanotechnology has significantly reduced the cost of air quality monitoring devices. Of great concern is the concentration of diesel exhaust near bus stops during peak hours. By having display panels on the monitors, the travelling public can be more informed on the long-term cumulative health impacts they are being subjected to.

Craig Palmer
Interim President



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Appendix 1

Summary of Infrastructure Strategy data - 10-year totals 2015/16-2024/25 (\$ million)

Source: Data extracted from the 2015-2045 Financials

	Capital projects				Operating projects			
	Renew als \$m	Upgra des \$m	Growt h \$m	Total \$m	Operatin g \$m	Stew/d epn \$m	Incom e \$m	Total \$m
Transport	270	238	37	545	295	292	(72)	515
Stormwater	28	28	2	58	120	68	0	188
Water supply	127	71	6	204	355	140	0	495
Wastewater supply	153	6	4	163	358	151	(7)	502
subtotal 3 waters	308	105	12	425	833	359	(7)	1,185
subtotal transpt & 3ws	578	343	49	970	1,128	651	(79)	1,700
Libraries & community services	30	20		50	227	58	(15)	270
Parks & open spaces	41	17	4	62	218	44	(6)	256
Recreation services	32	4		36	323	64	(126)	261
Community health services	15	2		17	45	9	(9)	45
City housing	43	107		150	153	131	(288)	(4)
Property & corporate	266	212		478	26	50	0.000	76
subtotal social infrastructure	427	362	4	793	992	356	(444)	904
Total	1,005	705	53	1,763	2,120	1,007	(523)	2,604



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Appendix 2

WHY A HERITAGE AUDIT IN MOUNT VICTORIA? ADVANTAGES TO THE CITY

Overlooking the eastern shore of Lambton Harbour, Mount Victoria is the most visible of Wellington's inner-city residential neighbourhoods as seen from the central city.

Nineteenth-century Victorian two-storey villas and single-storey cottages, made entirely of irreplaceable indigenous timbers, are a unique and defining feature in the international context.

Currently there is a risk that incremental individual changes will result in the city unwittingly and irreversibly losing one of its most appealing and distinctive features.

It is critical that the City now take stock of the heritage houses and buildings in such a prominent neighbourhood. This will provide a baseline record, ensuring that changes are consciously chosen avoiding haphazard, short-sighted detrimental change.

On the international scene, heritage or character neighbourhoods so near to a city centre are increasingly being valued as economic and social assets for cities at large and for the surrounding regions.

Congenial living conditions with backyard gardens and safe playing spaces for children will increasingly be a drawcard for new enterprises and new skills. In the world of academia, talented academics and researchers are increasingly averse to seeking posts involving long commuting times. Walkability, compactness and safety are powerful attractions worldwide. Retailers benefit when the walk-by traffic is high. In times of economic downturn, heritage residential areas lose value less, more slowly. Conversely, they gain value more quickly in good times. This helps in protecting a city's rating base. (Quote from Donovan Rypkema, a Washington-based consultant who recently again visited Wellington).

Such neighbourhoods are also more often net contributors to local government finances. The homes have high rateable value, and generally the residents are less dependent on public transport and do not require new infrastructure over long distances.

Those cities that value their heritage neighbourhoods and ensure that their economic and cultural importance is recognised gain by deriving net tax revenues which can be applied to other parts of the city.

Retention of these valuable areas gives physical links back to the collective memory of the city's past. They provide the landmarks for the myriad stories, anecdotes and colourful characters. A sense of continuity and belonging is thereby imparted to succeeding generations as well as to newcomers and visitors.

CONCLUSION

This is an opportune time for the Capital City to take measures that will underpin the economic and cultural value of one of its highly visible heritage neighbourhoods. The city's economy is in transition and new directions are being sought. Heritage areas providing walkability, compactness and safety need to be accorded due recognition for the important role they can play in attracting new ventures and talented newcomers.

Significant resources already exist, including the extensive research and expertise of the Mt Victoria Historical Society and in the Wellington City Archives, and would reduce the costs to the Council.

From: [Marilyn Northcotte](#)
 To: [BUS: Long Term Plan](#)
 Subject: Long Term Plan submission
 Date: Thursday, 16 April 2015 10:29:52 p.m.

Name	Marilyn Northcotte
Email	mnorthcotte@gmail.com
Postcode	6035
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Write a message to the council	<p>As cycling continues to grow in Wellington city, up some 21% from the counts last year and over 200% in the last 10 years....yikes! What is the question Councillors?!</p> <p>It is time that our council provide us with more cycling infrastructure and more opportunities to ride, thereby ensuring safer and happier cyclists (not to mention less congestion on the roads) .</p> <p>It would be great if we could get more cycling/pedestrian access to the CBD by lowering the speed limits - a quick and easy win for everyone.</p> <p>Wellington City Council you are doing well (and have been doing some great stuff), but we think you can do better. Now is your time to shine!!</p>
Would you like to deliver an oral submission to council in person?	Yes

Submitter Details

First Name: **Maria**
 Last Name: **Cotter**
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 On behalf of: **The Wellington Branch of the Public Health Association of New Zealand**
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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

We are pleased to see that the Council is committed to the current levels of service, particularly those which promote and protect public health. We support the broad approach to invest for growth in order to maintain a sustainable rates base to fund council services and boost prosperity. However we encourage a move away from solely focusing on GDP as a measure of progress, to full cost accounting approaches such as the GPI (Genuine Progress Index).

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

We acknowledge the need to ensure a sustainable rates base to fund services, however, decisions about where to invest need to more explicitly assess the impact (positive and negative) on those who have limited or low incomes.

Should Council take action to improve our international air connections?

Strongly support Support Neutral Oppose Strongly oppose

Comments

The consultation document provides insufficient detail on the costings for this investment, the level to which the Government and airlines are supportive and what their share of contribution might be. The proposed expenditure is large and the projected timeframe for investment return is extremely long, which poses questionable economic value. It also fails to make explicit the indirect costs, such as increased carbon emissions and air pollution. We suggest further work is needed on this proposal.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support the Council's role in investing in the tech sector as an example of an industry which can stimulate employment, generally has a low carbon emissions, and has a focus on innovation.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support efforts by the Council to support the film industry to stay local and grow. The film industry is an important employer and contributes to the creativity and diversity of the city. Story-telling through film is an important vehicle for reflecting our populations diversity, our past, our present and our stories.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support the retention of heritage buildings, which reflect a sense of history, a sense of place and promote an attractive, diverse and liveable city. Given the City's vulnerability to earthquakes, it is important that our urban environment is safe, and the buildings we live, play, learn and work in are made as safe as possible. We support the Council providing grants or limited loans to private owners where the strengthening is supported by Historic Places Trust, and is undertaken to an acceptable level of engineering. Any decisions need to be undertaken with an assessment of cost, heritage value, risk to human health and impact on the neighbouring environment.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support earthquake strengthening of its key Civic Square buildings, where reasonable. It is vital the the city's centre reflects a sense of history, and place, and these spaces are safe and attractive places to live, learn, work, play and congregate in and around.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support the Council's role in promoting events which reflect our diversity, encourage social cohesion, physical and social wellbeing and enjoyment. We would like to see the Council continue to ensure that events are managed in such ways which promote health and safety, such as minimising the harm from alcohol, are smoke-free, promote sun-safety and have venue food policies that promote access to affordable healthy food and drinks.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

See comments above Q.8

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support the Council's investment in those sports facilities (such as swimming pools, mountain biking tracks, sports grounds, courts, etc) which are accessible and affordable to all. The benefits of engaging in sport and recreation go beyond promoting physical activity and are significant for other aspects of health, such as mental health, child development, and social cohesion. Obesity and cardiovascular disease will be the number one health issue facing Wellington residents, and are issues that the WCC has significant influence, through its promotion of physical activity.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support the investment in key infrastructure, to improve air, soil and water quality. We strongly support the Council taking a long-term view regarding seismic strengthening and climate change adaptation measures, such as waterways, sea walls, as well as extreme weather event and emergency preparedness. We recommend also that all investment decisions consider the value of climate change mitigation (prevention).

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support the use of smart technology, where this improves the health, safety and wellbeing of residents and visitors. Adequate streetlighting reduced crime and promotes walking and cycling. LED street lighting is also carbon efficient and we encourage the Council to limit its carbon footprint in all investment decisions regarding the city's infrastructure.

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

We are strongly supportive of investment proposals which promote in active transport (walking, cycling), road safety and accessible, reliable and affordable public transport. Such measures will lead not only to a more vibrant, cohesive, less polluted and congested city, but improve the physical and mental health of its residents.

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We are supportive of proposals to improve the urban environment in ways that promote safe walking and cycling, reduce exposure to vehicle emissions, encourage access to nature/green spaces, and promote social connectedness.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

See above comment (Q.15) We would like to see that developments to public spaces have a strong focus on providing access to non-commercial green spaces, and which are safe, smokefree and accessible to all age groups, in particular children and young people.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We support proposals to revitalise suburban town centres in ways that promote health and wellbeing are reflect the needs and aspirations of the residents.

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

We are generally supportive of most proposals. However, we do not support the proposed investment in the extension of the airport runway, and suggest further work is done to assess the broader impacts and tradeoffs of the proposal.

Do you see other matters as priorities?

Comments

Wellington's greatest asset is its people. Given that all local authorities have a role to improve, promote and protect public health within its district we ask that the Council enter into a formal partnership with the DHBs to identify shared objectives and work together on an agreed plan to improve the health of its residents. In particular we ask for commitment and investment to develop a shared 'Healthy Wellington Plan', to ensure we have a healthy and thriving population as our city grows into the future. Some of the major issues threatening the wellbeing of Wellington residents now and in the future are a poor start to life, obesity, cardiovascular disease and cancer. We ask that the Wellington City Council takes bold steps to support efforts to tackle three priority health issues: 1. child and youth focused planning to support a healthy start to life, 2. obesity, and 3. smoking: 1. Children (and Youth) Friendly City - We are pleased that the WCC has recently signed-up to become an accredited Child (and Youth) Friendly City. Children and young people should be at the heart of the Council's long-term investment and growth strategy. We strongly recommend that being a Child (and Youth) Friendly City is included as one of the defined items in your Sustainable Growth Agenda and subject to specific planning and investment. This will provide the foundation and help achieve success in all other priorities identified in the Long Term Plan. 2. Preventing obesity. Aspects within the Council's influence include how urban design promotes physical activity and active, safe transport; introducing healthy food and drink policies in all Council venues and events; and promoting access to affordable healthy food (community gardens, fruit and vegetable markets, water fountains) including placing controls on the density of high energy fast food outlets. 3. A Smokefree Wellington. A health determinant that can be immediately addressed by Council is the visibility, normality and convenience of smoking. Local Government is increasingly a major partner in the nationwide plan for a Smokefree Aotearoa by 2025, and we commend the Council on efforts to date. But there is much more to do. We ask that within a Healthy Wellington Plan, there is specific planning and investment for a) communication of WCC smokefree policies, and b) evaluation (with performance measures) to assess the impact of current and future smokefree policies. A Smokefree Wellington offers not only a healthier population, but also lower street cleaning costs from smoking litter, and world level branding as a clean/green/smart city - that is attractive to shoppers, tourists, and high-skilled workers. Other issues/priorities we ask for greater visibility in the Long Term Plan are: 4. Housing is one of the major determinants of health. We

support WCCs proposals to continue its role in social housing provision, investments to upgrade the stock and support the wellbeing of tenants. We are also supportive of efforts to expand the availability of affordable housing. The quality of rental housing continues to be a major issue. WCC has been a leader in the rental housing WOF (Warrant of Fitness) pre-test. We ask that the WCC continue to progress this groundbreaking initiative which has the potential to improve the health outcomes of a great many Wellingtonians. 5. Alcohol harm reduction - The social and economic costs of alcohol-related harm continue to be a major issue for Wellington City. We urge that the Council take steps to recommence the process to develop a Local Alcohol Plan, which better reflects a focus on harm minimisation and the recommendations from the recent Ministerial Forum on Alcohol Advertising and Sponsorship and the earlier Law Commission report. 6. Addressing poverty through a living wage - we commend the WCC in its leadership for supporting a Living Wage, and proposals to extend this out to other Council-run services over time. We ask that the Council be more ambitious, however, and extend a Living Wage to many other entities and services over the next ten years. Other issues: Continuation of Community Water Fluoridation - This is an issue outside of the scope of the LTP , however we are aware that the Council frequently receives submissions from those opposed to fluoridation. There is overwhelming scientific evidence showing that community water fluoridation protects against tooth decay, promotes optimal oral health and is safe. We strongly support the continued fluoridation of WCC water supplies and discourage any reconsideration of this policy. Should any WCC staff or Councillors wish to seek evidence-based advice on this issue, we recommend they contact Regional Public Health. Thank you for the opportunity to make this submission.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent

Other

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I strongly support the urban development program and support of the tech sector, but somewhat cool on the tourism proposals.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Wellington needs to remain competitive as a destination for new residents, especially those involved in technical and innovative industries.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Being a family of multiple citizenships, we would love to see international travel options from

Wellington, but I think this is heavily dependent on a solid business case. So far, the impression I've gotten from media releases is that there isn't a solid revenue stream lined up.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

I'm concerned about dilution effects resulting from tech precincts in Wellington and at the Gracefield Research Park. The two concepts must be complementary for either to be successful.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

The film industry is changing very rapidly. So long as it's economically viable to support the local industry, I'm happy to see it stay. If some components of the industry become massively uneconomic, let those components go.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support should be limited to buildings of significant historical value. There are some marginal heritage buildings that could have much more value as a redeveloped site than their present historical value.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Although I like the current Civic Square area, I think it could be improved as a music precinct. The lengths of leases are a concern, but seems like a reasonable compromise.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

As often mentioned by Sir Paul Callaghan, tourism jobs are reasonably low value. Tourists definitely provide dollars to the economy and vibrancy to the city, but the business case here seems weaker than encouraging the tech sector.

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Infrastructure renewals aren't as popular a topic, but fundamental to city operations.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

I'm quite excited about the opportunities that could be provided by both projects. I would hope that urban data that is collected (subject to privacy requirements) would be available to the public and to third-party developers. There is a massive opportunity for Wellington to become a hub for sensor/actuator networks, as part of the tech precinct.

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Wellington City Council has a major obligation to providing a suitable transport network to run the GWRC public transport network. There has been huge delays in implementing the bus priority network and we need to catch up quickly.

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Growing the inner suburbs should be one of the highest priorities for the council. The costs of service are much lower than those to greenfield suburbs and inner city residents contribute to vibrancy much more than suburban counterparts. This helps drive the tourism and brings in technical talent.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Similar to growing inner city residents, inner city spaces are critical to urban vitality.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Local communities are healthier communities. It's important to have local amenities for suburbs, especially those in walkable areas and connected by strong public transport routes.

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

In general, I support the growth plan. However, I find it unfortunate that WCC must support the NZTA Roads of National Significance wholesale. Regardless of how the roads change over the coming 30 years, there will be issues with parking all of the cars and capacity within the inner city. Transport modes need to further diversify for a future Wellington to succeed.

Do you see other matters as priorities?

Comments

I am interested in seeing some money set aside for interim work before major projects start. I get the sense that council focusses too much on major projects and misses out on trials and temporary work. Having said that, the Bond Street space is the sort of thing that I want much more of.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:
Canadian

Other issues/matters or general comments

Comments

The presentation of the Long Term Plan has been very interesting. It's great to see new types of engagement with residents. Similarly, please continue with the streaming council meetings.

Attached Documents

File
2015-25 Draft Long-term Plan

The Citizenship Trust

Making democratic participation a way of life for New Zealanders

Trustees: Philip Crampton, Dr Judith Aitken, Dr John Bolland, Peter Clark, Chris Laidlaw, Ray Newport, Rāwinia Thomson, Simon Wright

PO Box 23 294
Wellington 6140
New Zealand

www.citizenship.org.nz

021 543 946

Thursday, 16 April 2015

Wellington City Council
Wakefield Street
Wellington

Dear Sir/Madam

2015 Long Term Plan – support for a Citizenship Education Centre for New Zealand children on Wellington’s waterfront

Councillor Simon Woolf is proposing that the Council’s Long Term Plan 2015-25 should include provision to support the establishment of a Citizenship Centre on the Wellington waterfront.

Support would take the form of a conditional undertaking to gift a long-term lease on Site 9.

To enable Councillors and officials to consider Councillor Woolf’s proposal, we have attached a preliminary Business Case.

The Citizenship Trust and its professional advisors, including Warren and Mahoney and Grant Thornton, would welcome any opportunity to provide any further information to the Council.

We would also like to make an oral submission on the inclusion of the proposed conditional gifting of Site 9 in the Council’s Long Term Plan.

Yours sincerely

Philip Crampton
Chair of the Citizenship Trust

Email: philipcrampton@paradise.net.nz

Mobile: 021 543 946

A Citizenship Centre for New Zealand children

Business case for Wellington City Council



The Citizenship Trust

PO Box 23 294

Wellington 6140

New Zealand

www.citizenship.org.nz

April 2015

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7. Capital Funding
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9. Benefits to Wellington
10. Risks to Council

1. Executive Summary

The Citizenship Trust seeks to establish and operate a Citizenship Centre for New Zealand. The Centre will occupy an iconic new building strategically located on Wellington's waterfront.

The Centre will make citizenship education programmes delivered 'on location' in Wellington a realistic goal for all New Zealand school children. It will complement Council-funded citizenship education initiatives and the work of our local and national institutions.

Establishment of the Citizenship Centre is a once-in-a-lifetime legacy project that will make an enduring and tangible contribution to citizenship education and ultimately to the strength of New Zealand's democracy.

This Business Case has been prepared for the Wellington City Council and outlines:

- the need to which the Centre will respond
- the modest nature of support sought from the Council
- how the Centre will be funded
- the benefits that the Centre will deliver for Wellington and the whole of New Zealand, and
- the nature of risks to Council and how they may be mitigated.

This Business Case is intended to provide the Council with the information necessary to allocate support for the Centre within its Long Term Plan 2015-25. The Citizenship Trust and its professional advisors, including Warren and Mahoney and Grant Thornton, would welcome any opportunity to provide further information to Council.

2. The issue – declining participation

New Zealand's democracy is the foundation for the stability and security that its citizens enjoy. However declining participation in democratic processes is a deep-seated and worrying trend within New Zealand society, particularly amongst our young people.

Research suggests that the non-participation of the young is now both higher and lasting for longer. The 2013 Inquiry of the Justice and Electoral Committee into the 2011 New Zealand General Election¹ reported that:

- voter turnout in 2011 was 6% lower than in the previous election in 2008
- voter turnout in 2011 was at the lowest level since 1882; and
- there was a clear trend for young people who did not vote at their first opportunity to also do not vote in subsequent elections.

Voter turnout in local body elections is considerably lower.

¹ refer <http://www.citizenship.org.nz/images/docs/Inquiryintothe2011generalelection.pdf>

Effective citizenship education is widely accepted as being essential to achieving sustained increases in democratic participation.

3. Citizenship Education

Effective citizenship education enables young people to:

- explore questions about democracy, justice, and inequality, how we are governed and organised
- learn to work together to create solutions that try to address challenges facing neighbourhoods and wider communities, and
- develop political literacy and efficacy so that they may make a positive contribution to society as informed and responsible citizens.

Evidence suggests that citizenship education is likely to be more effective if it is not simply delivered in the classroom.

In 2012 research undertaken by Wellington Museums Trust (WMT)² noted that:

1. two thirds of schools felt that all children should at some stage during their formal education visit Wellington, but
2. a very small percentage of our total school age population currently visited Wellington - only 9,500-10,500 students and teachers from outside Wellington each year
3. the barriers that currently limit school visits include:
 - cost
 - the lack of a centre agency or source for bookings
 - limits on the availability of accommodation suitable for children
 - the lack of a joined up approach to teaching about civics and citizenship.

Following WMT's research, the Council and WMT have committed funding to address some of these barriers. Amongst recent initiatives a teacher portal has been launched and a one-off project is underway to bring low decile Wellington region schools to Wellington for a day - '150 years: 150 Buses'.

4. A Citizenship Centre for New Zealand children on Wellington waterfront

In an iconic building on Wellington's waterfront the Centre will address a long standing and significant barrier to citizenship education programmes in Wellington – access to central, safe and affordable accommodation suitable for school children.

The Centre will provide:

- appropriate accommodation and related facilities for up to 200 children and their accompanying teachers and parents
- a proactive visit planning service that will assist schools with fund raising, arrange affordable transport, arrange their itineraries and make their booking with Wellington destinations, and

² <http://www.wmt.org.nz/PDF/LearningaboutNationhoodFINALREPORT.pdf>

- a focal point for citizenship and participation issues that will raise awareness throughout New Zealand.

The facilities and services of the Citizenship Centre will also be available to supervised groups of children and young people visiting Wellington for educational, sporting, cultural, religious or other purposes. For example the Centre will provide:

- Inner City classrooms: there is strong interest in this concept from Wellington schools
- Career focused programmes: working with Wellington's tertiary education providers and professional groups, the Centre may offer career-focused programmes to assist senior secondary students to decide on their tertiary education/career preferences
- Holiday sport and recreation programmes: working with local sport and recreational groups, the Centre may offer experiences such as sailing training, which might otherwise be inaccessible to young New Zealanders from inland or lower socio-economic areas

Groups such as the *Globe Theatre Trust*, the *Skylight Trust* and the *Spirit of Adventure Trust* have indicated their enthusiasm to use the Centre's facilities in pursuit of their particular goals.

All of these complementary uses of the Centre will support the broader concept of 'participation as a way of life' for young New Zealanders.

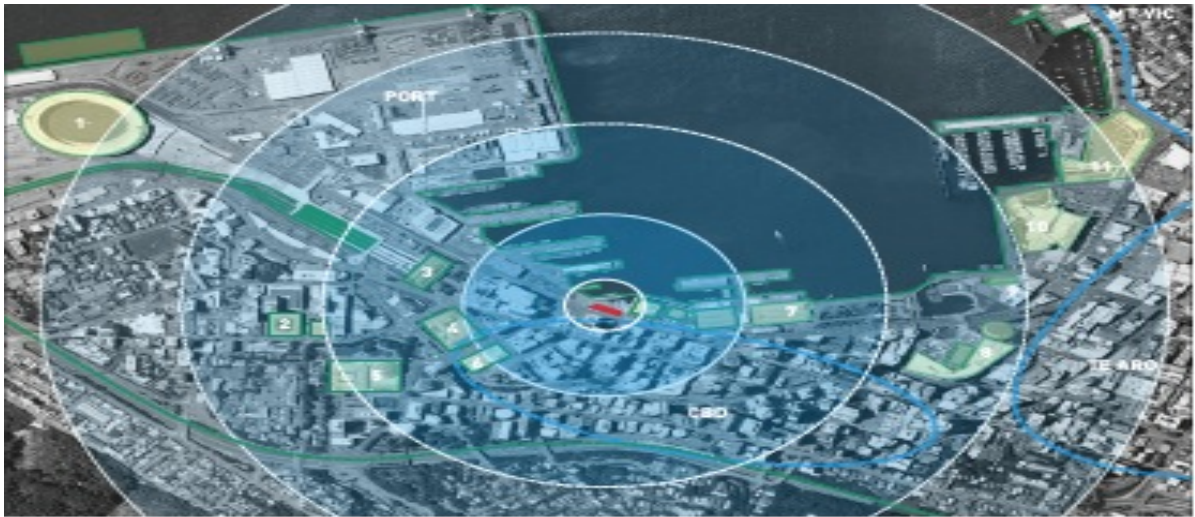
Equality of access, irrespective of decile rating or distance from Wellington is a key goal for the Citizenship Trust. To achieve this the Trust will:

- operate a charging regime which offers rebates based on the school decile and its distance from Wellington
- support the Council's proposal to central government for a discount scheme for school travel to Wellington similar to the PACER scheme that assists Australian schools to visit Canberra.

5. The importance of Site 9

Located on Site 9 at the northern end of Wellington waterfront, the Citizenship Centre will:

1. fully realise its potential benefits to both Wellington city and the whole of New Zealand
2. provide appropriate levels of convenience and safety for school children visiting Wellington, and
3. best meet Wellington ratepayers' desire for the use of their waterfront.



Fully realising the potential

On Site 9 the Centre will become:

- a significant national institution, strongly connected to Te Papa, the National War Memorial Park, Parliament and other major institutions within the parliamentary precinct
- a local and national focal point for participation and citizenship education, and
- an iconic addition to the Wellington cityscape.

This potential will not be realised unless the Centre is established in a location with the profile and exposure offered by Site 9.



Safety and convenience for visiting school children

Site 9 is located within safe and easy walking distance of:

- the most common central city destinations for visiting schools - Parliament, Te Papa and Capital E, and

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- the arrival points for scheduled transport services that many school groups will use, i.e. inter-island ferry terminals, bus terminals (local and intercity) and Wellington Railway Station.

The ability to walk along the waterfront to and from their common destinations will save school children time, reduce their local travel expenses and increase safety.

The combination of convenience, cost savings and safety offered by the Site 9 location will make a visit to Wellington a more attractive and realistic option for more schools.

Wellington ratepayers' desire for the use of their waterfront

Wellingtonians are vocal about the use of their waterfront.

The Trust believes that the iconic design of the Centre and its intended use will be well received by the community and will attract very limited opposition in comparison to an alternative commercial or residential use for Site 9. Importantly the Centre will be considerably below the height limit suggested by the Environment Court.

The 2001 Waterfront Framework and the 2012 Design Brief for North Kumutoto represent the Wellington ratepayer's aspirations for the use of their waterfront. In mid-2013 Wellington Waterfront Ltd's Technical Advisory Group considered the Citizenship Centre against the Waterfront Framework and the Design Brief, and concluded:

"The concept is strongly supported. This is a compelling idea that would be strategically good for the city and would offer significant social benefits.

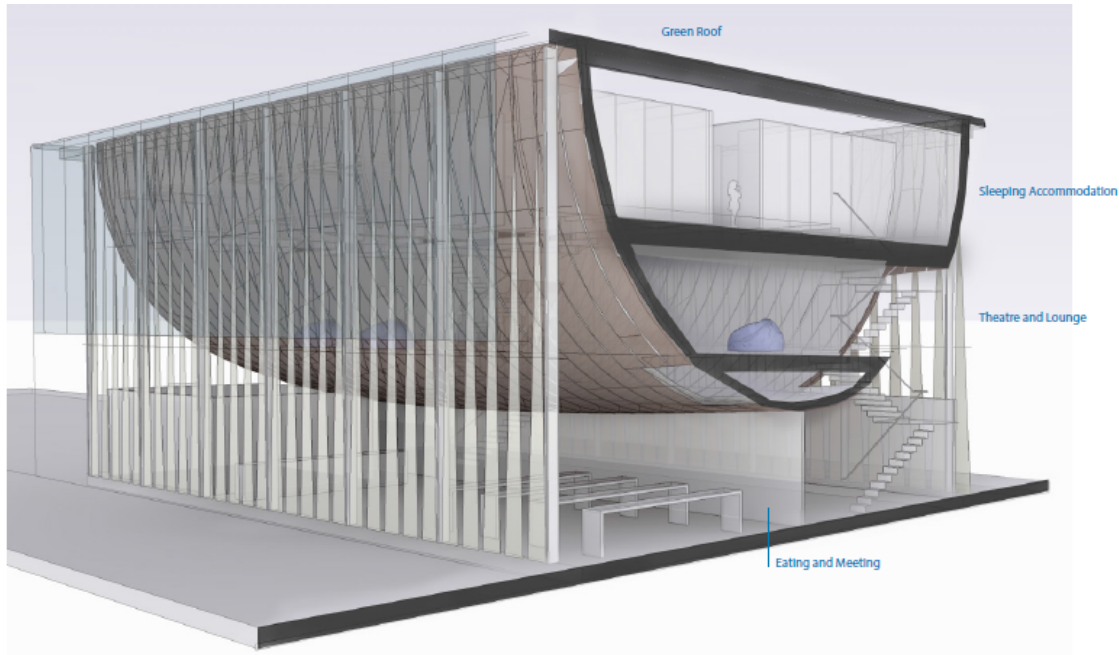
- a) *The project focuses explicitly on civic amenity /public good*
- b) *Having visiting children on the waterfront would be positive, and would enliven this part of the waterfront with occupation and activity particularly after hours*
- c) *The site would showcase the best of Wellington to young visitors. This gives visiting children a 'front row seat'*
- d) *Site 9 is demonstrably well-located at the centre of the attractions for the intended visitor group*
- e) *The building would bring a new and different demographic to the waterfront."*

6. Initial Design

Leading Wellington architects Warren and Mahoney have created an iconic design for the Citizenship Centre.

A largely transparent glass exterior encloses a suspended hammock clad in timber.

The ground floor provides facilities for school groups to gather, eat, learn and rest.



The Citizenship Trust | Warren and Mahoney

The hammock provides safe and secure dormitory-style accommodation for up to 200 children, teachers and accompanying parents, along with a multi purpose theatre and teaching space.

Space may be available to provide a long-term location for organisations with complementary areas of interest, for example the Electoral Commission or Capital E.

Warren and Mahoney's initial architectural design and planning is attached to this Business Case. The Trust understands that the design will be subject to Council approval following a public consultation process.

7. Evidence of Demand

There are more than 700,000 school age children and young people in New Zealand, and more than 2000 schools.

The Citizenship Trust has accumulated solid evidence of demand from schools for the services that the Centre will provide. The sources of this evidence include:

- A survey conducted by the Kidz Hotel Trust in 2002
- A repeat of that survey conducted in 2013
- Booking inquiries received
- Many hundreds of supportive letters and emails from teachers and others.

The table below summarises and compares the findings of the 2002 and 2013 surveys.

	2013 survey			2002 survey		
Respondent numbers	336 schools			543 schools		
1. Do students from your school currently visit Wellington						
Yes	50.3%			53.7%		
No	49.7%			46.2%		
2. If yes, how frequently?						
Annually	25.1%			43.1%		
Less than annually	60.6%			55.8%		
More than annually	14.3%			Not asked		
Didn't answer	(161)			(251)		
3. Regarding accommodation please rank the following in order of priority						
	1st	2nd	3rd	1st	2nd	3rd
A safe facility	81%	10.0%	8%	92%	2%	6%
A central location	31%	30%	40%	50%	37%	12%
An affordable price	50%	35%	16%	58%	12%	30%
4. Ideally how many nights would your students stay?						
0	3.0 %			Not asked		
1	7.4 %			5 %		
2	21.1 %			17 %		
3	37.8 %			32 %		
4	25.6 %			46 %		
4+	5.1 %			Not asked		
5. How many students would you typically wish to bring to Wellington on a single group?						
No classes	2.5%			Not asked		
1 Class	56.3%			57		
2 classes	30.7%			34		
3 classes	10.4%			9		
Didn't reply	(20)			-		
6. Would you consider the availability of learning spaces to be:						
Very Valuable	43.4%			43.8%		
Useful	47.2%			42.0%		
Not necessary	9.5%			10.7%		
Didn't reply	(20)					
7. Would your school be interested in full IT facilities being available?						
Yes	72.8%			84.5%		
No	27.2%			9.4%		
Didn't reply	(20)					
8. Value of visit planning service?						
Very valuable	60.1%			70.7%		
Useful	32.9%			21.0		
Not necessary	7.0%			4.0%		
Didn't reply	(20)					
9. What is a reasonable and affordable price for bed and breakfast?						
Less than \$10	18.4			Not included in 2002 survey		
\$10 - \$20	81.6					
Didn't reply	(20)					
10. If staying overnight in Wellington what is your most likely choice for an evening meal?						
Self-catered	59.5%			Not included in 2002 survey		
Takeaway	27.5%					
Affordable Restaurant	13.0%					
Didn't reply	(20)					
11. In the next few years how much prominence do you expect to give to teaching your students about the opportunities, rights and obligations of being a citizen?						
More	35.4%			Not included in 2002 survey		
About the same	63.3%					
Less	1.3%					

The Trust would welcome the opportunity to present further evidence to Council officials of demand for the facilities and services that the Centre will offer.

8. Funding the establishment of the Citizenship Centre

Having secured Council support in the form of a conditional undertaking to gift a long-term lease on Site 9, the Citizenship Trust will implement a campaign to raise funding to complete the establishment of the Centre.

The campaign will seek \$14 million comprising:

- Building - \$11m
- Fit Out - \$1m
- Working Capital - \$2m

The campaign will be targeted at:

- high net-worth individuals
- corporates
- philanthropic organisations
- the Lottery Grants Board via the Significant Projects or Community Facilities Fund, and
- other individual donors.

The Trustees' initial discussions with a range of potential funders provide confidence that this campaign will be successful.

No funding will be sought from the Council to meet building construction or fit-out costs.

9. Funding the operation of the Citizenship Centre

The Citizenship Trust is committed to operating the Centre on a financially viable basis that will be sustainable over the long term. To achieve this:

- operating costs of the Centre will be met by accommodation and other user charges
- there will be no expectation of, or reliance on operational grants from the Council or the government
- accommodation rebates to low decile/distant schools will be funded independently through corporate and philanthropic support, and
- a very lean cost structure will be maintained.

Examples of how a lean structure will be achieved include:

- teachers and accompanying parents will provide supervision – the Trust will not employ staff to provide supervision
- children will bring sleeping bags and towels – avoiding the cost of providing a linen service, and
- evening meals will be prepared by accompanying parents or volunteers such as tertiary catering students seeking work experience – the Trust will not employ kitchen staff except in a supervisory capacity.

The Trust's financial modelling has been prepared by Grant Thornton. We would welcome the opportunity to present this financial modelling to Council officials.

10. Benefits to Wellington

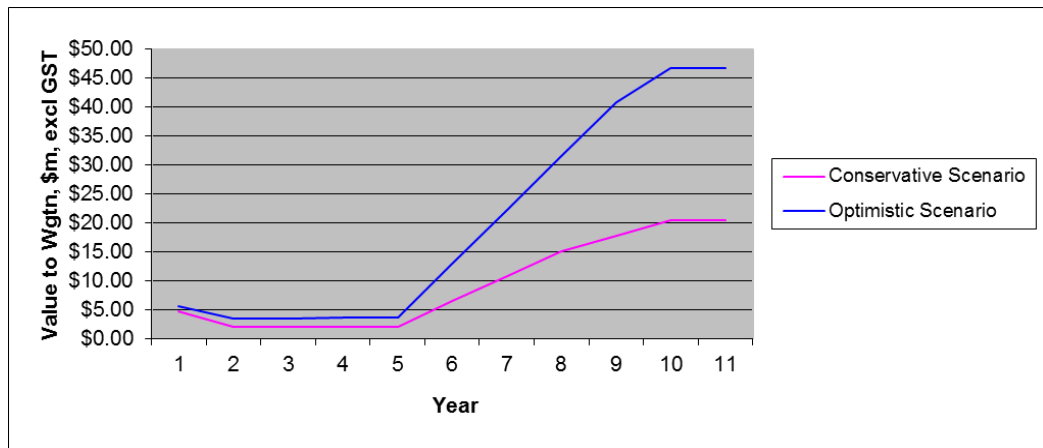
The Citizenship Centre will provide a broad range of social economic benefits to Wellington:

- add an additional dimension to the existing attractions of the Wellington waterfront
- provide a high profile focal point in Wellington for positive engagement with young New Zealanders
- bring enormous vitality to the north Kumutoto area of Wellington waterfront
- add significantly to visitor levels and revenues for key attractions in Wellington – Parliament, Te Papa, Wellington Zoo, Zealandia, the Museum of Wellington City and Sea, Capital E, Pukeahu National War Memorial Park
- leave young New Zealanders with a very positive impression of Wellington and a strong desire to return later in life to study, work, and live or to visit.

"Hitting Wellington at night was just so amazing, whichever way you turned there were bright lights and big tall buildings. There were historical landmarks and architectural wonders. Places I could see myself living in one day...the impact of all these sights blows you away a million times if you come from a place as small as Nuhaka."

Courtney Smith, student, Nuhaka School, East Coast

The Trust has quantified the economic benefits that will arise for Wellington from the operation of the Citizenship Centre. This modelling shows that the values of the economic benefits will reach between \$20.5m (conservative) and \$46.8m (optimistic) per annum after 6 years:



The model also projects direct increases in Wellington tertiary student numbers and young adult workers:

(Optimistic scenario)	Tertiary Students	Adult workers	Total
In Year 6	181	181	363
In Year 7	363	363	726
In Year 8	544	544	1088
in Year 9	726	726	1452
In Years 10+	907	726	1633

The conclusions that can be drawn from this economic modelling are:

1. The immediate economic benefits to the Wellington economy of spending by school groups staying at the Citizenship Centre are estimated at \$1.8m - \$3.2m per annum.
2. A reasonable estimate of the amount of school expenditure in Wellington that would be spent at ratepayer subsidised destinations (e.g. Capital E, Te Papa, the Zoo, the Cable Car, Carter Observatory, and Zealandia) is 33%, i.e. \$460,000 - \$850,000 per annum.
3. The full economic benefits that will arise from the influence of a visit to Wellington on children's subsequent decisions regarding study and work location are very significant – within 10 years reaching \$17.4m - \$40.2m per annum.
4. Importantly these are all net inflows to the Wellington economy. By contrast an office or residential development on Site 9 on Wellington's waterfront would be unlikely to create any net economic benefits from Wellington beyond the one-off value of building construction.

The Trust would welcome the opportunity to present its modelling to Council officials.

11. Risks to Council

The Trust believes that support for the Citizenship Trust need not create a material financial risk to the Council or ratepayers.

CONFIDENTIAL

With respect to establishment:

- The Council's only contribution will take the form of a long term lease on Site 9
- the Citizenship Trust will seek the balance of its capital funding requirement from the philanthropic sector
- if the Trust is unsuccessful in its capital fund raising programme, Site 9 would be available to the Council for an alternative non-commercial or commercial development.

With respect to the operation of the Citizenship Centre, the Council will not become a default 'funder of last resort' because:

- there is proven evidence of actual, current demand that will yield sufficient revenue via user charges to fully meet operating costs
- the Trust is absolutely committed to a sustainable, lean cost structure described above, and
- if as seems unlikely the Centre becomes unsustainable from user charges:
 - central government would be the logical default funder, as citizenship education is a national rather than local need; and
 - the Trust's building could readily be adapted for other public purposes.

Submitter Details

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 Last Name: **Flinders**
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 Suburb: **Karori**
 City: **Wellington**
 Country:
 PostCode: **6012**
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 eMail: **keith.flinders@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

How are all these things going to be financed is my question. Can all ratepayers afford yet more of a burden.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

In the past 10 years Wellington residential rates have risen 61%. The average wage used by the government when determining pension increases has risen 36% in the same period. What does this mean for the pensioner and others on fixed incomes, it means going without healthcare, good nutrition, home heating and other things that promote well being.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This is not an immediate priority as with such a low population airlines do not see Wellington as a viable international hub. We see some international services to Christchurch being withdrawn. A portend of things to come.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We need full time positions created, not the short term ones the film industry generates using massive subsidies.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

In life there are always risks, and we as private owners need to take the good with the bad.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Demolish the town hall and build a replica if it works out to be less expensive.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Where it can be conclusively substantiated that such events bring money into the city we must maintain them.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Affordability is the question to be asked.

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

As long as the costs are carried by the private sector and not the ratepayers.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

The topography of Wellington does not lend itself to such except in a few areas. Creating such will require a rethink on if we should be mixing modes of transport on the city streets.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years

- 50-59 years
 - 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 - No
-

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

I urge all WCC councillors to consider affordability recognising the incomes on many are stretched already.

Attached Documents

File
WCCsubmissionFLINDERS
2015-25 Draft Long-term Plan

An example of the income versus the WCC rates for a Karori resident on the single pension.

YEAR	GROSS Pension	NETT Pension	WEEKLY after tax	INCREASE \$	INCREASE %	RATES	Minimum Wage/hr	Average Wage/hr
2004	15669	12952.68	249.09				8.50	20.21
2005	16105	13302.12	255.81	436	2.71	2800	9.00	20.96
2006	16646	13722.80	263.90	541	3.25		10.25	22.25
2007	17505	14407.12	277.06	859	4.91	3238	11.25	23.14
2008	18084	14865.24	285.87	579	3.20	3514	12.00	24.45
2009	18954	16169.40	310.95	870	4.59	3661	12.50	25.42
2010	19425	16542.24	318.12	471	2.42	3944	12.75	25.71
2011	20235	17675.84	339.92	810	4.00	4173	13.00	26.53
2012	20803	18143.84	348.92	568	2.73	4262	13.50	27.27
2013	21336	18585.84	357.42	533	2.50	4386	13.75	27.98
2014	21931	19080.88	366.94	595	2.71	4500	14.25	28.62
2015	22417	19475.56	374.53	486	2.07		14.75	
2014	21931					4500	14.25	28.62
2005	16105					2800	9.00	20.96
UP BY	5826					1700	5.25	7.66
UP %	36					61	58.33	36.55

What this shows is the idea of a property value reflecting ability to pay is incorrect and some means of addressing this imbalance needs to be instituted. For a start the long awaiting introduction uniform charges for various services would ensure that most who live in Wellington contribute to the cost of the services they enjoy.

The average home, which I believe has a value of \$500,000, may contain several wage earning adults who pay a quarter or less per head for the same WCC services an elderly person on the pension pays.

The suggestion from the Mayor that those struggling to pay their rates should in effect take out a reverse mortgage, by using the rates payment deferral option, overlooks a vital issue. Not all will die in their own homes and many may have to go into expensive rest home care will be relying on the proceeds of their homes to finance such.

If the WCC had kept rates increases to the same level as pension increases, in percentage terms, then there may be a case for affordability. However the ratepayers are seen as cash cows for councillors' flights of fancy. Again for the next financial year we see that residential rates will rise at least 3.1% again being 50% more than the pension increase 2015/2016.

What WCC councillors see as an increase of less than a cup of coffee per week, actually represents to some a day in the winter they leave their heaters off.

Keith Flinders

23 Homewood Ave

Karori.

2015-25 Draft Long-term Plan

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submission form

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

Enter your name and contact details	
<input type="checkbox"/> Mr	<input checked="" type="checkbox"/> Mrs
<input type="checkbox"/> Ms	<input type="checkbox"/> Miss
<input type="checkbox"/> Dr	
First name	Yvonne
Last name	Curtis
Street address	66 Clyde St, I
Suburb	Island Bay
City	Wellington
Phone	04 383 5080
Email	yvonnecurtis@actrix.co.nz
I would like to speak at a submission hearing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
I am making this submission as an	<input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation
Name of organisation	
Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?	<input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input checked="" type="checkbox"/> strongly oppose
Comments:	This is no longer a suitable document to make help make decisions about 10 year planning.
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?	<input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	Not a question I can answer in its present form. The I do not agree with the assumptions used to pose the question.
3) Should Council take action to improve our international air connections?	<input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	See above but strongly oppose lengthening the runway which is what is suggested !!
4) Do you think Council should be supporting the tech sector to stimulate it to grow?	<input type="checkbox"/> strongly support <input type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose
Comments:	See above this is not the issue that is shown in the document.

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

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

Comments:

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

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

Comments:

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

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

Comments:

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

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

Comments:

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

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

Comments:

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

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

Comments:

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

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

Comments:

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

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

Comments:

These questions do not address the actions in the draft document. I might support the general principle instead but not the actual proposals. Question 7

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

What are they???

I do not support some of the ~~actions~~ ^{proposals} detailed.

Urban Growth Plan

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

strongly support support neutral oppose strongly oppose

Comments:

See above

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

strongly support support neutral oppose strongly oppose

Comments:

See above

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

Yes Living wages for people employed or contracted by the WCC for the Council to address the approach they are now using for the "long-term" planning process.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Have you ever made a submission on a draft Annual or Long-term Plan before? *Yes*

Which of the following best describes you?

Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Which ethnic group do you belong to? (You can tick more than one box)

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

Privacy statement

(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Long-term Plan. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information)

1st fold here - *fasten here once folded*

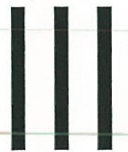
Other issues/matters or general comments

2nd fold here

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council

Me Heke Kī Pōneke



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

Submitter Details

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 Last Name: **Miller**
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 eMail: **proventure.nz@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

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

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Comments

see attached document

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

Do you support upgrading sports facilities where need has been demonstrated?

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Comments

see attached document

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

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Comments

see attached document

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

see attached document

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching.
(Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments
 See attached document

Attached Documents

File
2015-25 Draft Long-term Plan

To the Wellington City Council

Submission on Draft Long Term Plan

Deadline 5pm on Friday 17 April 2015.

The Wellington Underwater Club is one of the oldest scuba-diving clubs in New Zealand and represents members of many generations. Our members are active users of Wellington Harbour and coast line, along with other recreational users. As such our primary concern is for coastal water quality, the health of the marine environment and safety – we consider this to be our remit.

We would like to present an oral submission when suitable.

Waste- / Stormwater and Infrastructure

Resilience of key infrastructure is becoming increasingly important facing growing challenges due to effects of climate change with predicted higher frequency and severity of storms, sea level rise, the possibility of extended droughts and increasing population density in cities. WUC also feels that WCC has to closely consider potential implications on council water management resulting from the GWRC Whaitua process.

We urge the council to allocate sufficient funds to maintain and renew wastewater infrastructure to avoid untreated waste discharge due to infrastructure age and increasing pressure on stormwater infrastructure. We received regular advice about discharge of wastewater into the marine environment and note the effects on the local residents, tourists and recreational activities (notification during Seaweeek). Smart sensor systems could provide useful real-time water quality data in respect of eco-toxicity and can help identifying problematic areas. However, acquisition of data has to be balanced with timely implementation of effective mitigation actions.

Peer reviewed data and models are available (international and national) and reports have been published on effects of climate change in NZ (e.g. by the Parliamentary Commissioner for the Environment, Nov 2014). Raising awareness about Climate Change implications on Wellington's infrastructure and effect on communities as well as the need to address these by updating council regulations and council actions is becoming more important. Managing Climate Change risks is expected as due diligence. It is as well an opportunity for Wellington to become a national leader in resilient city planning.

WUC mentioned the Water Sensitive Urban Design Plan in recent submissions and we feel that it should be central in planning key infrastructure across private and public developments.

To affect impact and action in the above mentioned points specific projects have to be included in the LTP (including mandate, budget and accountability).

Extending the Airport Runway

WUC recognises that the airport extension is to a large extent an emotional discussion. Putting emotions aside, an increase in rates and cutting of spending are very likely and this might in turn affect longevity of key infrastructure and have indirect impact on the environment. We raise concerns over the fact that the public and potentially even the council might not have full

transparency of the business case due to the involvement of a private entity and commercial sensitivity.

The extension of the runway will also directly impact the environment (during the build) and could have long term effects on Lyall Bay (effect on water flows and surf, impact on community), Moa Point (effect on wastewater treatment plant outflow and giant kelp forest) and the wider Wellington South Coast (effect of sediment movements). Those impacts need to be considered in detail and should be captured in the business plan. Where will the liability lie to fund work on the wastewater plant outflow if required - including a potential outfall extension, for modelling and monitoring? Impact of Climate Change on large scale infrastructure projects has to be considered carefully including measures for mitigation and adaptation. How will more frequent storms and sea level rise impact on the design and costs of runway extension?

Even in the best case and with an extended runway - the airport and contracted airlines will still only cater a limited number of international destinations. International travellers will still rely on other connections at the start of their journey or fly into Auckland or other airport hubs that are already connected to Wellington. On domestic scale it is inevitable that Wellington will keep competing with Auckland and Christchurch for business, talents and visitors.

Instead of locking large investments in the airport extension, money should first be spent on transforming Wellington into an attractive and international competitive place for businesses and a place offering talents and entrepreneurs an attractive place to live. This is particularly relevant in a region focusing on knowledge intensive and high value / low volume products and technologies. We encourage to further investigate alternatives to increase airport and passenger capacity e.g. by better and more frequent links to key transport hubs (Auckland, Christchurch and internationally). Well-built connections could open up an extensive network of overseas destinations feeding into an attractive and resilient destination Wellington.

Ocean Exploration Centre

The Ocean Exploration Centre will be a key attraction showcasing Wellington's marine habitats and raise awareness of visitors for the marine environment. We feel it could be a great example for 'Blue Urbanism' – connecting people to our aquatic environment and building emotional connection. If funded adequately exhibitions could educate the public about other challenges marine and nearshore environments will be facing globally (climate change, plastic pollution, biodiversity). We advocate to increase funding to the Ocean Exploration Centre.

Finally, we want to thank you for the opportunity to make a submission on the draft long term plan. We hope the points raised in our submission will be considered.

Kind regards,
Nicole Miller (Secretary)

For the Wellington Underwater Club

www.wuc.org.nz

Contact us email to wellington.underwater@gmail.com

From: [Chitty, Chris](#)
To: [BUS: Long Term Plan](#)
Subject: FW: airport extension If the airport company won't invest neither should the councils
Date: Friday, 17 April 2015 1:49:14 p.m.

From: Chitty, Chris
Sent: Friday, April 17, 2015 1:48 PM
To: 'longtermplan@wcc.govt.nzc'
Subject: airport extension If the airport company won't invest neither should the councils

If the airport company won't invest neither should the councils

If the councillors do invest then each councillor should be made liable and have their assets seized [including family trust and other business interests] for putting the council in to a position of insolvency that could only be repaid by fining the rate payer in the form of higher rates.

What other civic, social and job creation initiatives will be shelved for the next 50 years to pay for this.

Where will we put the monument to the people that FU**ED Wellington. Put their heads on then break water concrete caissons and dance as they get swept away with every storm.

The only people it would benefit are the politicians who for the rest of their lives will be able to fly out of wellington and go far afield at our expense, and sadly they will come back. And the airport company who at no risk and no investment will get far greater fees for running the airport.

Councillors must pay for this crime in progress Accountability

Chris chitty
[c/o 34 moa point rd](#)

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: airport extension If the airport company won't invest neither should the councils

RE: the plan

The long term plan will need to be adaptive, compliant and evolutionary. At present it seems to be very reliant on the film industry and to a major extent the tourism built on that. The film industry is very fickle and the council for far too long appear to have listened to their own spin and walked their own red carpet. Darwin's theories suggest this is the path of many extinctions.

Even with the film industry the last 6 years have seen a flat response to growth, it would be interesting to see figures "sans" the film industry

Foreign students as a reliable long term money earner?. Wellington would need to provide purchasable housing and land for the "foreign students" before it would really take hold. But unlike Auckland

Land which it does not have. [could reclaim Lyall Bay?]

It would also need to invest the \$600million + that it will end up wasting on the runway extension on the construction of university buildings and accommodation. [that would create and keep a lot of jobs and upskill the workforce etc.]. During the Christmas break the accommodation could be marketed to provide summer accommodation for tourists and generate northern hemisphere winter escape to summer comedy and culture, adventure and fine dining. You would not have to wait 50 years to break even.

The extension of the runway is presented as the magic bullet, however the council may in their enthusiasm/desperation be firing the magic bullet at themselves.

I fear you are in same position as the safety officer for the pike river mine prior to its demise.

Take care
Chris

Submission of the Tawa Community Board on the Wellington City Council Long Term Plan 2015-2025.

The Tawa Community Board welcomes the opportunity to comment on the Draft Long Term Plan 2015-2025. The Board wishes to make an oral submission to Councillors.

We will be commenting on areas within the plan that we feel affect Tawa.

Investing For Growth

We feel that the Wellington City Council should pursue opportunities to work with the other councils in the region. The ratepayers of these neighbouring councils are likely to benefit from increased economic activity from these projects and thus should shoulder a portion of the costs.

We are weary of the rates increases proposed under this plan, in that a 3.9% p.a. increase equates to 47% over the life of this plan. The Board questions whether this level of rates increases are sustainable for the venerable residents in our communities.

Airport Runway Extension

While the Board recognises the benefits Council has outlined in the plan, and agree that this project will provide benefits to both tourism in the Wellington Region and to businesses in Wellington the Board remains to be convinced that this is a viable project and recommends that it be deferred indefinitely until there is more widespread support for this project.

In particular:

- We feel that the costs of this project should be shared between both central government and the Councils of the Wellington Region and Lower North Island.
- It is questionable that the current location of the airport is viable in the longer time given is location is susceptible to the effects of climate change and sea level rise, and natural disasters of tsunami and storm surge. A better position maybe to focus international connections from the likes of Ohakea airport to serve the lower North Island with Rongotai being maintained a city shuttle connection airport.
- The airlines themselves appear not to have a stated position on supporting any additional international flights to an expanded Wellington airport.

Film and Tech

We feel this investment will be positive for the growth of Wellington. The Council should also seek to foster greater co-operation between businesses and educational institutes to provide better links between education and employment in these industries.

The Board supports the proposed Wellington Region Economic Development Agency (WREDA), and would strongly recommend that this agency does not solely focus on the Wellington CBD, but also has regard to outlying communities in Wellington.

Promoting Housing Choice and a Vibrant Inner City

The Board supports the proposed establishment of an 'Urban Development' Agency. We feel that as part of this agency, it is vital that residents of Wellington are able to have a say in the development of projects this agency undertakes, as this is a way for Wellingtonian's to actively shape how they want their city to look in the future.

Civic Square

The Board wishes for Council to undertake detailed planning before agreeing to commit approximately \$10 million to this project.

Strengthening Town Centres

The Board strongly encourages Council to develop Greenfield areas in order to accommodate this predicted growth.

Additionally, we feel that housing choice is crucial. We cannot constrain residents to a particular type of house in order to accommodate growth in population. We must endeavour to provide, where practical, housing for all ages and tastes.

We feel that any development needs to be sensitive to the existing character of the surrounding area. Additionally, the physical, and social, infrastructure must exist in these areas before development can occur including schools and playgrounds, green open spaces, libraries and community centre meeting facilities.

Tawa Town Centre

The Board would strongly encourage Council to undertake processes to gain community buy in and participation in this development. If the Tawa Community participates in this project, the outcome will not only be better, it will be one that the community is proud of. This will return the Tawa business centre to a modern attractive and commercially viable centre that the local community is willing to support without the need to travel to the car-centric mega malls outside of the suburb.

New and Improved Venues

We feel that Council must ensure that the infrastructure is in place to support these venues. We feel that the Council should seek investment from other Councils as they stand to benefit from these venues.

An artificial turf was proposed for Tawa in the 2012/2022 Long Term Plan. This was subsequently removed by the 2014/15 Annual Plan. While there have been some recent interim improvements to some sports facilities in Tawa there is still strong local interest in a local artificial sports ground.

It is therefore recommended that the Long Term Plan include provision for an artificial sports turf to be located in Tawa in later years of the Long Term Plan after progress with the potential impact of the Petone - Granada link road impact on existing sporting facilities and the desires of the various sporting codes have been further assessed. We feel that this is a needed community facility and would be well used by the many sports clubs within Tawa and the surrounding area.

Use Smart Technology

The Board fully supports the proposed investment in smart LED lighting. We have seen the dramatic difference these lights have made in several streets in Tawa.

Real Transport Choices

The Board feels that transport choice should be taken to mean that there is accessible and safe transport for all residents of Wellington. This includes both the young and old, and must seek to remove barriers for those residents who currently find the transport network to be inaccessible.

The Board also recommend that the Council explore the addition of a safe pedestrian and cycle route from Tawa to Johnsonville along Middleton Road. The current route is not safe, and should be a priority for Council to improve. This builds on the current valuable asset of the Tawa Valley Pathway through Tawa and links up with similar pathways to the north through Porirua.

Local Government reform

It is disappointing that mention of any form of Local Government reform is omitted from the Long Term Plan. There appears to have been no obvious allowance within the Long Term Plan for any provision for the future effects of a potential local government reform (in whatever form that might take) either in any potential savings through greater regional co-

operation/sharing of resources, or in potential integration costs associated with some form of amalgamation.

Meanwhile Greater Wellington continues to shed some of its costs to Territorial Authorities; e.g in the pest management and biosecurity area, and it is unclear from the Long Term Plan whether the Wellington City Council has made provision to fully pick up its share of these costs from Greater Wellington - if not there will be a gap in coverage.

Tawa Community Board

Robert Tredger (Chair)

Margaret Lucas

Graeme Hansen

Richard Herbert

Jack Marshall

Alistair Sutton

SUBMISSION ON LONG TERM PLAN (LTP) 2015-2025

To: Wellington City Council

From: Dr Sea Rotmann

Date: 17 April 2015

Submission Hearing: I would like to speak at a submission hearing

I am a Moa Point residential ratepayer who over the last five years has raised concerns about the proposal to extend the airport runway. I am co-Chair of the Guardians of the Bays Inc and write as an individual in that capacity. The Guardians are submitting their own proposal on this topic, which I wholeheartedly support and will attempt not to duplicate here. The Guardians have also written two blogs (to date) on this matter, the content of which I would also like to introduce into this submission

(<http://strathmorepark.org/2015/03/19/open-blog-introducing-the-guardians-of-evans-bay/> and <http://strathmorepark.org/2015/04/17/open-blog-the-airport-extension-how-much-is-it-really-going-to-cost/>). There are many decent proposals in the Consultation Document (CD) which I will not comment on, but my individual concerns are on the flawed consultation process and the airport runway extension which I strongly oppose, below.

Flawed Consultation Process: Many of the questions in the CD ask for generalised and overall support and are non-specific as to particular proposals. Examples:

1. Survey question 2 poses a false antithesis between 'investment for growth' and 'business as usual'. Many would favour growth without wanting to give indiscriminate support to everything on the table, especially seeing the Council has not properly costed or given sufficient information on most of the 'big idea' projects (see Councillor Helene Ritchie's scathing press release on March 3, 2015).
2. Survey Question 3 asks about support for 'improved international air connections'. ***This is not the same question as*** support for a runway extension. One could answer Yes to the former without supporting the latter as the sole means for achieving improved air links.
3. The CD asks residents to give their support to a runway extension ***in advance of the public tabling of a Business Plan (BP)***. The LTP consultation process concludes before the BP is made public as part of the Resource Consent process. The Deputy Mayor claimed that the LTP would provide the Council with a 'mandate' to earmark \$90m for the runway extension. There can be no 'mandate' if no details are given to the ratepayers to make decision on. This goes against the heart of any democratic process and is extremely troubling.
4. The information given to the public by the WCC and WIAL has been incredibly **one-sided and highly untransparent**. A large amount of money was spent on glossy advertising, including full-page ads in the Dom Post, yet the many risks, environmental and social impacts and dubious cost-benefits have been neglected to ever be mentioned. Other organisations, such

as the Guardians, BARNZ and various bloggers and journalists had to provide some transparency and balance to the reporting on the issue. This suggests that the Council is not fulfilling its mandate to its ratepayers by providing us with clear, transparent information to make the best choices of what will happen with our money and our assets.

5. WIAL, despite its protestations otherwise, has been yet again **lacking in its public consultation process** and the information offered to the public is one-sided and untransparent. This reflects an investigation into WIAL processes from 1993 (by an Independent Review Panel to the Parliamentary Commissioner for the Environment), where WIAL has been found 'unsatisfactory in its consultation with the public causing significant hardship to affected residents.' As one of the most affected residents by the airport and this runway extension, I can attest to feeling extremely impacted by the way the Council and WIAL have gone about their support for this project. No obvious consideration was given to the lives of affected ratepayers, property owners and recreational users of the South Coast.

Opposition to the Runway Extension: I am wholly opposed to any further extension of the runway, to the North or the South. Some more detailed commentary aside from what has been written already in the Guardians of the Bays submission and the two Guardian blog posts, linked above:

- 1) Perceived conflict of interest: The Mayor's membership of both WCC and WIAL is, in the eyes of many, a highly compromised and conflicted position. This is underpinned by her overly enthusiastic and one-sided support for the runway extension which gives the appearance that supporting a private business (albeit co-owned by the WCC) to increase its assets is more important than the primary mandate which is to represent the best interest of the City (including the social and environmental assets of its taonga, the South Coast) and ratepayers. It would seem that the Mayor and Deputy Mayor and some Councillors should be more prudent with their support in light of the many unspoken and yet-unknown risks, impacts and dubious cost-benefits, not to mention the significant lack of an airline to commit to flying here long-haul.
- 2) Perceived coercion by WIAL of the Council: It has been made extremely clear in May 2013, both by the airport CEO and the Council, that there would be no more than \$1m co-funding for the resource consenting process. It should have been obvious to the experts on the Council (as it was to Karen Price, an environmental lawyer who advised the Guardians in 2013 that this project would obviously go to straight the EPA for a board of inquiry). It should also have been made clear then by WIAL that environmental and cultural impact reports, engineering studies etc would also have to be co-funded by the WCC, leading, to date, to a 300% cost blow-out. The fact that 5 Councillors voted for delaying a decision on the extra funding until deliberations over the 2015-25 Long-Term Plan next year, which would give the public a chance to have its say, and were over-ruled in part by being called 'anti-progress' (see Dom Post article 18/12/14) is very worrisome. The proposal to delay the decision until ratepayers and the WCC would get more information from the airport (and the fact that the airport refused to provide more reports unless the Council coughed up another \$2m) should not have been denied, for the sake of transparency. Now it gives the impression as if a large part of the Council are shills to the airport who will provide unlimited funding without any public consultation or oversight. This is again, very troubling.

- 3) Dubious Costs: The second Guardians article goes into some detail regarding the highly fuzzy costs and 'guesstimates' which we are meant to sign off on, but I am aware that previous reports on the Southern expansion have shown this to be prohibitively expensive (over \$1billion and that was over 2 decades ago!) and an engineering nightmare. Repeating the knowingly false number of \$300m over and over is highly disingenious.
- 4) Dubious Benefits: The benefits and viability are known to have been extremely overstated both by the BERL and EY reports, neither of whom are experts in aviation or tourism. The Tourism 2025 strategy and NZIER report commissioned by BARNZ give obvious indication that the benefits have been extremely overstated and the costs largely ignored. The lack of demand from a long-haul carrier, despite having spent \$1.6m in the last ten years (on what? Flying overseas and taking airline representatives out for breakfast, according to some?) to attract one is an obvious sign that the need for creating an international hub out of Wellington simply is not there. The optimistic EY projections and protestations of the Deputy Mayor do not stack up with the hard economic realities of airline carriers, especially seeing that Air NZ will actively outcompete them and Auckland and Sydney are the obvious regional hubs, aggressively expanding their territory. Many (almost all!) regional airports in New Zealand have failed when expanding to attract international carriers, proving that 'build it and they come' is not the case in New Zealand.
- 5) Risk: has not been mentioned yet and is likely to be severe on several fronts: risk from earthquakes, tsunamis, sea level rises, increased storm events and other climate change impacts, fuel prices, the high exchange rate, global economic recessions, re-insurers having Wellington as the number 1 city most likely to be catastrophically destroyed by an earthquake, thus reducing the likelihood for getting long-term insurance for the assets, reduction in value due to destruction of the South Coast fisheries and recreational value, sewerage plant operation impacts etc. It would seem that a prudent Council would have at least mentioned and considered some of these risks before asking us ratepayers to committing \$90m.
- 6) Social, cultural and environmental impacts: will obviously be very large and diverse: the Moa Point suburb will likely have to be bought out and razed to the ground (though there has been ZERO communication with us residents on what this will mean for our future and the land that we own) as it is already impacted unhealthily by the airport and too close for safety margins; the Lyall Bay surf and wider beach use; fishing and especially Iwi crayfisheries; the marine reserve which will be impacted by unknown but highly likely to be severe sedimentation and turbidity (a topic I hold a PhD degree on); tourism impact on seeing an area widely regarded as Wellington's taonga, destroyed by an unnecessary and large development; climate change impacts and considerations (building a \$350m runway to reduce climate change by not having to fly to Auckland, as the Mayor once claimed in a public meeting is a ridiculous argument especially seeing *additional* long-haul flights are meant to be attracted to New Zealand) etc
- 7) Political risk: On a personal note, it is troubling to me as an active Green Party member and two-times parliamentary candidate that the National Party Ministers seem to have a more measured and careful stance with regards to this extension and its social, economic and environmental impacts than the Labour/(formerly) Green Deputy Mayor and Mayor. This is particularly worrisome in light of the severe social and environmental impacts on the South Coast and its residents, who I would normally expect to be taken care of better by a

progressive than a neoliberal government. I assume that a lot of these controversies, (mis?) perceptions, residents' fears and unanswered questions will rear their ugly head during the election campaign and when further information on the business case and environmental and cultural impacts is finally released. Personally, I would rather see a continued Red/Green Local Government than a return to a neoliberal one and I am heartened that at least the 3 Green Party Councillors and Helene Ritchie seem to have voiced many of our concerns and voted accordingly.

- 8) Personal effects: I have to reiterate how much this has impacted on my personal, emotional, financial and physical wellbeing over the last 5+ years. The threat of having my home and the South Coast, my *turangawaewae* destroyed so glibly (I was told by one Councillor that 'Lyall Bay has already been reclaimed so it doesn't really matter') hurts me to the core of my being. It is easy to attack residents like me ad hominem as NIMBYs (or NIMFYs in our case) but I expect more from my elected representatives and officials who are paid by my rates to look after my interests. And my greatest personal interest is protecting and restoring the natural environment on the South Coast.

Recommendations to Council

That before any support be given for the proposal to extend the airport runway:

6. A fully costed and specific proposal be made public and ratepayers invited to respond once in full possession of the relevant information
7. That the specific percentage impact on rates of the runway proposal itself be made known (ie will increase rates by x% annually for x years)
8. That the total of **committed** funding for the project be made known, and the extent of the shortfall indicated
9. That Council provides for ratepayers a statement of which airlines have indicated a commitment, and not just expressed interest, to fly long-haul to/from Wellington should an extended runway be built
10. That Council develop a set of minimum criteria to be met before supporting the project eg. required percentage of committed funding, required number of committed airline flights
11. That the question of cost over-runs and who will pay be addressed before the project receives support, noting that once started the project cannot be abandoned.
12. That an independent peer review of the Business Case be sought, funded by Council with the choice of reviewer to be decided by a joint Council/ratepayers body
13. That the Mayor recognise that her primary responsibility is to Wellington ratepayers and hence stands down from WIAL Board participation during the period of decision-making.

Conclusion

The LTP consultation process asks for **general** support for a **generalised** line-up of projects with a **generalised** indication of estimated rate increases. It further asks ratepayers to give their support in advance of full provision of the costs and related factors.

My submission is that ratepayers should receive a **specific** statement of the **specific** costs of the runway extension proposal and a **specific** question asked as to whether or not they support the project once in full possession of the facts.

This project is far too big to be just rolled in, and hence hidden, under a generalised package of a diverse set of ideas for the coming decade.

Dr Sea Rotmann

17 April 2015

J C Horne
 28 Kaihuia Street
 Northland
 WELLINGTON 6012
 Ph 475 7025

B J Mitcalfe
 15 Boundary Road
 Kelburn
 WELLINGTON 6012
 Ph / fax 475 7149

17 April 2015

Long-Term Plan submissions
 Wellington City Council
 PO Box 2199
 WELLINGTON 6140

TO WHOM IT MAY CONCERN

SUBMISSION: DRAFT LONG-TERM PLAN 2015-2025

Thank you for the opportunity to comment on the document. We would like to speak in support of this submission.

We urge Wellington City Council to intensify efforts to make the city a ‘carbon-neutral capital’, and to foster a community focussed on environmental sustainability by creating “Prosperity without Growth” (Tim Jackson, 2015).

Our comments relate to the one-page advertisements in *The Dominion Post* and *The Wellingtonian*. We have numbered the headings used in the illustrations in the advertisements.

1. A longer airport runway

We oppose this proposal. We consider it unwise, given

- ⤴ the increasing severity and erosive power of storms in Raukawa / Cook Strait,
- ⤴ the rising sea level,
- ⤴ the enormous cost,
- ⤴ the less-than-luke-warm interest shown by long-haul airlines,
- ⤴ and the competition provided by Auckland and Christchurch airports, which are established and natural international hubs for long-haul flights.
- ⤴ In addition, some of the huge cost would have to be borne by present and future Wellingtonians. We are instinctively wary of “Think Big” projects driven by ‘group-think’, and their perpetual environmental and financial impacts

2. Film & Tech industries

We question the accuracy of this statement that, “Wellington’s future prosperity is dependent on our film and tech industries.” The statement should include the word ‘partly’, before ‘dependent’. Wellington is dependent on not only the film and technical industries, but a host of other enterprises.

3. Inner city regeneration

We support this statement, only when/where the:

- blocks of flats and offices do not exceed the height limits prescribed in the District Plan, and
- no buildings with heritage values are to be removed.

4. Revitalise the Civic Square precinct

No: we consider that the precinct is more than satisfactory as it is, because it is one of very few, large, open spaces in the CBD which is clearly popular as it is, with Wellingtonians and visitors alike, and is not dedicated to one or a few, exclusive activities. Furthermore, we recommend that Ilot Green be kept as a green space, and not replaced by any building.

5. Reigniting our sense of place

We support the establishment of more ‘pocket parks’ whenever the opportunity presents itself. We urge Council to make the city more pleasant and useable for pedestrians, by reducing dominance by motor vehicles, e.g., reducing Jervois and Customhouse quays from a six-lane highway to a four-lane road.

6. Strengthening town centres

This work is essential, to increase the vitality of the numerous ‘village centres’, e.g. the shopping areas in Kelburn, Northland, Newtown, Newlands, Miramar, etc. Effective traffic calming, plus effectively-enforced 30 km/h speed limits, are essential to make progress with this objective.

7. New & improved venues

We would oppose the construction of more buildings on the ‘Harbour Quays’ site, including a convention centre, because it would further undermine the viability of the CBD

8. New visitor attractions

We support the construction of a Marine Education Centre on the site of the former Maranui Depot.

9. Improved management of key infrastructure

We support intensifying the essential work to upgrade footpaths, and zigzags and steps linking streets. We recommend that all cul-de-sacs

from which zigzags and steps link nearby streets, are sign-posted, next to the 'no exit' (for vehicles' sign), by a sign indicating walkway, perhaps using an icon depicting a pedestrian.

10. Using smart technology

We recommend that Council install in all the traffic-light control boxes on bus routes, electronic equipment to enable approaching buses to change the lights to 'green'. This will help to speed the movement of buses through intersections. This is bus pre-emption technology.

11. Real transport choices

We recommend that Council give top priority to the movement of pedestrians, buses and cyclists in all areas of the city. This will make the city more people-friendly, more welcoming to visitors, and safer. We recommend that Council cease advocating for the construction of the Wellington "Road of National Significance" anywhere in the city limits, and the proposed Petone-Grenada highway.

12. Wellington urban growth plan

We recommend that urban sprawl be avoided by restricting housing developments to 'brown-field' sites, and stopping the subdivision of farms into residential blocks.

SUPPLEMENTARY COMMENTS

Indigenous biodiversity

We recommend prompt and substantial increases in the funding for the control of pest plants and other invasive plant species, and the control of pest animals, throughout the city's reserves and the Town Belt. Many reserves and parts of the Town Belt are being overwhelmed by plant and animal pests, which inhibit the natural regeneration of native plants species.

We recommend that Council control the activities of community groups doing ecological restoration in WCC reserves and the Town Belt, by means of Memoranda of Understanding (MOU). MOUs should provide clear instructions about what each group is permitted to plant on the public land. We believe that this is essential to prevent the planting of inappropriate species at sites in the city, which has now become a widespread problem.

Yours sincerely

Barbara Mitcalfe and Chris Horne

Submitter Details

First Name: **Mike**
 Last Name: **Brown**
 Organisation: **Wellington International Airport Limited**
 Street: **PO Box 14175**
 Suburb: **Kilbirnie**
 City: **Wellington**
 Country:
 PostCode: **6241**
 Daytime Phone: **043855100**
 eMail: **mike.brown@wellingtonairport.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Refer to attached submission

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Refer to attached submission

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Refer to attached submission

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years

60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
WCC LTP 2015-25 - WIAL submission
2015-25 Draft Long-term Plan



17 March 2015

Draft Long-term Plan 2015-25
Wellington City Council
PO Box 2199
Wellington 6140

By email

Draft Long-term Plan 2015-25

Thank you for the opportunity to comment on Wellington City Council's Draft Long-term Plan 2015-25 (LTP). Wellington International Airport Limited (WIAL) strongly supports Wellington City Council investing for growth and unlocking Wellington's economic potential.

Introduction

Wellington International Airport plays a vital role to the Wellington region, connecting residents, visitors and businesses to all parts of New Zealand and to Australia, the Pacific and the rest of the world and significantly contributing to the city and wider region's economy.

Strong international connections matter to the growth of the city and Wellington needs to invest in the infrastructure that supports delivery of its growth projects, specifically supporting smart and sustainable economic growth and Wellington continuing to be the events capital of New Zealand through attracting and supporting major events, new visitor attractions and new and improved venues. WIAL therefore strongly supports Wellington City Council taking action to improve Wellington's international air connections through investment in a longer airport runway.

WIAL Support of the LTP

Wellington City Council is in a strong financial position to invest in initiatives to stimulate economic growth of the city, and we support that the delivery of the proposed programme of major projects does not come at the expense of providing the current level of Council services or significant increases in rate levels. The choice to "invest in growth" (as opposed to "business as usual") will present significant long-term benefits for modest up-front investment. WIAL supports that such investment is made to ensure these benefits are realised, avoiding a "what if?" situation in the future.

While each initiative taken on its individual merits provides compelling enough reason for investment, the underpinning of those initiatives by the proposed runway extension should be viewed as the platform for the City's economic growth agenda. With direct economic benefit to New Zealand and Wellington as a result of increased tourism, more efficient business travel, increases in international students and more efficient freight operations through increased airport and aviation industry activity, it is the opinion of WIAL that each of the individual initiatives will receive a significant boost under an extended runway scenario. Residents travelling to destinations beyond Australia will also benefit from significant time savings by not having to connect via other intermediate airports.

WIAL Support of the Runway Extension Initiative

Improved connectivity to international markets through access to larger aircraft and long-haul services will present new opportunities for central New Zealand businesses, both in business and knowledge intensive

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industries (including the film and tech industries) and in freight capability. Wellington Airport fully support the WCC stance in the runway extension initiative.

Whilst WIAL appreciates that the LTP consultative process is not necessarily the forum to delve into specifics of the forthcoming runway extension Resource Management Act consenting process, the nature of the project is such that it is important that WCC have available their LTP decision making process the appropriate facts about the runway extension.

1. *The Business Case*

a) *Long Haul Viability*

Wellington is a region of approximately 500,000 residents with the majority living within 1 hour's drive of the airport. Wellington also provides the closest international airport for over 1.1 million residents (25% of New Zealand's) population; a significant population compared with Auckland's catchment (2.4 million residents) and Christchurch (0.9 million residents). The catchment population outside of the Wellington region already uses Wellington Airport for the existing trans-Tasman and Pacific international services; approximately 60% of Manawatu-Wanganui travel to east coast Australia is via Wellington Airport, and 15%-20% of Hawkes Bay/Taranaki/top of South Island. Also, \$57b of GDP (27% of New Zealand's total) is created within central New Zealand. As air travel and cargo freight are strongly related to GDP this proportion is a proxy for the level of underlying demand for air cargo in the catchment.

Wellington's long haul market continues to grow; as of the 12-months to February 2015, residents from the Wellington Region made 195,000 two-way trips to long haul destinations, while long haul visitors accessing Wellington airport made 144,000 two-way trips (340,000 in total or 465 passenger per day each way). Including the Manawatu-Wanganui region the market size increases to 395,000 (542 passenger per day each way), and to 535,000 (733 passenger per day each way) where Wellington provides the closest international airport. A typical daily long haul service requires a market size of around 160,000 passengers per annum to be viable.

Increasingly, airlines are looking to avoid competition at the hub airports of countries – such as Auckland. For example, in addition to flying hub to hub services between the middle east and London Heathrow with large aircraft such as the Airbus A380, carriers are now also beginning to serve smaller secondary England airports (such as Birmingham, Newcastle and Manchester) with smaller aircraft suited to those particular market sizes. Airlines are attracted to markets where a significant proportion of the traffic has to unnecessarily connect domestically via that countries hub airport.

Therefore, we see that the Wellington aviation market would be best served with a direct link to a major international hub such as Singapore, Hong Kong or Los Angeles utilising aircraft that are fit for Wellington's market; and thus giving the option for Wellington passengers to avoid unnecessary domestic (or Australian) connections. Accordingly we anticipate the Wellington market would be served by smaller wide-bodied aircraft such as the Boeing 787 Dreamliner (B787) or Airbus A350 XWB (A350), operated by an airline operating from that particular hub. Interestingly, the forward orders by airlines of the B787 (850 on order) and A350 (780 on order) vastly outweigh those of the larger A380 (160 on order), acknowledging that the increasing trend of hub to point travel is becoming the norm.

Wellington's market is also attractive to airlines given its relatively high proportion of business/government-related travel, and lower levels of competition than experienced in Auckland and Christchurch.

All long haul services that operate to New Zealand rely on connecting passengers (eg. Auckland-Singapore-London) to be profitable. A Wellington long haul service is no different and while the catchment's point-to-point market on its own would be unlikely to support a direct service (as is the case with many if not all New Zealand long haul services) an airline with onward connecting options from a major hub would see Wellington as a viable opportunity.

Wellington Airport commissioned InterVistas aviation consultancy to assess the viability of long haul services to Wellington as an airline would. InterVistas has worked with a number of airlines worldwide, including Air New Zealand to model the impact of air service development proposals. The InterVistas study concluded that there was sufficient demand now for a long haul service to Asia (Singapore, Hong Kong) at 4-5 services per week, and that by the time a runway extension could be feasibly be open in 2020, Wellington could support daily services to Asia, or 3-4 flights per week to the West Coast of the United States.

InterVistas also concluded that a large 5th freedom service via Australia (such as those operated by Emirates into Auckland/Christchurch) would also be viable; Wellington's runway is currently too short to accommodate Emirates aircraft for landing.

The InterVistas assessment has been peer reviewed by aviation consultancy Airbiz, who have concluded their methodology is sound.

b) Comparisons with Canberra, Hamilton, Invercargill not relevant

Comparing Wellington's extension proposal to "build it and they will come" developments is not relevant. The future of sustainable services operating from an extended runway is not in any way reliant on stimulating new traffic as the market for sustainable services already exists. 733 people are flying long haul to and from the catchment every day and this is the fundamental difference between the Wellington Airport proposition and any which have invested in infrastructure in advance of having the traffic to support it.

The Canberra situation is sometimes quoted as the possible future for Wellington if the runway is extended. Canberra has a runway length of over 3,000 metres (more than sufficient to enable long haul services) and has recently invested in terminal infrastructure to enable international services to operate. Up to now, Canberra has been unable to secure international services to New Zealand or Asia. The fact that both Wellington and Canberra are capital cities is where the similarity ends.

Passenger data shows that passenger flows between Wellington and long haul markets are around 80% higher than those generated in Canberra, with Wellington having a much stronger tourism/visitor proposition than Canberra currently has. The fact that Wellington has around 60 return international flights per week to Australia and Canberra has none to New Zealand illustrates this point very clearly.

The Canberra opportunity also suffers from its relatively close proximity to Sydney Airport, the largest international airport in Australasia, being less than 3 hours' drive away. This close proximity to a larger international airport also ended Hamilton's international operations with Auckland airport a mere 90 minute drive north and getting closer with continual roading improvements. Invercargill also has aspirations to secure Tasman flights, however with a fast expanding Queenstown airport 2 hours' drive north and a much larger population sustaining Dunedin airport 2.5 hours to the east, the unique catchment it offered is currently too small to interest an airline.

Wellington and central New Zealand has enough geographic separation from Auckland/Christchurch airports to have its own, large catchment – as illustrated by the trans-Tasman services that already operate into the city.

c) Wellington is poorly connected with overseas markets

Opponents have stated that "Wellingtonians want to travel to a number of cities in Asia, many of which already have non-stop direct air services from Auckland or Sydney". While it is true, that Auckland and Sydney do have services to multiple destinations in Asia, both airports are poorly connected compared with the major hubs in Asia and North America, as is illustrated by the following table.

Airport	Asia Ports	North America Ports	Europe Ports	Middle East/Africa Ports	Total
Auckland	9	4	0	0	13
Sydney	19	5	0	3	27
Singapore	98	0	14	8	120
Hong Kong	99	10	17	9	135
Los Angeles	11	126	16	6	159

Wellingtonians have access to 19 ports in Asia via Sydney, although many of these are not practically available given they are relatively infrequent and do not connect well. Significantly neither Auckland or Sydney provide a direct option to Europe meaning Wellington European travel always requires a minimum two stop.

By contrast, a direct service to Singapore or Hong Kong would provide 1-stop access to/from around 100 cities in Asia, and multiple destinations in Europe. Many of these Asian cities are served with multiple daily flights allowing many more connecting options for passengers from or to these cities.

Given that the more connections passengers are required to make, the less attractive that market becomes, travel via Auckland and Sydney is a poor substitute to a direct long haul route to Asia or America.

d) *Airline Commitment*

Air New Zealand has publically stated that they have no interest in flying long haul from Wellington if the runway was extended. Some commentators have interpreted this to mean that as our national carrier is showing no interest then there clearly is no case for services or interest from other airlines.

The view of Air New Zealand has no relevance to the opportunity that Wellington presents. In fact Air New Zealand's recent announcement of withdrawing long haul operations from Christchurch (despite the Christchurch-Narita services sustaining high load factors at profitable yields) illustrates the airline's business model of an Auckland hub connecting the rest of New Zealand with a strong domestic network. The airline would add significant cost to their business and potentially lose domestic connecting revenue by flying services out of Wellington. Similarly, once a competitor commences direct services from Wellington, Air New Zealand has the most to lose through the loss of those domestic connecting passengers.

At best, the Air New Zealand opposition is no more than that of an aggrieved trade competitor looking to protect their patch.

Clearly there isn't the case for Air New Zealand to serve Wellington, but the commercial business case, founded on the ability to gain market share is strong for a foreign airline with a hub/base in Asia. Wellington Airport meets regularly with overseas airlines to discuss opportunities to better connect with the city. The airport has developed over a number of years a strong relationship and level of trust with some key target airlines which have shown strong interest in flying to Wellington, but are unable to commence operations until the runway is extended.

The airline industry is incredibly competitive, and it is highly unlikely that an airline showing interest in Wellington would make their intentions known publically before it has put in place the necessary commercial and operational arrangements to sustain the services. Given that the extension is 5 years away from possible completion these arrangements cannot yet be confirmed and it should not come as a surprise that formal airline commitment has not been publicised.

e) *The Economic Impact Assessment*

Visitors to New Zealand do not necessarily wish to travel throughout the entire country and many only visit for a few days, meaning that their point of entry into the country is a significant factor in the dispersal of tourism benefits. Considering the Chinese markets for example, 77% of the visitor spend took place in the Auckland (57%) and Otago (20%) regions in the year ended March 2014. Over 50% of the holiday purpose visitors stayed in the country for three days or less. The addition of a third entry point to the country would enable a host of new itineraries of various stay lengths which would appeal to different market segments and stimulate additional visitor numbers to New Zealand. From Wellington's perspective, the region attracted merely 2% of Chinese visitor spend during that period, highlighting the upside potential.

Key policies of Tourism 2025 framework (the tourism industry framework for the next 10 years) are to increase the regional disbursement of international visitors and to encourage second visitation, particularly from Asian markets. Improved connectivity between Asia and central New Zealand via Wellington would support both these policies.

An economic impact assessment (EIA) of the runway extension has been conducted by EY; peer reviewed by PWC who determined the EY methodology is sound. This EIA concluded that there were significant economic benefits not just for the Wellington region but also for New Zealand as a whole as a result of the runway extension.

EY assessed at a strategic level what the Wellington market could support in terms of long haul services over the next 40 years under low, medium and high scenarios. The methodology used to assess the potential demand for services was broadly consistent with the more detailed analysis subsequently undertaken by InterVistas. We note that BARNZ in its submission via NZIER has misinterpreted the EY methodology as assuming all potential passengers would be prepared to wait for an infrequent service. This is plainly not the case, and is illustrated by the fact that EY assessed a daily service (split between Asia and North America) in the first year of long haul operations (carrying circa 160,000 passengers) a fraction of the 535,000 passenger long haul market currently sustained by the catchment. EY's scenario of a daily long haul service in 2020 is consistent with InterVistas more detailed route assessment indicating a daily service would be viable.

The EY assessment has also included market stimulation based on the recognised industry benchmarking tool, the IATA (International Air Transport Association) stimulation curve. Traffic volume statistics measuring traffic before and after new airline routes have been established illustrating that all new services grow markets. They do this by improving connectivity (reducing travel times and costs, increasing destination awareness, business opportunities, migration-related travel), connecting new markets which may have been unconnected previously, providing new marketing and promotional initiatives (particularly driven by the airline) and in many cases resulting in a competitive response from existing carriers which in turn further stimulates new travel. This is not a mysterious phenomenon but a clear, well evidenced and predictable outcome of air service introduction. The less connected a market is, the stronger the potential for new traffic stimulation and the IATA methodology uses this relationship to generate a curve for the purpose of predicting market stimulation levels.

Significantly, both the InterVistas detailed assessment and the EY adoption of the IATA stimulation methodology produced similar outcomes.

f) *Runway Options and Costs*

Various opponents have commented that the costs of the proposed runway extension have been significantly understated. While the consenting process will provide further details regarding the options assessed, it is worth noting that:

- i) Consideration as to whether or not Rongotai is the best place to provide an international capable airport has been given. While there are merits for a greenfield airport in Kapiti, or redevelopment of say Ohakea to international standards, costs of duplication (\$1b-\$2b for a whole new airfield

and terminal, or upwards of \$400m for just a new terminal) combined with costs of the required upgrade to transportation infrastructure and the increased travel times to and from such an airport mean that Rongotai remains the most sensible airport location. For the avoidance of doubt, Paraparaumu aerodrome cannot be safely enlarged to cater for aircraft much greater than what are currently operating from that field.

- ii) Consideration as to whether to extend north or south (or a bit of both) has also been given:
- (a) Northern extension options have previously drawn considerable public opposition from a visual impact perspective, and when combined with likely costs to cross Cobham Drive (circa \$100m) and stabilise upwards of 40 metres of marine sediments (essentially mud) result in an estimated project cost of approximately \$700m. The combined visual and economic factors have resulted in northern options being discounted.

An alternative piled solution was also considered, however at an estimated cost of \$1bn, this alternative has been discounted.

- (b) Southern extension options present a more forgiving geotechnical environment, with likely construction occurring on a combination of solid rock and stabilised sands/gravels. While sea conditions are considerably more adverse, construction estimates are considerably less to the south vs the north. Based on the engineering design work to date, present project cost estimates for a southern extension range from \$300m to \$330m ($\pm 10\%$) depending on the adopted seismic design standard. Accordingly, only southern extension options are being subjected to full environmental impact assessments for the purpose of the upcoming consenting process.

The alternative of a piled structure to the south of the existing runway was not pursued given initial design work proved it doubtful a cost effective engineering solution could be developed to counter storms greater than a 50 year return period.

g) *Business Case Summary*

We are confident that the breadth of information provided to date is sufficient to enable informed decisions about the proposed runway extension to be made. The benefits of an extended runway are not insubstantial, and outweigh the costs by a significant margin.

As the project develops into a reality, more detailed cost benefit analysis is inevitable, however for the purposes of the consenting phases of this project are not necessary.

2. *Runway Capability post Extension*

The extended runway will have a take-off runway available of 2300 metres in both directions. While the proposed length of the runway will be well short of most international airports around the world; including Auckland and Christchurch airports which have runway length greater than 3000 metres, the extended runway does not need to allow for maximum take-off weights for aircraft given Wellington's distance from Asia-Pacific hubs. Further, target aircraft for the Wellington long haul market such as the A350 or B787 (which require between 2600 and 2900 metres to take off with a full passenger, cargo and fuel payload and have ranges of between 14,000-15,000 km), compared to the target long haul markets such as Singapore (8,500km), Hong Kong (9,500km), or Los Angeles (10,800km), mean that full runway requirements are not necessary at Wellington.

We commissioned an independent external consultant to review the potential performance of long haul aircraft under a number of runway extension scenarios. Our consultant concluded that a runway extension of between 300-400m would provide the capability for target aircraft (A350, B787) to fly sector lengths of 12-12.5 hours (eg. Bangkok, Bali, Guangzhou, Jakarta, Hong Kong, Manila, Shanghai, Singapore, Kuala Lumpur, Tokyo, Osaka and Seoul, and West Coast USA) to and from an extended Wellington Airport.

It has been noted that there are potential limiting factors in the form of obstacles on Newlands Ridge. Our independent experts have noted that airlines are increasingly using curved flight paths that are able to be developed to mitigate any payload restrictions. Further work in this area is currently underway, specifically a refresh of work done to date in light of the additional design work undertaken by our consultant engineers, as well as and to take into account new data for the A350 (which has now started flying) and recently announced aircraft such as the A330neo/B777x.

It is worth noting that there are currently 780 orders for the A350 and 1,100 orders for the B787, and as existing B777 and A330 aircraft start to be retired these fuel efficient twin engine long-haul aircraft will be predominant in global airline fleets.

3. *Safety at Wellington Airport*

Some detractors have noted that there is a requirement for Wellington Airport to increase the length of their runway extended safety area (RESA) from 90 metres to 240 metres.

It is fundamentally important to be aware that Wellington Airport currently meets the ICAO requirements for RESA, and that any comment made regarding 240 metres is a reference to an ICAO recommendation only.

Noting this recommendation, and in light of our plans to extend the runway, we have recently completed a comprehensive cost-benefit analysis to independently assess the risks of not extending the RESA. This analysis concluded that there would be negligible safety benefits through extending the RESA that would be far outweighed by the significant costs of doing so. In addition, the analysis noted that there would be significant safety improvements for existing aircraft operating at Wellington Airport resulting from the runway extension as all other aircraft serving the airport (around 100,000 movements per annum) will benefit from a longer runway which they would not require for general take-off or landing.

It is worth pointing out that Wellington Airport's proposed runway will be slightly longer than Newcastle (UK) Airport, which currently has a TORA of 2262 metres (vs proposed 2300 metres), landing distance available 2152 metres (vs proposed 2170 metres) and a 90 metre RESA with no plans to extend the runway. Newcastle is served by Emirates with a B777-300ER and A330-200.

This cost-benefit analysis has been submitted to the Civil Aviation Authority (CAA) who has subsequently confirmed that a RESA extension would not be required or justified if the runway was extended.

4. *Noise and Traffic Impacts*

The study by InterVistas concluded that Wellington would be best served by a large international carrier with an extensive hub in Asia or North America. The schedule an airline would operate (when they arrive or depart Wellington) will be dictated by the optimal timing to connect with onward services at their hub airport as well as allowing for overnight flying in one direction (for long haul flights). The schedules long haul carriers operate at Auckland are a useful guide as to the timing of possible services at Wellington. Typically foreign airlines arrive/depart Auckland well within the current permissible operating hours at Wellington Airport. While there are three notable exceptions at Auckland (Lan arrive at 04:30, with Hawaiian and Malaysia departing at 00:30 and 01:35 respectively), given the markets likely to be served at Wellington, it is expected that a long haul service to and from Wellington would land mid-morning and depart around lunchtime, having no impact on the curfew. Accordingly there will be no requirement to seek amendment to the curfew as part of the upcoming runway extension process.

Further, given the expected timing of flights, a new long haul service would be highly unlikely have a material impact on airport noise. Wellington Airport has around 100,000 aircraft movements per annum, with movement volumes steadily reducing in recent times as domestic airlines have converted to operating larger aircraft at the airport. In particular, 4,000 less scheduled movements occurred in the year to 31 March 2015 than the prior year. Noting that a daily long haul service would add only 730 annual flights and factoring the

likely use of next generation of typically quieter aircraft the total noise impact is not anticipated to be noticeable.

With respects to existing infrastructure, and noting the likely schedule of long haul services, it is anticipated that there will similarly be a negligible impact from the proposed runway extension. Specifically, passengers and their meters and greeters would be arriving and departing from the Airport outside of peak road travel times; and the airline would be using the terminal outside of when the majority of other domestic and international services operate. Whilst improvements to the roading and terminal infrastructure are inevitable, requirement for those improvements will not be driven by the proposed runway extension.

Submission Summary

WIAL welcomes Wellington City Council investing with others across a range of initiatives to stimulate economic growth. Specifically WIAL is strongly supportive of the eight big ideas and the potential these have to bring about a step change in the economic health and ultimate sustainability of our city. It is in support of the other economic growth initiatives that the Runway Extension proposal would deliver its most significant strategic value.

A genuinely connected Wellington, backed by strategic investments in core infrastructure and world leading attractions and facilities could realistically move from the backbenches to the forefront of New Zealand's economic growth agenda. This Long-term Plan is a significant opportunity for Wellington City Council and the people of Wellington to commit to investment in the future of our city.

WIAL wishes to be heard in support of this submission.

Yours sincerely



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Boys' and Girls' Institute

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A submission on the Draft Long Term Plan for Wellington City by the Wellington Boys and Girls Institute Incorporated

We are wanting to partner with WCC to achieve greater outcomes for young Wellingtonians and their families over the next 25 years, and seeking \$190,000 for our community space capital project.

Shared Vision

Thank you for the opportunity to submit on the Draft Long Term Plan. We appreciate what an important document it is to guide the city's strategic direction for the next ten years. We read it with excitement as it closely aligns with what Wellington Boys and Girls Institute (BGI) wants for our city, although we feel there could be more focus on disadvantaged Young People and their families. We want to contribute to your vision of the city and we want to partner with Wellington City Council (WCC).

The opportunity we are seeking with this submission is how do we support the concept set out in the plan 'how do we make Wellington even better.' BGI believes that a strategic long-term partnership with WCC to support social cohesion, other community groups and strengthening vulnerable people.

Partnerships Matter

BGI has been a part of the Wellington community for 133 years. It was created from an organisation of young men known as the Larrikins Mission, which was supported by Sir George Troup, later to become Mayor of Wellington. This relationship 133 years ago has cemented BGI's wish to focus our work in Wellington City, despite requests from the Hutt Valley, Porirua and nationwide to expand our gold-star services such as Challenge for Change to their communities. We've resisted because partnerships with WCC matter to us.

WCC/BGI Partnership

We're seeking a strategic partnership with WCC. We want you to help us decide how to best spend BGI's income of a million dollars a year. We see this as a shared working relationship that continues to build on the history of BGI and our relationship of many years. As part of the investment in Wellington City, BGI established a trust fund, which we have used to support programmes in the city that the council have been a part of as well. In a number of cases without BGI's support valuable programmes that were initiated by WCC and others would have ceased.

This was the case with Challenge for Change and we want to ensure it remains and BGI doesn't have to engage our volunteers in jointly agreed higher priority projects. We are a trusted partner with a large trust fund. Unfortunately this trust fund can be seen as a disadvantage resulting in funds not being provided to support specific projects. Through a partnership we would suggest that rather than cut us loose and let us raise our own funds you can use it to your advantage and leverage off us to secure more for Wellington through National Philanthropy Funds and central government. Despite frequent written requests to work in this way opportunities seem to have reduced in recent years.

BGI is now well known in the community and is often the recipient of funds from unsolicited benefactors and when mentors leave the country they sell their assets and give it to BGI. This does say something about who we are. It also suggests that rather than BGI being seen as well funded and doesn't need WCC money, perhaps instead identifying BGI as a strong organisation that does not waste money and will be around for a long time. BGI is also flexible, listens to its partners is aligned with WCC and is a good strategic partner.

Partnering with Mana Whenua and the Community

BGI has shown that it can embrace whanau, the city, and waterfront. More recently BGI has strengthened our relationship with Mana Whenua by developing Ka Puta Workshop and Gallery at Chaffers Marina. Ka Puta is providing opportunity to showcase Maori carving and culture to thousands of visitors over the 2015 summer. We could have carved our poutokomanawa more cost effectively in a warehouse behind closed doors, instead we have it in a prominent place.

A more strategic partnership with WCC may have provided a more cost solution to identifying a suitable workshop space than us having to rent a retail shop.

Partnering with Families and Youth

BGI provides a strengths-based, down-to-earth approach, and some examples of our work include:

- Youth action research, at WCC's request first in 2001 with follow up surveys in 2008 and 2014.
- Our values include diversity making BGI inclusive in our work
- Working with disadvantaged families and passing on their newly acquired parenting, cooking and budgeting skills to neighbours and the local community
- BGI provides a central focal point for 60 community groups
- There are around 5,000 young people who participate in BGI led activities, which is over 12% of young people in Wellington.
- Challenge for Change has involved over 1,000 people in making Wellington even better.

BGI's Continuum of Need programmes have reduced crime, increased positive participation and embraced Maori culture through their delivery.

Going Forward 133 years to 150 years: A One-off Capital Partnership

Give a man a fish and you feed him for a day; teach a man to fish and you feed him for a lifetime (Anne Richie, 1885). The Community Kitchen seeks to embody this proverb, which was coined around the time BGI began (1883)

We're planning for the next 25 years, we want to hook WCC in to be part of this at the very beginning.

In 1990 we sold our Tasman Street building, and have been working on our future direction ever since.

BGI has a huge social impact on thousands on young people and their families, helping to build our local community and support Wellingtonians. BGI is an organisation that constantly evaluates and learns from itself, enhancing what works well and jettisoning what doesn't.

We draw in funding due to our reputation, and we're inviting WCC to sit around the kitchen table with us as we embark on our new capital venture, which will set us up for the next 25 years.

We've observed issues like poverty, addressed through range of programmes, with a youth and community kitchen being at the heart of our new home away from home.

Many high needs families require mentoring, parenting programmes and other support. In the last 2 years, we have begun our community kitchen project. We receive food from Kaibosh and a local bakery, and cook and distribute this food to needy families. We provide cooking instruction to young people and their families, and teach them the importance of nutrition and healthy choices. We utilize our community garden in Te Aro to demonstrate to families how to grow their own food cheaply.

In short:

- BGI has never asked WCC to fund capital projects, in fact, we haven't spent a cent on capital projects for the last 50 years.
- 8 years ago, BGI received \$190,000 capital grant towards our youth café project. We could have spent this in a commercial fit out with unsustainably high rent but when our rent-free option wasn't granted resource consent we chose to release the funds back into the WCC general pool. We are asking for another chance to create a similarly targeted youth and community space.
- We feel in our hearts that WCC should be involved with this project. For \$190,000 they are getting a community asset worth \$1,875,000. We are contributing a lot of our reserves to this significant community asset, and feel we are asking for a small contribution from WCC. This will be a long-term partnership that will include some of WCC expertise.
- The funding we're asking for works out to about 40c per unique young person we've helped over the years, which works out to 10c when you count parents, teachers and others in the community.
- This is one big ask for the next 25 years, and we're only asking for 10% of the total building cost

- In our bid to the Lotteries Grant Board, BGI was the only Wellington organisation to receive any money for our building project. They said our application was an A+++ application, and awarded us \$400,000. They said our application was well researched, demonstrated excellent collaboration between community groups like Kaibosh and other youth organisations, and linked in well with other parts of the community too, through our neighbours day events and relationship with members of the council flats nearby.

We thank you for your consideration of our request and look forward to your response. We would love the opportunity to speak more to you about our request, and would like to book in a time to make a presentation to city councillors.

Yours faithfully,



Ross Davis

Appendix 1

About BGI

Innovative

- We were the first to build a swimming pool in Wellington city, a job that the WCC now does.
- We were the first mentoring programme established in NZ, at the time people said it was no good
- The first to establish a trampoline club
- First ropes course
- The first to establish an accommodation block
- The first to do youth action research, at WCC's request first in 2001. We did another youth survey in 2008 and 2014.
- We have a history of innovation, with many of our staff involved in ground breaking projects, such as Evolve, Ara Taiohi, National Youth Workers Network

Inclusive

Our values capture how we work through:

- **Diversity:** we appreciate the rich diversity of our, staff, young people and the communities we deal with. We recognise the existence of systemic discrimination and barriers and we strive to challenge these realities in the work we do.
- **Active Collaboration:** we believe our services are richer and more effective when we work in partnership with youth, their families, our colleagues and community partners. We see central and local government as a part of the community of NGO community partners)
- **Strengths-based:** we recognise and enhance the abilities and skills of each person, families and communities we deal with.

Strategic

- We have been asked to franchise through New Zealand, but we have chosen to keep our focus on Wellington
- WCC commandeered BGI's first building for tramway storage, which we had to go to central government to receive compensation
- Groups like YMCA and Zeal have moved quite a lot over their history, whereas we've been camping and spent nothing
- We've been careful with our capital funding

Economy

- We funnel central government funding into Wellington, because of our reputation, which is great for Wellington's local economy
- Todd Foundation don't fund many charities nationwide, yet they support us with significant funding
- We provide a **sense of place**, we bring people together, eg Boulcott St Bistro and Ka Puta

About our project building plans

- For many years, our building space was an office, which we regularly rejigged for the many community events we ran in it. However over the last few years we have leased more space in the building for our community functions, with one whole floor and a quarter of the next one reserved for this. Our renovation plans continue this tradition, with more space available for the community.
- A function of this space would be a parenting hub, working closely with needy families, as well as giving those well off an opportunity to give back. A priority of this programme is fighting poverty.
- “Don’t give a man to fish, teach a man to fish” is a quote that sits well with us. We don’t believe in simply handing food out to needy families, rather we like to use the opportunity to educate them around healthy choices and good nutrition.
- We have just signed a 25 year lease for our Troup House building, which meets the earthquake requirements in the building code. This takes us through to 2040.

Why we’re amazing...

- We have a history of collaborating with WCC and asking them what they’d like us to do. The Wellington Youth Project is a good example of this from 2001, and more recently helping the Karori Youth Centre with their youth programmes.
- Over the past few years we have been doing more with less – our funding has steadily decreased from WCC, whilst we’re doing more programmes and events, and working with more young people and their families.
- There is no other service like BGI. Our sole focus is Wellington. We have a rich 133 year history and will be making a difference in young peoples lives many years into the future.

Who’s it for?

- High needs families – we support families with mentoring, parenting programmes and other support. In the last 2 years, we have begun our community kitchen project. We receive food from Kaibosh and a local bakery, and cook and distribute this food to needy families. We provide cooking instruction to young people and their families, and teach them the importance of nutrition and healthy choices. We utilize our community garden in Te Aro to demonstrate to families how to grow their own food cheaply.
- Leaders – we train young leaders who want to give back to their community. These ‘community ambassadors’ pick up our donated food, cook and package it, and distribute meals to needy families.
- Strengthening Families – over 25 community groups use BGI’s community space on a regular basis
- Young People – We support around 5,431 young people annually, along with their families, teachers and other adults in their lives.

Submitter Details

First Name: **Alana**
 Last Name: **Bowman**
 Street: **PO Box 24332**
 Suburb: **Manners Street**
 City: **Wellington**
 Country:
 PostCode: **6142**
 Daytime Phone: **043844324**
 eMail: **alana.bowman@mac.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This question is too broadly framed.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This assumption bears no relation to the real circumstances which could arise each year.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Again, this question is poorly framed.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Another poorly framed question.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Ricdiculous questions

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Generally support, but again poor question. To whom? How long? How much? Where?

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

If this means sdoing up the town hall as necessary, then Yes. If it mean making it a commerical bulding, No.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Another stupidly framed question.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

More details are required.

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

If this means local facilities, Yes. If this means another large stadium, NO.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

What on earth does 'real tourism' mean?

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Another question framed like a marketing exercise.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

I have concern about LED lighting effect on light pollution.

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Again poorly worded, but I think a vague reference to having another go at a flyover, which the city has opposed in favour of a tunne.

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

If this means more cycle ways, then I support htis.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Stop all further 'development' on the waterfront, including the huge building for Site 10, and any building at all on Sites 8 and 9. Spend more on developing the Basin Reserve into a structure and venue that we can be proud of again. Please save the Museum Stand and up grade it rather than spending any more on the truly ugly Vance Stand. Players deserve better facilities, and another stand could serve those interests as well as enhancing the Basin. If more space is needed for facilities, Cricket Wellington should be moved from its current building. Please restore the Groundsman cottage. Open the facilities to other sports codes and events like the hot air balloons festival before. Open the management to interested volunteers to help restore and raise funds to preserve the Basin after years of neglect by the former Trustees.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

- under 18 years
 - 18-29 years
 - 30-39 years
 - 40-49 years
 - 50-59 years
 - 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 - No
-

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
2015-25 Draft Long-term Plan

Submission to:**Wellington City Council Draft Long Term Plan 2015 -2025****Name:** Enviroschools Wellington**Contact person:** Karyn Burgess, Regional Coordinator**Phone:** 021 133 2569 **Email:** Karyn.burgess@gw.govt.nz

We **would** like to speak to this submission.

Supporting a planned increase in funding for Enviroschools

Enviroschools Wellington **supports** the planned increase in funding for the Enviroschools Programme in the Wellington City Council (WCC) Draft Long Term Plan.

With the help of WCC, Enviroschools has worked with Wellington City schools since 2006 to support them to become hubs of sustainability in their communities. In April 2014, Enviroschools Wellington presented the council with a series of potential funding options for the Enviroschools Programme in Wellington City. These ranged from a limited support model through to a progressive model which would enable progress in line with the regional Enviroschools strategy. (These options are attached in Appendix 1.)

The additional funding proposed in this Draft Long Term Plan will mean WCC is funding the progressive support model option where Enviroschools will not only be able to maintain its current service provision but move in line with the regional strategy to increase the number of communities involved and quality of outcomes.

A strengthened Enviroschools Network in Wellington City

The proposed additional funding from WCC will mean:

1) **Continuing support for all current registered Enviroschools**

Supporting schools that have been involved with the programme long-term (through regular networking, reflection and annual review processes) is significant as evidence shows that the longer a school has been in the programme the greater the depth of practice and corresponding outcomes. It is these long-term Enviroschools that provide the wealth of local knowledge and experience to support new Enviroschools joining the network.

2) **Increasing the number of schools participating in the Wellington City Enviroschools network**

This includes increasing the number of **registered Enviroschools** - we receive a steady stream of requests from schools wishing to commit to a long-term journey with the programme and aim to register a further 3 schools per year. It also includes **extending Enviroschools workshops, events and networking opportunities** to schools not ready to commit to the long-term journey required of a registered Enviroschool so that these schools also benefit from the Enviroschools network.



3) Increasing the number of Kindergartens and other Early Childhood Education establishments participating in the network

This is significant in terms of the programme's reach into the community since parents are most involved in their children's education during this pre-school phase of their lives. ECE centres also have an impact on the schools into which they feed with there being examples of schools in the region joining the programme as a direct result of children coming in to the schools from kindergartens that are Enviroschools.

4) Localising the networking opportunities for teachers

Some schools and ECE have been prevented from participating as actively in the programme as they wish to due to the time involved in travelling to attend cluster meetings at various locations across the city. Generating more localised networks will therefore provide an improved opportunity for engagement.



5) Streamlining content support and communication from the variety of providers in the city

Teachers are often overwhelmed with requests, offers and requirements from multiple sources. This can create a barrier to their participation. The proposed additional funding will enable the Enviroschools team to work with a variety of environmental education providers to assist with streamlining communication to schools.

Building on a strong regional support structure

This is an optimum time for Wellington City Council to maximise returns on its increased investment in the Enviroschools Programme. The Enviroschools framework is funded regionally on a partnership basis with GWRC funding coordination and Territorial Authorities funding facilitation of the programme in schools and preschools at the local level. To achieve full potential the model requires balanced investment from a range of partners.

We currently have a good balance with investment from a Greater Wellington Regional Council enabling the Enviroschools team to develop a strong regional strategy and regional structures.

Thank you

On behalf of Enviroschools Wellington and the students, teachers and communities who are part of the Enviroschools network in Wellington City, thank you for including additional support for the Enviroschools network in the Draft 2015-2025 Long Term Plan. We look forward to working with the WCC staff to make best use of these funds as we work with school and preschool communities towards securing a more sustainable future.

Appendix 1: Enviroschools funding options presented in 2014 WCC Grant application

OPTION 1: Status Quo – Limited support model

\$20,000 pa for three years

- continued support for all current official Enviroschools (including annual reviews and holistic reflection every 3 years)
- New schools join official programme as capacity allows (see **note 1*** below)
- No expansion to early childhood network
- events and workshops limited in number and generally restricted to official Enviroschools

Note 1*: *As each school becomes more sustainable, they need less input. This would mean that at the same level of funding (adjusted for inflation) gradually more schools will be able to be included within the funds. Although this is possible it would however be very slow and not make best use of schools' readiness. Experience shows that schools often lose enthusiasm as they wait their turn and energy in the network as a whole is likely to be constrained.*

Using this model it is challenging to allocating the funds in a way that remains true to the Enviroschools philosophy. eg. We are often asked about limiting the time that a school can receive support on the programme in order to bring on new schools. However, experience has shown that this is not something that that contributes positively to the goal of schools being involved in ongoing, self-directed education for sustainability.

The longer a school is in the network, the more it contributes to the network. Taking advantage of that contribution requires the facilitator to maintain a relationship with that school. This takes time and therefore costs money.

OPTION 2: Extended Status Quo – Limited support

\$30,000 pa for 3 years

- continued support for all current official Enviroschools (including annual reviews and holistic reflection every 3 years)
- over the next 3 years begin to support **additional** schools from the waiting list and potentially one or two more
- No expansion to early childhood cluster
- Continue to offer current range of clusters and Enviroschools specific workshops to **all schools**

This model goes some way towards meeting demand but does not respond fully to the Enviroschools Wellington Regional Strategy in terms of expanding Category 2.

OPTION 3: Expanded support model

\$40,000 pa for three years

- continued support for all current official Enviroschools (including annual reviews and holistic reflection every 3 years)
- Bring an additional 2-3 new schools per year for the next 3 years into the official Enviroschools Programme

Friday, 17 April 2015

- Expand early childhood clusters to include **additional** centres
- Contribute to **additional** support in Category 2, expanding the number of workshops to teachers and events for students to include more content based workshops and including schools who are not official Enviroschools

This model responds to the regional strategy and addresses demand from the school communities.

OPTION 4: Progressive model in line with regional strategy
\$45,000 pa for 3 years

- continued support for all current official Enviroschools (including annual reviews and holistic reflection every 3 years)
- Bring an additional 2-3 new schools per year for the next 3 years into the official Enviroschools Programme
- Expand early childhood clusters to include **additional** centres
- Contribute to **additional** support in Category 2, expanding number of workshops to teachers and events for students to include more content based workshops and including schools who are not official Enviroschools
- Building **additional** capacity within the network of teachers to be able to support one another

This model would start to bring WCC into line with the most progressive of the councils in the Wellington region. Eg. Hutt City have been operating under a progressive model for the past few years. The Hutt Valley (including Lower and Upper Hutt) has a similar number of schools to Wellington City. The contributions from Lower and Upper Hutt City Councils combined in 2014/15 are expected to total \$47,000 pa.

Talava Sene

From: BUS: Long Term Plan
Subject: FW: LTP SUBMISSION

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

> From: Victor Davie (victordavie@hotmail.com)
> Sent: 17/04/2015 3:00 p.m.
> Subject: LTP SUBMISSION

>
> **> Basin Reserve Museum Stand**
>
>
> This historic facility must be strengthened and retained on its present site.
>
> I wish to make an oral submission.
>
>
>
> Victor Davie
>
> P.O. Box 19091
> Wellington
>
> Tel 0210787747

17 April 2015

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

Dear Sir/Madam

WELLINGTON CITY COUNCIL DRAFT LONG TERM PLAN 2015-25

Deloitte welcomes the opportunity to submit on the Wellington City Council draft Long Term Plan for 2015-25 (“the LTP”).

SUMMARY

Deloitte in Wellington

Deloitte is firmly invested in Wellington with the future of our local office totally intertwined with that of the city. We are unashamedly pro-growth for Wellington City, the wider Wellington region and New Zealand in general.

We are the largest professional services firm in the region (as a consequence of continuing to grow year on year). We currently have 34 local equity partners and c350 staff that serve the full range of local clients from individuals and small businesses through to the Capital’s largest companies (including publically listed) and government agencies.

Our Wellington office is part of a fully integrated national business that also has offices in Auckland, Hamilton, Rotorua, Christchurch and Dunedin. Our national firm aggregates to Deloitte globally whose network comprises the largest professional services firm in the world.

In Wellington we provide the full ambit of professional services to many thousands of local clients. We do not have a national head office in the normal sense, but some of our local partners hold national leadership roles that include our CEO and the leaders of our national Corporate Finance, Forensics, Risk and Consulting business areas.

We believe that this context provides us with a unique lens through which to view and comment on the LTP being:

- We are a material local business
- Our business touches all facets of the Wellington market, and
- Our local partners still shape the future of their national firm

Deloitte refers to one or more of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee, and its network of member firms, each of which is a legally separate and independent entity. Please see www.deloitte.com/nz/about for a detailed description of the legal structure of Deloitte Touche Tohmatsu Limited and its Member Firms.

A member of Deloitte Touche Tohmatsu Limited

General view

Recognising our context, we believe that the LTP is a crucial step for Wellington. The decisions that will ultimately flow from the consultation process will set the direction for the city over the next decade. The LTP offers a choice between a “business as usual” programme, and a bolder plan that is recommended by the Council to “invest for growth;” with which we broadly concur.

We believe accelerating Wellington’s growth is not only sensible for Wellington but also sensible from a national perspective. We believe that it is strategically appropriate for the economic activity of New Zealand to spread throughout New Zealand and not simply focussed on Auckland, further stretching its infrastructure and putting compounding pressure on its housing market; when Auckland is already a world class city.

As a consequence, we believe that it is crucial that the Wellington economy accelerates its growth from both a local and national perspective.

We also believe that under a continuation of the status quo Wellington will more likely underperform its potential and that the opportunities for businesses, employment, economic growth and prosperity will continue to be seen to exist primarily in Auckland and increasingly less so in Wellington. A bold and progressive plan to reverse this perspective / trend is needed.

The concept that Wellington must “invest for growth” and that the Council must be progressive in its thinking on what such investment might entail is therefore one that we, as large business with a strong presence in Wellington and a material investment in Wellington’s future, fully support.

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 to help reinvigorate growth in the city to more acceptable levels.

As we are not privy to the Council’s analysis that resulted in its list of initiatives, this submission does not seek to comment on every aspect of the LTP; noting again that we are broadly supportive of the direction of travel proposed, and that appropriate action outside of business as usual is required to be taken.

Lens through which to view the LTP

We believe that the key lens through which the LTP initiatives should ultimately be focused / evaluated on centre on whether they enhance local economic activity and create jobs, including through:

- More actively selling Wellington as a destination for business activity, including by removing barriers for business to invest here.
- Providing easier access to the city for tourists, and more activities for them to undertake while here.
- Encouraging more “local tourism” by investing and advocating in the vibrancy of the city and available entertainment.
- Encouraging increased migration (including domestic migration), through the above factors, but also with an emphasis on Wellington’s quality of life.

We believe that an increase in economic activity intertwines with a greater depth in the employment market, a positive impact on net migration and accelerated GDP growth; and that this is the cycle that Wellington needs to accelerate. It is therefore very important that the “invest for growth” projects achieve an economic return on investment that makes sense.

In our view the LTP projects that provide the greatest yield for the city should be seen as the greatest priority. We recommend that it would be beneficial for there to be further debate in this regard including further transparency added to the final LTP that explains why particular projects have been assessed as able to deliver sufficient economic returns over others.

We would also strongly encourage the Council to set itself some “stretch” targets by which it can measure success in supporting the city to grow in all aspects that are important to its citizens. These could include, amongst other things:

- Growing the number of jobs and/or levels of workforce participation.
- Growing the number of students and increasing the level of conversion of students to workforce participants – i.e. the retention rate for students in Wellington.
- Growing the number of household units and hence the rating base.
- Growing the level of inward investment of capital into Wellington.
- Growing measures of social progress such as educational achievement, key health indicators and water quality.

In our view, by having a transparent focus on measuring the key indicators that matter, attention will be focused on investing in those areas where the most impact can be achieved.

We recognise that the Council can only partially influence some of the desired outcomes – however in the context of the LTP it is those outcomes that matter, since otherwise the investment should be limited to maintaining the status quo levels of service.

INVESTING FOR GROWTH – GENERAL COMMENTS

We note that the Council is proposing to increase capital investment over the LTP period through the following mechanisms:

- By increasing debt,
- By increasing rates for existing ratepayers, but also through an expected uplift in the rating base of 1.2%,
- By achieving efficiencies in expenditure, and
- By recycling certain current assets.

We comment briefly on each of these below.

Debt

We have not carried out any detailed analysis of Wellington’s balance sheet profile by comparison to other Councils although we note that the level of forecast indebtedness by 2020 of just under \$500 million is only 2.8% of the forecast total level of indebtedness across all of New Zealand’s councils which compares favourably to a population base somewhere around 4.5%-5%.

Other than noting this point, we are not in a position to comment on the appropriateness of the anticipated debt level in any detail.

Rates

No ratepayer like to see rates increase and we are no different. However, as this submission emphasises, we are comfortable with modest increases so long as the investment is made in things that matter.

In overall terms we believe that rates charged to residential households represent good value for the services delivered, when compared to other services with a strong infrastructure component (power, telecommunications and roads). However we caveat this comment with those that follow.

We also note that current ratepayers need not see increases in rates where the overall revenue can be grown through other means. These can include additional rating units through population growth or new commercial ratepayers (subject to additional revenue not being offset by additional costs), also through increases to other forms of revenues outside of rates, for example, rental income, or access to new forms of revenue.

Unlike central government which can expect to see a rise in tax revenue as the economy improves through increased GST revenues in particular, local government does not benefit from this form of “organic” revenue growth other than through additional rating units as noted above. Clearly it is also insulated from falls in this type of revenue too.

We encourage the Council to keep talking to central government to identify ways in which it can share in the tax revenue growth that occurs when the economy grows – we note mention of a “deal” with central government and support this direction of travel, working more collaboratively to support economic growth at both a local, regional and national level.

Efficiencies

We are aware that the Council is making efforts to realise efficiency savings through a focus on ICT spend in particular and also through improved analytics on broader infrastructure spend.

We strongly encourage Council to continue investing in decision-making frameworks which drive better value.

We believe that further significant savings could be achieved through smarter procurement.

We also note that while Council budgets to fund its depreciation charge, it is proposing to divert some of this funding away from renewals of existing assets and into investing to lift service levels and/or new assets. We accept that this may be due to over-investment in “renewals” type spend in prior years but it may also be due to a mismatch between accounting policies and the true asset amortisation profile. It would be useful to analyse this to determine whether a reduction in projected depreciation charges could also be justified.

Recycling assets

As a generalisation most government balance sheets are passive when compared to the private sector. Investments are made in new assets, with the consequential need for future maintenance and renewal, but very rarely are assets of any material value re-cycled to enable investment in assets which deliver greater overall net value to citizens.

Wellington City Council is the biggest single land-owner in the CBD and we therefore support moves to recycle some of these land-holdings to enable investment or upgrades to other assets.

In particular we are encouraged to see this proposed as a means to allow for earthquake strengthening since this is an area of expenditure where it is particularly hard to realise immediate tangible benefits – the benefits relate to risk reduction – but which unaddressed can act as an inhibitor to attracting economic activity to Wellington.

LTP INITIATIVES

As noted above, this submission does not seek to comment on every aspect of the LTP or necessarily have definitive views on each of the initiatives, however we comment below on some of the specific initiatives that in our view have clear merit to be progressed further in terms of analysis and final determination.

Wellington International Airport runway extension

We are broadly supportive of the Council providing grant funding for extending Wellington International Airport's runway if appropriate comfort can be obtained around the stated levels of economic benefit; which is materially impacted by an appropriate number of carriers taking the opportunity that an extended runway presents to schedule international flights to and from the capital.

Wellington cannot be a city of the world if international visitors – both tourists and businesses - cannot easily get here.

As well as assisting with growth in international visitor numbers, we suggest that the potential to increase the presence of international businesses in Wellington through increased connectivity should not be underestimated. Without sufficient international travel connections Auckland will continue to be the preferred destination for international business adding even more pressure to its stretch infrastructure.

In making these comments we do want to emphasise that it is important that the terms of any such arrangement or like arrangements with the private sector are fair between the different parties and cannot be wealth transfers from the region to the private sector. The assumption is that the terms of any such arrangements are structured appropriately in this light.

Our comments are again also caveated by the assumption that international carriers would take the opportunity to schedule international flights through the capital if the runway was extended. We have seen a presentation that concludes that this would be the case and that the required economic benefits would also flow as a consequence. We are also aware of comments in the reverse. We are not in a position to comment on which view is most accurate. We would expect that concluding on this matter will be a material determinant of this issue.

Tech hub

It is proposed to establish a “tech hub” to help high-tech start-ups connect with funders, investors, and international speakers.

A great advantage of Wellington City is that it is compact and able to be navigated in minutes by the digital and tech companies already flourishing in the CBD and surrounds. If the industry is supportive of increasing this connectivity even further through the creation of a specific “hub,” then it is appropriate for the Council to consider supporting one – noting that we understand that such hubs have been successful in supporting start-ups in large global cities.

We note however that even if this proposal does proceed, it is important that we still look to take full advantage of Wellington's compact geography between the businesses located in the inner-city, Victoria University, Massey University, the Wellington Institute of Technology, Whitireia and Callaghan Innovation (amongst others).

What can distinguish a “tech hub” in Wellington from such initiatives elsewhere on the globe is the strong links that can easily be formed between the businesses operating in that hub, and our educational providers and research institutes, let alone the proximity to central government. We can

connect talented students, upcoming businesses and employers and research providers far easier than other cities. Wellington can and must take advantage of its size and ability to communicate to help foster start-up businesses and talented employees/students.

This links to our view that, in general, Wellington does not do enough to leverage off its high calibre educational institutions and we would like to see much greater emphasis on partnerships between these institutions and local employers – fostered by the Council – to encourage graduates to stay in Wellington and help grow the economy. This can only happen if the institutions train students in skills and qualifications that are in demand locally and/or students see the opportunities to stay in Wellington after they graduate and achieve their ambitions.

Industry enterprise zone

The LTP proposes exploring an enterprise zone for the screen production sector that would include simpler planning and rates processes.

We acknowledge the challenges faced by the screen production sector, driven by the reliance placed on one-off productions. We broadly agree that the industry is uniquely important to Wellington, and should be appropriately supported.

We would however like to see the Council consider broadening its proposition to consider simpler planning and rates processes beyond the screen production sector. The LTP needs to focus on more than supporting businesses that already have a presence in Wellington – it needs to be ambitious and focus on attracting marginal business activity. In light of this, we believe that Council should consider establishing an enterprise zone (or similar initiative) to attract and retain marginal activity to Wellington outside of solely the screen production sector. The development in and around Transmission Gully provides a unique platform to do so.

We also believe that Wellington cannot rely solely on the technology sector and the screen production industry for the growth in GDP that we need. The city needs to be attractive to all businesses and all industries. As noted above any airport extension should assist with this. But the Council should consider what else can be done. The concept of a “business park” is not new, and these have had success in other cities around the world – we suggest that serious consideration be given to whether such a concept should be introduced in Wellington; noting again that development in and around Transmission Gully providing a unique platform to do so.

A vibrant inner city – the need for earthquake strengthening

A number of the proposals are designed to help revitalise the inner-city. We acknowledge the importance of a vibrant inner-city, noting that aspects of the LTP could in some respects be seen as “business as usual” in the sense that there will always be the need for inner-city revitalisation, and noting that this can, if done correctly, contribute to the city’s buzz and quality of life for ratepayers.

While it is important to revitalise the inner city with pedestrian areas and green spaces, we do not believe that this can be seen as a standalone project from the buildings that surround them. And, as is well known, many of these surrounding buildings are in need of significant earthquake strengthening works.

The LTP does not currently directly address the significant earthquake strengthening works that are required to be carried out in the city over the next decade, the very real concern that many building owners are unable to afford to undertake such works, and that some buildings may consequently fall into a dilapidated state and/or be required to be removed.

We acknowledge the LTP does propose a \$1m annual spend to provide support for strengthening heritage buildings. However we would suggest that the Council must also consider a broader role to support property owners, not just those with heritage buildings. We would support Council investment to support earthquake strengthening works as we believe there is a viable and practical role for Council to play in helping building owners navigate the existing obstacles.

We attach as **Appendix One** further comment on where we see there to be current barriers to investment and would encourage the Council to consider how it could broaden its role to respond to these problems; recognising again the importance that any support is fair to all parties involved in particular the Council and not simply a wealth transfer from the council to certain property owners.

Transport

Initiative six in the LTP is “*creating liveable communities and accommodating growth.*” One of the key aspects of this is undertaking major roading improvements as and when required, which again can be seen as “business as usual” as it is a core part of what Council does.

A nuance that we believe should have greater prominence is that given Transmission Gully and related projects, Wellington’s transport links need to reflect that not everyone that works in Wellington will actually live in Wellington. While job creation can and must occur in the city, we have to accept that a material proportion of people that take those jobs and enjoy the city’s lifestyle and attractions will not actually live in the city. They will travel to the city from areas managed by neighbouring councils, and many of them will make this journey in cars.

We therefore believe that increasingly there is the need for greater regional co-ordination of transport investment.

Currently Greater Wellington Regional Council coordinates this with respect to public transport. However there is no formal equivalent with respect to investment in both local roads and state highways.

We therefore believe that the council should consider its position and discuss with neighbouring councils what synergies could be achieved through great coordination on roading investment. We have been pleased to see the recent emergence of Wellington Water and would be keen to support the nine Wellington regional councils to work with NZTA to create a similar model for transport investment, renewals and maintenance.

Transport is a system, similar in many respects to water, with long asset life-cycles and very significant investment costs. It is also fundamental infrastructure to support both economic performance and high quality life for citizens and visitors. It is absolutely vital in our view that a co-ordinated and integrated approach is taken to transport investment across the region to optimise the value derived from the expenditure, and to support regional spatial planning.

In addition, we believe that there will be an increasing focus over the next 20-30 years on the use of demand management tools, including expanding road pricing mechanisms from the current RUC/petrol tax instruments as GPS units become increasingly commonplace and integrated into all vehicles. When this happens, it will be essential that transport demand is managed regionally not authority to authority.

Convention centre and indoor arena

In order to be a world class city Wellington would clearly benefit from both an indoor arena and a convention centre.

Under the status quo Wellington is at risk of missing out the economic activity that would accompany events at an indoor arena and an increase in the number and size of conferences. The convention centre in particular would be valuable from a business perspective, and we support the council continuing to investigate this initiative with a view to supporting it in an appropriate way that is both fair to it and its stakeholders, as well as to the other private sector participants that would be involved.

Supporting our natural Capital

Wellington's quality of life is an advantage that we should seek to capitalise on in a more overt way.

We have ease of access to places such as the Zoo, Zealandia, and Te Papa. Also unprecedented access to immediately proximate walking, running and cycling tracts and numerous coastlines. We have clear and clean water in a safe harbour. And we have our beaches including at Oriental and Scorching Bay.

The focus for Wellington tourism is on our vibrant inner city, our boutiques, and our arts.

We believe that a greater emphasis can also be put on our natural capital, not only as an attraction for tourists, but in seeking to attract New Zealander's to live in Wellington and enjoy its surrounds.

OTHER COMMENTS ON THE LTP

We set out below our comments on other matters that we believe should be considered in the context of the LTP.

Relationship with central government and Auckland

Council should view Wellington's proximity to central government as an advantage. The way that the current LTP is phrased, that Wellington has a choice to "rely on government jobs" or not (like this is a negative), is not in our view the best way to consider Wellington's relationship with central government. The public sector is, and will remain, a pillar upon the city is built including from an employment perspective. It is a truly unique differentiator for the city.

In our view Council should be considering its relationship with central government more broadly, and how to capitalise on this – both to increase employment in the region, and to support infrastructure projects and tourism.

We also strongly believe that central government needs to be encouraged to be a greater stakeholder in Wellington's success than what appears is currently the case.

In a similar light, so should Auckland, as the major New Zealand centres should look to collaborate where it makes sense for the benefit of the country as a whole and their individual constituents. This is particularly the case with Auckland as it has now already become a world class city.

Partnering with the private sector

We are very supportive of Council partnering with the private sector on infrastructure projects, and exploring opportunities in this regard for projects such as the airport runway extension, convention centre and indoor arena.

Public Private Partnerships are becoming more common in New Zealand, and can provide significant synergies to large infrastructure projects - including being used successfully in the context of Transmission Gully.

We would like to reinforce to Council that it is entirely appropriate to consider such a partnership in the local government context which at one level is no more than securing third party funding for such projects.

We would also like to see Council partner with the private sector to provide social housing, given the significance of the investment (\$107m over the next 10 years) that we note is more than the planned spend on the water network and storm water combined.

This is an area where we believe Council should consider aligning with the direction that is being set by central government. For example, we would recommend that Council develop a proposal to work with Housing New Zealand, and potentially the not for profit sector, to provide a catalyst for investment in affordable housing supply, and creating a new ownership vehicle for Council's housing stock – this is simply a future liability that Council would benefit from having removed from its books.

The existing depth of the Wellington market

While it is accepted that Wellington's growth needs to be accelerated, particularly when regard is had to Auckland and also Christchurch, what is often lost sight of is the foundation that the Council has to work with and also perspectives on the data. Specifically:

- The data used in certain cases is historic and provides a skewed lens when looking into the future. As an example, Wellington's relatively slow economic growth in the March 2014 year reflected the fact that industries that increased strongly such as agriculture nationwide have a relatively small presence in the region.
- Notwithstanding the fact that Wellington's economic growth was slower than desired, the figures were still high relative to historic averages. Adjusting for population, they were better still. Due to different rates of population growth, Wellington's GDP per capita grew faster than that in Auckland.
- Wellington's GDP per capita remained the second highest in the country (behind Taranaki).
- Wellington remains New Zealand's second largest regional economy.

Related to this last point, Wellington is the home of central government and many of its agencies, a large number of material SOEs and publically listed companies and a burgeoning tech centre. It has a material foundation to build from.

Global examples

Relevant also are the number of global examples that seemingly exist that evidence how regions like Wellington can prosper notwithstanding that they are not the commercial capitals of their countries.

While they are alluded to in the LTP, we believe that the Council has a role to increase the transparency and debate around like success stories as a means of validating its own initiatives and aspirations.

THE IMPORTANCE OF CORE COUNCIL ACTIVITY

For completeness, we also wish to emphasise the importance of Council excelling in providing the core services that are fundamental to the city's operation. This is always the first priority.

Recognising that our city is built around the harbour, we believe that maintaining and improving storm water and sewage infrastructure is critical.

The harbour is one of Wellington's greatest features, and its health should not be put at risk in the event of heavy rainfall. Under the LTP core Council services will be maintained in line with current levels; we question whether there may be a need for increased funding directed towards improvement of some infrastructure, to protect the city's natural capital.¹

Clearly we are not in a position to comment in detail on this point, but believe that the Council continues to carefully monitor the environmental footprint of the city and the health of the harbour, and take steps if required. We note that the LTP proposes the implementation of a real-time storm water monitoring system, and we are supportive of this for the reasons noted above.

CONCLUDING COMMENTS

Wellington is an exceptional city, and its residents are fortunate to enjoy a comparably high quality of life, supported by the city's natural capital. However this quality of life is inextricably linked to economic activity and associated GDP - and it is clear that Wellington is underperforming in this respect relative to its potential.

The concept that Wellington must "invest for growth", and reverse this trend of underperformance, is therefore one that we fully support. The status quo is not an option, and the themes expressed in the LTP are ones that were are largely supportive of.

We trust that you have found our comments on the draft LTP helpful, including our perspective on certain issues that we believe are deserving of a greater focus. We would welcome the opportunity to discuss our submission further.

Yours faithfully
DELOITTE



Thomas Pippas
Chief Executive



Linda Meade
Partner, Corporate Finance

¹ Acknowledging the plan includes \$1.8b for access to green spaces, biodiversity, management of water and wastewater.

APPENDIX ONE – EARTHQUAKE STRENGTHENING ISSUES (COMMENTARY ON OUR UNDERSTANDING OF THE ISSUES)

Issue 1: Definition of Earthquake Prone

In our observation there does not appear to be a commonly held understanding of the definition of the New Building Standard strength level (“NBS level”) of buildings. As at 30 October 2014, Wellington City Council had assessed a total 5260 buildings. IEP assessments are not meant to provide an accurate picture of the structural health of a building; therefore owners of earthquake prone buildings must have their new building standard (NBS) strength assessed. This is a more thorough evaluation conducted at owners` expense, which provides further detail on how to strengthen the given structure.

Anecdotally we understand that there have been a number of cases where different engineers came to varying conclusions about the same building`s strength. This may be one reason why a survey conducted by Wellington City Council found 73% of heritage owner respondents unsure of the NBS level of their buildings.

In addition, uncertainty around regulatory changes affecting the definition of, or threshold for, earthquake prone buildings seems to be as a reason why building are deferring both strengthening and commissioning strength assessments.

Potential responses: provide support to building owners commissioning strength assessments, and lobby Government to clarify the regulated definition of NBS. At a more detailed level the Council could co-ordinate free workshops with engineers to equip owners with knowledge on strengthening options. We understand Dunedin City Council does this already.

Issue 2: Information Asymmetry

Knowledge of insurance premiums, strengthening costs and consenting procedures are all areas where some owners find it hard to access and understand information. Unsurprisingly this would seem to a more wide-spread problem amongst smaller scale building owners and body corporates. For example, we understand that a common misunderstanding is that resource consents are required for all works on heritage buildings while in reality they are only needed in the case of façade alterations. We are aware of a case where the planned work for a body corporate with a heritage building was brought to halt due to misinterpretations as to how Heritage New Zealand grants or vetos consents.

Potential response: Wellington City Council is well placed to provide a case management approach or services to facilitate early-stage joint discussions amongst consenting authorities, heritage advocates and owners proved to materially assist participants. We understand that Wellington City Council already provides some pro-bono consultation services, however awareness of the availability of such services appears to be limited.

Issue 3: Financial Constraints

The primary constraint in the heritage remediation process is the tremendous cost of strengthening. This is exacerbated by limited access to capital from both public and private sources. According to a council survey, 50% of heritage owner respondents had investigation and reporting costs in excess of \$30,000. Roughly 80% of this group had costs in excess of \$60,000, with some reaching up to as much as \$200,000.

We are aware of a building where reporting and assessment costs were around \$150,000. The survey also noted that only 25% of buildings had estimated strengthening costs below \$300,000 dollars. Another survey by the Inner City Residents Association indicated that 40% of buildings operated by body corporates had estimated strengthening costs between \$300,000 and \$400,000.

Wellington City Council provides financial support with an annual fund of proposed at \$1,000,000 in the LTP for the purpose of subsidising remediation efforts. The council also offers rates remission as well as consent fee reimbursements.

Since heritage preservation is a shared objective, particularly in combination with public safety, many argue that its costs should be shared. However it is clear that public funding will always be constrained. Unfortunately the availability of funds from private sources such as banks is likewise very constrained.

Anecdotally it also appears that even in the best of circumstances, such as sole ownership and stable financial backing, funding strengthening via banks is uncommon. It is rarer still once owners are part a body corporate, which introduces the added hurdles of the Unit Titles Act.

A survey by the Inner City Residents Association shows that only 7% of owners would consider the idea of turning to banks for a special purpose loan, with 34% planning to undertake strengthening from savings. The remainder are equally split between those choosing increased mortgages and those who are undecided.

We understand that banks refrain from lending because of high loan to value ratios as well as the inherent risks of these earthquake prone buildings. We also note the difficulties caused by a lack of insurance coverage for buildings where owners are financially healthy but chose to refrain from paying high insurance premiums. Our research showed that the absence of affordable insurance is the main barrier preventing owners from turning to banks.

Building owners told us that insurance premiums rose steeply after the Canterbury earthquakes, and while they have now decreased they still remain higher than before. Along similar lines, building owners reported that getting information from insurance providers on what drives premiums has been difficult. Property development companies said that such intractability on the part of insurance providers necessitates them to self-finance and commission reports, which in turn can be passed on to providers as an argument against a high premium. This is an option that is out of reach for most of the struggling owners.

In theory, where the potential return on investment is high enough, capital should be available from non-bank sources. The issue here would therefore appear to be two-fold: lack of insurance is constraining access to cheaper finance; while rates of return are not high enough to encourage investment of private capital (refer further discussion below).

Potential response: One option the Council may wish to consider is facilitation of peer-to-peer lending to enable current building owners access to non-traditional sources of capital. This is an emerging marketplace and is unlikely to provide a “quick fix” for many building owners – however for smaller scale investments it may have some potential merit.

Issue 4: Return on Investment

Our analysis has shown that earthquake prone residential buildings and their apartments are receiving similar rents to their non-earthquake prone counterparts suggesting that tenants do not appear to ascribe a risk factor to justify discounts. Furthermore undertake strengthening work often means the temporary eviction of tenants. On the other hand a Telfer Young report commissioned by Wellington City Council found the sale price for a 71 sqm earthquake prone apartment on Cuba Street to be at an average discount of 30% to similarly sized apartments with no seismic deficiency suggesting that over the longer run investing in strengthening should be economically motivated.

The commercial market appears to be more sensitive to earthquake prone units; with units less than 67% NBS level already struggling to attract tenants. At the same time, it appears that building owners

are unwilling to sell at a level of discount which makes it profitable for property developers with access to private capital to invest in strengthening.

The paradox appears to be that many current building owners, particularly heritage building owners, do not have access to the capital to undertake strengthening works – notwithstanding difficulty in attracting tenants – but at the same time appear to be unwilling to sell at a price which is attractive to developers with access to capital.

Part of the issue may be that the cost of like-for-like strengthening and reinstatement cannot be rationalised through rental income increases, particularly for buildings with smaller footprints in non-prime locations. While heritage buildings do have some additional requirements we understand that this is not the primary contributor to cost (recognising that Council must carefully weigh the benefits of strengthening to the loss of heritage integrity and authenticity when processing consent applications) – more likely it is the resource intensive nature of like-for-like strengthening, which are in fact comparable to reinstatement costs.

Potential response: The problem described above is a market failure issue and hence not amenable to Council intervention. Over the longer term, if the Council is successful in its economic growth targets, demand for strengthened buildings will outstrip supply making the cost of investment more economically attractive.

From: [Reuben Ferguson](#)
 To: [BUS: Long Term Plan](#)
 Subject: Long Term Plan submission
 Date: Friday, 17 April 2015 3:17:38 p.m.

Name	Reuben Ferguson
Email	macropiper@hotmail.com
Postcode	6011
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Write a message to the council	Allocating road space in a more equitable way is just common sense, as well as aligning with Council's own aspirations for a modern and sophisticated city. There is obvious demand from existing cyclists and clear desire from aspirant cyclists who perceive the current situation as too unsafe to ride. Separated cycling infrastructure will give people real choice in how they transport themselves. We don't have to guess what the benefits will be for Wellington. We can see from overseas examples that giving people the opportunity to avoid congestion and the other frustrations of car-dependency benefits everyone, whether they ride a bike or not. This is Wellington's chance to show it's a progressive city and not one stuck in the 20th century. No more excuses; just get on with it!
Would you like to deliver an oral submission to council in person?	Yes

Submitter Details

First Name: **David**
 Last Name: **White**
 Organisation: **New Zealand Cricket**
 On behalf of: **Wellington Cricket**
 Street: **Grafton**
 Suburb:
 City: **Auckland**
 Country:
 PostCode: **1023**
 Daytime Phone: **09-972 0605**
 Mobile: **021668205**
 eMail: **dwhite@nzcricket.org.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer
 Commercial ratepayer

- Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
nzc-submission-to-wcc
2015-25 Draft Long-term Plan



New Zealand Cricket Inc.

Support Services Office
Level 3, 8 Nugent Street, Grafton, Auckland 1023
PO Box 8353, Symonds Street, Auckland 1150
New Zealand

Telephone +64 9 972 0605

Facsimile +64 9 972 0606

www.blackcaps.co.nz

17 April 2015

Wellington City Council
PO Box 2199
Wellington

Wellington City Council – Long Term Plan Submission 2015-2025

New Zealand Cricket (NZC) has reviewed the Wellington City Council's Long Term Plan for 2015-2025, and wishes to lodge the following submission pertaining to the recreation and facilities component; in particular the Council's plans for the Basin Reserve.

NZC fully supports the Council's proposed investment in the Basin Reserve, for the following reasons:

1. The Basin is a sporting venue of national and international significance. It is an iconic ground that, in terms of its history, charm, performance and popularity, is a strategic asset for cricket in Wellington and New Zealand.
2. The Basin requires upgraded and improved facilities to retain its status and "WOF" as a venue fit to host international cricket – as set out by the International Cricket Council (ICC).
3. NZC wants to ensure international cricket, in particular, is played at grounds and venues that present well on TV, are well supported by the local fans, and have a track record of performance. The Basin Reserve, and Wellington, meets this criteria.
4. "Boutique" cricket grounds, such as the Basin, are the preferred option of NZC for Test cricket (and ODI matches against some 'smaller' playing nations). Most ICC members are now recognising the value of smaller international venues that present well and still deliver the necessary operational value.
5. The proposed developments will enhance the spectator experience, encouraging more people to not only attend events at the Basin, but to return for future events.
6. NZC's international playing programme, currently under negotiation, will ensure high-quality cricket matches and events in New Zealand over the next eight years. NZC is therefore anxious for the Basin to be a viable scheduling option now, and into the future.
7. While international cricket remains the 'shop window', the Basin will need to continue to meet the needs of local cricket for the Wellington Firebirds & Blaze; something the proposed investment will deliver by way of an enhanced playing programme and upgraded facilities.
8. NZC supports the Master Plan's desire to address the deferred maintenance at the venue, and to upgrade the facilities to meet current and future demands of cricket, in particular.
9. NZC also supports the Master Plan's objective of retaining the 'green space' look and feel of the Basin, and improving its integration with the surrounding precinct, and neighbours.

-2-

Thank you for the opportunity to make a submission to the LTP process. NZC would be delighted to make a verbal submission at any later hearing process.

For more information regarding this submission, please feel free to contact me directly.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D White', written in a cursive style.

David White
Chief Executive Officer
New Zealand Cricket Inc.

Submitter Details

First Name: **Steve**
 Last Name: **Mahoney**
 Organisation: **Guardians of the bays**
 On behalf of: **Wellington citizens**
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 Suburb: **Marion Square**
 City: **Wellington**
 Country:
 PostCode: **6141**
 Daytime Phone: **8019009**
 eMail: **mahoney@gurudesign.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This questionnaire is all loaded questions.

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This question is misleading, you can't fund your LTP proposals on 0.8%

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This question is misleading. Better connections do mean a longer runway.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

How? Existing support is laughable.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Not if they are compliant (>45%NBS) already

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Who pays. Queens Wharf event centre has been a failure

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

What need has been demonstrated

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

How. What experience does WCC have in this area? Changing the maritime museum to city and sea reduced visitor numbers.

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Why is this not being done as a matter of course, already?

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Why are all WCC properties not using LEDs

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

What?

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Revitalising Te Aro - Pigeon Park/the Oaks/Manners St/Dixon St/Cuba Mall is a run down,shabby dump

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching.
(Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

LTP proposals will require significant debt. Council needs to act prudently and in the best interests of the ratepayers and not increase intergenerational debt.

Attached Documents

File
GOTB LTP Submission
2015-25 Draft Long-term Plan

**Guardians of the Bays
Submission to Wellington City Council
on the Wellington Airport Runway Extension**

Introduction

Guardians of the Bays (GOTB) is a broad-based residents' group opposed to the proposal to extend the runway at Wellington International Airport (WIAL). We are not persuaded that the extension will achieve the level of benefits needed to warrant the extensive investment required, and is concerned that the social, cultural and environmental costs the extension would impose are too high.

The prospect of Wellington City Council having to provide the bulk of the funding is of particular concern when there are more worthy and more urgent long-term funding needs within the city.

There is a real sense of relying on the maxim “Build it and they will come” which is simply not good enough for an infrastructure project of this magnitude. We ask that Council first develop a comprehensive business case, which has been appropriately tested through Treasury’s Better Business Case framework, before seeking approval from its residents. It is wrong to expect ratepayers to give tacit agreement to such a significant investment without having developed a valid business case first. **Instead the Council should first ask ratepayers for support to further explore the merits of the proposal, following the completion of the business case, which will include a full cost/benefit analysis.** This is the approach favoured by all other agencies potentially involved – WIAL¹, the Wellington Employers’ Chamber of Commerce², the Regional Council³, the Government⁴ and the airlines association (BARNZ)⁵. It makes no sense to ask ratepayers to provide the Council with a ‘mandate’ to sign off on significant inter-generational debt, rate hikes and asset sales without first seeing a clear business case and risk assessment.

Our city is a place where people already want to live, work, study and play, and the Council’s focus needs to be on identifying the reasons why they come, and supporting these, rather than funding capital works where the benefits are highly dubious. It is extremely short-sighted to expect economic growth to occur from a simple runway extension. Instead, more focus should be given to the reasons why businesses are not moving to Wellington. The extreme insurance and earthquake-strengthening costs in many CBD buildings are likely to be bigger issues for businesses than having to take an occasional extra flight via Auckland.

The Councils’ stated goal of making Wellington a vibrant and liveable city will attract many more visitors than a longer runway and we wholeheartedly support this goal.

Why Extend the Runway

The people pushing for the extension include WIAL and its owners Infratil, and the Mayor, who against the advice of Council officers, is also on the WIAL board, which is clearly a perceived conflict of interest. The proponents say that a longer runway will open up Wellington to long haul flights and attract more visitors. However, GOTB understands that the existing runway is already capable of taking 777, 787 and A350 long haul flights⁶. WIAL Chairman Tim Brown has said “you could build a new runway and find in five years’ time that there’s an airplane that can land on the [original one] anyway”⁷. The Mayor has also said

¹ wellingtonairport.co.nz

² Wellington Employers Chamber of Commerce Chamber Update, 10/4/2015

³ Wellington Employers Chamber of Commerce Chamber Update, 10/4/2015

⁴ DomPost 9/4/2015

⁵ radionz.co.nz 8/4/2015

⁶ DomPost 16/6/2011

⁷ DomPost 15/8/2013

“New generation aircraft could mean an extension of Wellington Airport’s runway would not be needed”⁸.

Even with the proposed 300m southern extension, the runway would still be considered short (2318m) by international standards and would not be within many airlines’ operating criteria.

Since 2006 Wellington City Council has been spending \$200,000 annually to try and attract long-haul flights to Wellington. Yet neither WIAL nor the Council have been able to gain a commitment from any airline to fly long haul into Wellington – despite the number of benefits that they argue would accrue, including, presumably for the airline. This is concerning given the \$1.4 million spent so far to attract a long haul airline. Continuing to put yet more money into the idea (the \$1 million for the economic impact report and the recently approved additional \$1.95 million for the resource consent application), notwithstanding the failure to secure a long-haul airline, raises significant alarm bells for the ratepayers who will be paying for any extension.

In addition, little thought has been given to how Auckland and Christchurch airports will respond to the threat of competition from an extended runway at Wellington airport. Clearly given Auckland Airport’s ambitious plans and recently announced \$1 billion dollar investment including a runway expansion, they will be highly proactive in attracting and competing for travellers. In addition Air New Zealand, with its hub at Auckland Airport, and Qantas will focus strongly on maintaining their share of the market⁴. The tourism industry also prefers the two existing hubs as natural northern and southern entry and exit points⁹. In fact, Air New Zealand has recently cancelled its long haul flights from Christchurch claiming that it was their long term strategy to use Auckland as its long haul hub.

There has been no reported analysis of consumer behaviour in relation to the cost of travel. GOTB believes that travellers will continue to be highly price sensitive, and will purchase cheaper international flights out of Auckland or Christchurch. A short connecting flight is of little inconvenience if the price is cheaper. This includes business travellers, particularly SMEs keen to keep their costs down, who will be prepared to incur a slight time penalty if the cost savings are sufficient.

BARNZ¹⁰ also raises the issue that it is highly unlikely that travellers will wait for 48 hours to get on their flight or that tourists would be willing to travel in a Figure 8 route around the country, instead of the obvious entry and exit points in Auckland and Christchurch.

GOTB is concerned that in addressing what is perceived as a problem for international travellers flying out of Wellington, there has been little consideration of other solutions. For example how current passenger processing times might be improved? More investigation needs to be done into what could be done to make it easier to fly overseas from Wellington via Auckland or Christchurch.

Tourism 2025¹¹, which provides an in-depth analysis of issues around air connectivity, supports these arguments and throws serious doubts on the overly optimistic opinion on viability provided by Ernst & Young, which has no specific expertise on tourism or air connectivity. They say: “Stimulation with direct services can only partly fill the plane. New Zealand must grow demand through targeting and positive visitor experiences prior to the commencement of the service. Base demand needs to be at a point where stimulation will bolster loads to the target range (approx. 80-83%) and at a yield that makes it worthwhile for the airline to maintain and grow the route.”

⁸ DomPost 15/8/2013

⁹ DomPost 26/10/2012

¹⁰ Radio New Zealand 8/4/2015

¹¹ <http://www.tourism2025.org.nz/2025-in-depth/tourism-2025-strategic-themes/grow-sustainable-air-connectivity-2/>

They also point out that “The annual average occupancy on flights to New Zealand is 75.4%. This is below global averages and driven by soft loads throughout the off-peak period. All carriers want routes to be profitable and will shift capacity if a route is under-performing. It is much easier for foreign carriers to move their capacity to other countries since they do not have a full base (domestic hub, engineering, head office, etc.) in New Zealand. Growth in New Zealand’s airline connectivity to some of the world’s key developing markets has been in decline. Long haul growth is effected by carrier withdrawals, natural disasters and fragile economies. The profit generated by the aviation industry from visitors travelling to New Zealand is very low, certainly when compared to the wider tourism industry. There is an immediate opportunity to lift volumes by increasing utilisation of existing capacity.”

There are also a number of practical issues that have not been addressed, including the curfew at Wellington airport, and space to park newer, larger aircraft. Both Christchurch and Auckland airports are clear that they could not function if they were not 24/7 airports and it is difficult to see how Wellington Airport could operate a fully international airport within an 18 hour operating timeframe. GOTB is also interested in how Wellington Airport would be able to accommodate several more large planes on its tarmac. There are very significant concerns regarding transport bottle necks and access as well, which are insufficiently addressed in the LTP. These are particular issues for Wellington which need to be clarified.

The Cost

WIAL have said that the cost of building an extension, variously mentioned as between 100m and 700m is around \$350 million +/- 25%. This is a high margin of error, reflecting the uncertainty and unreliability of WIAL’s guestimates. Given that we, as ratepayers, are expected to foot the bill, we required a clear and transparent breakdown of how these guestimates have been arrived at. We note that this figure appears to remain the same, regardless of whether the extension is to the north or south of the airport, or the highly sophisticated Japanese steel pylons. Surely there will be key cost differences between these approaches. The fact that there has been no explanation or adjustment in relation to the figures for the different scenarios adds to the sense that the guestimates are extremely “rubbery” and unreliable.

The Wellington Employers’ Chamber of Commerce which had formerly been a strong supporter of the extension has recently changed its view and is now calling for a detailed and valid business plan before it will offer support. The Council needs to take heed of this change in heart by the Chamber.

This change is not surprising, no right minded business would enter into the kind of arrangement that the Council are being pressured into without a robust business plan and more due diligence than this proposal is being given. If the extension is such a great idea, why aren’t WIAL and Infratil prepared to pay for it? Probably because they think that they can convince WCC to do it for them.

According to WIAL Chief Executive S. Sanderson "there is not a clear business case for the airport to invest \$300m"¹². Accordingly, WIAL are only prepared to contribute around 15% of the total cost with Council expected to fund the balance. If there is no business case for WIAL there is less of a case for Council. WCC is a 34% partner in WIAL yet is expected to fund 85% of this venture while receiving less than 10% of the WIAL profits. This is not good business - it is hugely beneficial for Infratil but a terrible deal for the Council and Wellington.

¹² DomPost 15/8/2013

Given the usual uncertainties around identifying the actual cost of the project at this early stage of the process, even before a business case has been developed, it is inappropriate and dangerous to ignore the very real potential for the costs escalating. What will the Council's response be if the project balloons to \$500 million or more? At what point would the Council be prepared to step back? Once started, the reclamation can't be stopped halfway through the project. Council would be committed to completion regardless of cost. We are very concerned that none of these questions have been explored or discussed, before signing ratepayers up for covering up to half of the cost.

Councils have been criticised over the years, including by previous Ministers of Local Government, for getting involved in activities that are outside their areas of expertise. It is also worth noting that councils are required under the Local Government Act 2002 to consider a far wider set of issues than purely business when making investment decisions, for example: impact on the environment. In this context, it is alarming that Infratil which owns WIAL, has said that the business case does not support it investing more than 15% of the required budget for the extension, yet Wellington City Council is prepared to risk its ratepayers money without any assessment of the likely significant social and environmental impact. It is the Council's mandate to represent the interest of the City (which includes its social responsibilities and environmental assets like the South Coast) and its ratepayers, not to increase a private company's assets (even if it is 1/3 owned by Council). The strong support for the extension by the Mayor, who is also on the WIAL Board against the advice of Council officers, is therefore perceived as extremely conflicted.

It is important to note that Infratil's stated target for return on investment is 20%¹³ and that under Commerce Commission rules WIAL's profit is limited to a percentage of its asset value. Increasing the airport asset value by adding \$350 million to its runway allows WIAL to make a larger profit. The Commerce Commission has also noted that WIAL uses its land values to return a "higher than appropriate profit"¹⁴.

GOTB notes that one of the proposed designs is for a pier-like structure in Lyall Bay, which the Mayor has likened to Tokyo's Haneda Airport. The costings prepared thus far do not appear to take into account the added construction costs with this design for dealing with the very deep water (>15m) or the 10m storm waves that would regularly hit the runway. Anecdotal evidence from local engineers has this option at 3-5 times the stated cost and we note that the Haneda runway cost \$7.5 billion.

Funding

The Mayor and Council CEO, Kevin Lavery, have said that they expect central government funding for the runway extension project. Although the Council is optimistic that it will be successful in its bid for central government funding, the basis for this is unclear and highly unlikely. The Government has given little indication that it supports the proposal. The Prime Minister has raised doubts about the success of the project, and the Economic Development Minister, Steven Joyce, has noted that Auckland and Christchurch Airports pay for investments through their own bank balances. The government would therefore need to be convinced about the special nature of Wellington's case, and be given certainty about the benefits and Return on Investment before they would be willing to commit funding. This is within a context where the Government's current stated focus is on Auckland and Christchurch at a time when its own economic forecasting is less than positive.

The Minister of Finance and Infrastructure, Bill English has also said that he does not think that the extension would bring any economic bonus or growth to Wellington¹⁵.

¹³ John Beckett, Executive Director, Board of Airline Representatives

¹⁴ Sue Begg, Deputy Chair, Commerce Commission

¹⁵ DomPost 17/6/2013

At the Infratil investor day in 2014, he noted that “Studies on economic impact are greeted with more scepticism than ever. You can always find someone to tell you that if you build a stadium or dig a hole you will be better off”.

In addition, the Minister of Transport, Simon Bridges, has questioned the proposal and its national significance¹⁶. The Government is already committed to upgrading State Highway 1 from Levin to its end point at Wellington Airport but this does not include a runway extension.

Deputy Mayor, Justin Lester, recently said in a radio interview that if central government isn't prepared to fund the extension then the council would seek greater levels of ratepayer contributions, despite having repeatedly said that ratepayers contribution would only be “up to \$90 million”, with some private. He did not say where this private investment would come from. This seems foolhardy. In the event that the government was not prepared to fund the extension because of concerns about the financial risks of the proposal, it is alarming that Wellington City Council would be prepared to ignore the government's concerns and take on this risk on behalf of its residents. The Deputy Mayor also raised the prospect of possible asset sales, which are not mentioned in the LTP, and are certain to raise significant alarm among residents. In our view we believe this would be highly contentious and very unpopular.

While the other councils in the region have made commitments to invest in the extension, like Wellington City Council they will have to have this commitment approved by their ratepayers. Given their commitments to improvements to their own infrastructure, it will be interesting to see how much appetite their ratepayers will have for additional significant expenditure and their willingness to support the airport extension through a rates increase. According to their own LTPs, over the next five years Upper Hutt City Council, for example, will be raising its debt levels by almost 40% while Hutt City Council and Porirua City Council will almost double their debt levels to cover infrastructure upgrades.

GOTB notes that the extension comes on top of WIAL's plans to spend \$250 million on other infrastructure upgrades over the next five years. Presumably Wellington City Council will also be expected to fund a significant proportion of this as well.

The 300% rise in costs for the Economic Impact Report and the resource consent application illustrate how quickly and uncontrollably costs can escalate. Wellington City Council has been asked to commit triple its original amount with no clear view of accountability or deliverables, contrary to the Council/WIAL 2013 clear agreement to limit the Council's contribution to \$1 million. This is setting a dangerous precedent. Further engineering, business case, environmental impact, archeological and iwi reports, etc. are still to come, but no information is available about their estimated costs or who is expected to pay for these.

GOTB believes that Wellington City Council should be seeking to reduce debt and constraining rates rises, not borrowing for capital expenditure on a venture where the return for ratepayers is highly uncertain. Servicing a \$300 million loan could add \$15 million per year to Wellington rates which is fiscally irresponsible.

Consultation with the Community

¹⁶ 3 News, 30/3/15

Despite frequent WIAL claims of public discussion there has been little consultation and most information has been purely through WIAL press releases. GOTB seeks greater involvement with both WIAL and Wellington City Council on this issue.

What are the Benefits for Wellington?

Our members have considered the claims made in the initial economic impact report prepared by BERL for WIAL that the extension would bring \$534 million to the region, and we note that in three years this figure has grown to \$1.3 billion and 1200 new jobs. GOTB believes these figures are highly inflated and rely on a great number of assumptions. Nor do we have much faith in the latest report by Ernst & Young. The figures have been described in the Dominion Post's business section as "rubbery, flimsy and meaningless" with the writer, Patrick Smellie, noting that if this report had been presented to Infratil as the basis of a \$350 million investment it would have been thrown out¹⁷.

The Ernst & Young report claims a \$684 million cumulative benefit by 2060 resulting from the extensions which equates to roughly, only \$14.8 million of annual revenue over 46 years. Yet based on WIAL's charging formula, the Board of Airline Representatives of New Zealand (BARNZ) says the airport would need to charge \$50 million more annually to pay for the longer runway. In fact, a recent article¹⁸ says the commercial value of the extension is worth only \$50m over the next 40 years. A better return on \$350 million would be possible merely by putting it in the bank. WIAL's own estimate of additional passenger numbers is less than one return flight¹⁹ per day or 190 people arriving daily. This is not going to generate 1200 new jobs. WIAL's Chief Commercial Officer has said, "At the very least it will increase the operational capacity of the airport"²⁰. This is hardly a compelling reason to invest \$350 million in the project.

We have read with much interest the review of the Ernst & Young report by NZIER. In their report they note that "The risk that the methodology employed by Ernst & Young overstates benefits while overlooking costs is too great to be ignored". Yet rather than comprehensively analysing the reports' finding, the Council seems more interested in discrediting the report, largely on the basis that it has been commissioned by Air New Zealand. It is alarming that Council appears to be unwilling to have an open debate about the extension and seems to be more interested in attacking any group or individual who dare to raise any issues that don't align with the Council's position. This includes, for example, the attack on noted business journalist Patrick Smellie by Deputy Mayor Justin Lester.

Infratil's previous attempts to attract long-haul flights to another of its airports (Lübeck) was such an abject failure that the airport was eventually returned to the local authorities at a loss. Failure to attract airlines also led to Infratil selling Manston and Prestwick airports for £1 each. This does not inspire any confidence in Infratil's ability to attract any new airlines to Wellington.

Canberra, which is a similar size to Wellington and about the same distance from two major airports, also tried to attract long-haul flights. It was unsuccessful for the same reasons it will not work for Wellington – the airlines were better served by the existing hubs. Auckland's investment in a second runway and bigger terminals will cement it as the country's No.1 hub. Rotorua, Dunedin, Invercargill and Hamilton have also tried and failed to attract long-haul flights.

¹⁷ DomPost 2014

¹⁸ DomPost 16/10 2013

¹⁹ DomPost 26/10/2012

²⁰ DomPost 15/8/2013

Much has been made of attracting foreign students but anecdotal evidence from local education and training industry sources suggests that students prefer to travel by the cheapest, rather than the most direct route. Besides, foreign student numbers in Wellington have recently increased by 3% per year compared to a national decline of -1.8%. Obviously, the lack of a longer runway has not adversely affected students coming to Wellington. Students make their destination decisions based on lifestyle and academic choices. Specific targeted surveying of potential and current students will be required to validate the assumptions made about student behaviour in response to price.

Sydney's second airport has passed initial planning stages and its developers say they will be focussing heavily on the Asian student market, which would further undermine WIAL's case.

WIAL has said that only one airline (China Southern) has shown any interest in direct long-haul flights to Wellington – from Guangzhou, and only hinting of 'other airlines'. China Southern is of negligible benefit to New Zealand travellers as it is not a major regional hub like Sydney, Hong Kong or Singapore. WIAL claim one thousand people leave Wellington daily for long-haul flights but they are heading in different directions so the actual numbers going to the same destination are quite low. Note that outgoing passengers do not lead to any regional or national economic benefits. Aviation experts report that China Southern's existing Guangzhou – Auckland route already operates on very low passenger numbers and is barely viable. It would be very surprising if China Southern could fill planes to Wellington when they are not able to in Auckland.

In fact, to compete with Auckland and Christchurch airports WIAL would need to give incentives in the form of discounts or payments to any new airlines flying into Wellington, leaving all other passengers to pay for the extension through increased landing costs – already double the Auckland fees²¹. In 2012 and 2013 WIAL was accused of profit gouging and overcharging by the Commerce Commission and Air New Zealand. In 2014 it was announced that excessive airport profits would be coming under closer ministerial scrutiny.

Further increases in landing fees will have a negative affect on other travellers coming to Wellington and on Wellingtonians flying domestically. WIAL recently mentioned that only airlines using the extension would be charged for it. This seems farcical – would there be a demarcation line across the runway?

BARNZ estimates that based on WIAL's pricing formula the airport will need to return \$50 million a year after the extension is built. The landing fees from WIAL's own estimate of 1 new daily return flight would only bring in around \$2.6 million annually. On those estimates it would take 115 years to recoup any costs without ratepayer funding²².

Summary

The two economic impact reports prepared by BERL and Ernst & Young do not bear up under close scrutiny, containing many vague assumptions, overly inflated figures and highly questionable logic. The NZIER report raises a number of legitimate concerns and questions which Wellington City Council should be addressing on behalf of its ratepayers. Similarly the air travel reviews prepared by Airbiz reach conclusions diametrically opposed to the airline industry association (BARNZ) and the tourism industry. We do not believe the business case for the proposed runway extension will stack up and will be a very bad investment for the city – and we do not believe ratepayers should be asked to approve such a

²¹ DomPost 8/12/2014

²² DomPost 15/8 2013

significant investment before the business case is developed. The risks and the costs are too high.

There are also several other hidden costs to the community - social, recreational and environmental, which pose an even greater threat to Wellington. The extension of the runway poses a real health and environmental threat to those people living near the airport, yet Wellington City Council seems entirely unconcerned about this, and GOTB intends to raise these issues with the Council separately.

We have raised six pertinent questions in a series of community blogs²³ and would like the Council and WAIL to have clear answers to them before asking for ratepayer sign-off. They are:

- What is the actual cost going to be?
- Who will pay for this and how?
- Which airlines have committed to fly here long-haul?
- What is the problem we are trying to solve - why do we need another long-haul airport in New Zealand?
- How is the long-term economic viability of this project assessed and how likely is it to succeed?
- What are the specific risks of this project?

Entering into this project is fiscally irresponsible. We urge the Council to reconsider its stance on the WIAL proposal for the long term good of the city and its inhabitants. We ask that rather than seek approval for a \$90 million investment, the Council first seek ratepayers' support to further explore the merits of the proposal, following the completion of a comprehensive business case.

²³ Strathmore Park Blog, Wellington Scoop 17/4/2015

Submitter Details

First Name: **Clare**
 Last Name: **Creely**
 Organisation: **Circa Theatre**
 On behalf of: **Circa Theatre**
 Street: **1 Taranaki Street**
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 City: **Wellington**
 Country: **New Zealand**
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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in

Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Circa Theatre would like to recommend that the allocation for funding for the Arts & Culture Fund is increased. Circa Theatre would also like to request that funding towards our building upgrade project is increased. Please see the attached document for more information.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer

- Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
CircaTheatre_LTPSubmission_2015
2015-25 Draft Long-term Plan



“Circa Theatre exists to nurture and empower the work of theatre practitioners and to deliver theatre of the highest possible standard to current and future audiences.”

Circa Theatre is home and host to New Zealand’s most influential theatre-makers. Circa has a nation-wide reputation for excellence, built on 40 years of professional experience. We have been champions of quality playwriting and performance since 1976, and we continue to take a leadership role. We strive to ensure theatre practitioners are well supported so that they can make the best theatre in New Zealand.

Hundreds of productions have been presented by Circa over the years to thousands of people – last year alone we welcomed nearly 50,000 theatre-goers through our doors. By offering a year round programme, Circa ensures there is always professional theatre on in Wellington for both residents and visitors to experience.

This year we will present over 30 productions across our two performance spaces. This includes a number of world premieres including a new devised work based on Moliere’s *Don Juan*. We will also host the annual Matariki Development Festival and present New Zealand work *The Travelling Squirrel*. Other projects include hosting shows for children like the annual family-favourite the Christmas pantomime, we also hosted shows as part of this year’s Capital E National Theatre Festival.

Earlier this year we presented *Wake Up Tomorrow* as part of the NZ Fringe. This show was a standout success with excellent feedback from audience members as well as numerous accolades for those involved in creating the show. The show was unique in that it was presented by a young emerging theatre company Everybody Cool Lives Here in association with Active, a service to support intellectually disabled youth. The production incorporated the creative ideas and work of the Active participants and offered them the opportunity to present their work on a professional stage, thus supporting their own personal and professional development.

Circa is vital as a hub for theatre practitioners in Wellington. We offer professional opportunities all year round which is crucial to sustaining an artistic population in Wellington. In 2014 alone, over 250 theatre professionals were engaged professionally for their creative work at Circa Theatre. The standard of creative work last year was acknowledged in the high number of nominations for Circa Theatre productions at the 2014 Chapman Tripp Theatre Awards. The Best Play category featured two Circa productions, *Equivocation* and *Constellations*, with *Equivocation* directed by Peter Hambleton taking the honour.

Circa Theatre Annual Funding

Wellington City Council (WCC) has been an integral part of Circa Theatre's history; WCC assisted in sourcing the theatre's first home, in a converted office space, and was instrumental in helping to develop the custom-built theatre that takes pride of place on Wellington's Waterfront. Circa's annual grant from WCC goes directly towards the operational costs associated with running a professional theatre with two performance spaces. The theatre is comprised of two auditoria, two large rehearsal rooms, changing rooms, a workshop space, kitchen and green room facilities as well as a large foyer and bar / restaurant space. These facilities are an ongoing expense and require regular maintenance and upgrades to ensure that they are of an appropriate standard for our patrons and the artists who work here.

Circa Theatre has an annual turnover of over \$1.1 million, this is almost entirely spent in Wellington and thus represents a substantial economic input to the city. Circa Theatre has a wide range of income strands including funding from Creative New Zealand and, of course, box office receipts. It's important to note that the majority of box office receipts are directed back to the individual theatre practitioners involved in creating the work presented at Circa (Circa receives just 30% of box office receipts which includes 10% in royalty payments to the writer). With this in mind, the annual grant from Wellington City Council is vital income for the theatre towards maintaining a business of this scale.

As Circa Theatre continues to take an increasingly important role as a key theatre organisation for the region this has strained our resources considerably. With this increased responsibility comes further financial pressures including the need for more technical support as well as the need for funding towards audience development initiatives such as our accessibility programme.

Circa has been developing its **accessibility programme** over the last four years however, accessible performances are currently scheduled on an ad hoc basis depending on funding available. An increase in annual funding was requested in order to cover the costs of offering an annual programme (which would cost in the region of \$10,000). With sufficient funding allocated for an annual programme we would be in a position to schedule a set number of accessible performances per year thus offering continuity year on year for audience members.

The funding increase was also requested in order to support the development of a new part-time **Technical Manager** position at the theatre. With an influx of new organisations working at Circa recently has come the need for more technical support. At present there is no technical manager for the theatre and as the programme continues to develop and expand, we need to make provisions to ensure that these new theatre practitioners are being offered the best working environment possible. Again, without additional resources, we are finding it more and more difficult to offer the best working environment possible, particularly for new and emerging practitioners.

Circa Theatre requested an increase in annual funding from Wellington City Council from \$51,918 to **\$75,000** per annum. We have recently heard that the recommendation is for an increase to \$60,000 per annum over the next three years. Whilst this increase is of course welcomed, we are requesting that WCC consider increasing this further to ensure we can offer the best possible experience for audiences and theatre practitioners alike.

We understand that the increase is limited by the funding available through the Arts & Culture Fund therefore we strongly urge WCC to reconsider the funding allocated for that fund with a view to increasing the financial support available for arts and culture in Wellington.

Capital Investment - Building Upgrade Project

As the capital city of New Zealand, Wellington needs to lead the way in offering world class arts experiences to locals and visitors alike. Circa is a vital cog in the arts infrastructure and contributes greatly to Wellington being a great place to live and work. After two decades at its current location, and having welcomed over 1 million audience members to shows during that time, the building is now in urgent need of development and refurbishment. By developing the building further, we have the potential to grow our audiences further and support the theatre artists whose livelihoods depend on us. Circa Council aims to embark on this refurbishment project as soon as possible.

The planned building upgrade project, which has already been submitted to WCC for funding approval, has an estimated cost of approximately \$2.6 million. Briefly, this plan allows for extensive interior remodelling and exterior enhancements to the building to be done in two stages. Stage One will deal with essential refurbishment of the public areas and essential maintenance. Stage Two will focus on the development of the rehearsal and administrative facilities as well as the enhancement of the exterior with new cladding for the façade.

With a proposed cost of under 3 million, this project, to upgrade a landmark building on the Capital's waterfront, represents extremely good value for money (by comparison, \$40 million is being invested to develop a new theatre on the waterfront for Auckland Theatre Company). As per the Long-term Plan Consultation Document (p. 40), an assumption has been made that WCC will allocate \$250,000 to Circa Theatre for this project over a three-year period. Again, this funding support is greatly appreciated, however, we are requesting that WCC re-evaluate the funding available with a view to increasing this allocation further.

Below is the current outline budget for the project with an estimated contribution from WCC of \$650,000.

Building Upgrade Project – Outline Budget

Estimate Building Project	\$2.6 million
(Stage One Maltby's Estimate	\$640,930 ex. GST)

Proposed Funding Sources

Sponsorship & Fundraising	\$500,000
Mortgage & Borrowing	\$450,000
WCC contribution	\$650,000
Wellington Regional Amenities fund	\$150,000
Central Government/Lotteries	\$850,000
TOTAL	\$2,600,000

Wellington as a Vibrant City where the Arts are Nurtured and Celebrated

The arts without a doubt contribute to Wellington's economic, cultural and social well-being. At Circa, we experience first-hand the value that the arts brings to the Wellington region through the provision of professional opportunities for theatre artists and through engagement with thousands of people through the work presented here. We know that the arts contributes to the economy, improves educational outcomes, creates a more highly skilled workforce, improves health outcomes and improves your personal well-being. The arts can also rejuvenate cities, support democracy, create social inclusion and crucially, is valued by New Zealanders.

In terms of the impact of the arts on the economy, in 2010, forty Wellington arts and culture organisations together generated \$141.5 million of expenditure within the region over 12 months. This spending supported 2,041 jobs, provided \$58.4 million in direct household income and a further \$83 million in operating, marketing and facilities expenditure. The majority of New Zealanders attend or participate in the arts and agree that the arts contribute to New Zealand's economy. Most New Zealanders believe the arts should receive public funding and that their local council should support the arts in their communities. (Arts Wellington economic impact survey 2010 - Prepared by Angus and Associates for Arts Wellington, December 2010).

A report in 2011 showed that New Zealanders are positive about the arts with 80% agreeing that the arts help define who we are as a people. 69% agreed their community would be poorer without the arts, 76% agree there should be public funding of the arts and 85% had engaged with the arts by attending or actively participating in the previous year. The arts is a valuable outlet for young people, the same report showed 84% of young New Zealanders indicated they felt either 'brilliant' or 'really good' when they are being creative and 80% of young New Zealanders like to do at least one creative arts activity in their spare time. (New Zealanders and the arts: Attitudes, attendance and participation, prepared for the Arts Council of New Zealand Toi Aotearoa, 2011).

Circa Council strongly urges Wellington City Council to increase the allocation for the Arts & Culture Fund and to re-evaluate the funding available for Circa's building upgrade project. With this we can ensure that the artists who help make Wellington the creative capital of New Zealand are sufficiently supported and provide them with the appropriate facilities to create and present exceptional work.

Submitter Details

First Name: **Sea**
 Last Name: **Rotmann**
 Organisation: **SEA - Sustainable Energy Advice Ltd**
 Street: **43 Moa Point Rd**
 Suburb: **Moa Point**
 City: **Wellington**
 Country: **NZ**
 PostCode: **6022**
 Mobile: **0212469438**
 eMail: **drsea@orcon.net.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

It is highly disingenious that this badly costed plan which gives very limited details makes us chose between BAU (apparently a bad thing) and 'investment for growth' (apparently a good thing).

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Especially not seeing it is so badly-costed and includes white elephants like the airport runway extension. It says that we are in an extremely good position in terms of our debts. So maybe we can stop the rate hikes and still do some good things for the city, like earthquake strengthening our heritage buildings and working on adapting to climate change impacts?

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Again, highly disingenious the way this is worded. I want better international air connections, but that means making the process of flying via Auckland easier, not building a runway into the Cook Strait!

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Not if it means throwing even more money indiscriminately at Peter Jackson and Richard Taylor whilst the contractors working in the industry continue to get treated like slaves!

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Some of the extra cash lying around from not doing the runway extension could be used for this.

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

What does 'offset the cost' mean specifically?

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

What does this even mean? Per capita surely Auckland is the obvious 'events capital'. And surely this depends on what kind of events we'd like to be the capital of?

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

That's how Dunedin got sold its lemon of a stadium...

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again, how does the 'need get demonstrated'? According to the LTP, there is a need for a runway extension which is highly disputed by most industry insiders and experts.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again, that depends very much on what it is and how much public money is thrown at private business which reaps most of the benefits.

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Not extending the runway is a good idea here, as it is extremely susceptible to many different adverse events!

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

As long as it means improved public transport, walking and cycling and not Roads of Significant

National

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Not extending the airport and instead protecting and improving the natural environment and recreational value of the South Coast and the wider Blue Belt. We do very badly as a city in our management of our marine resources and clearly need to put more resources and thought into this.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

- under 18 years
 - 18-29 years
 - 30-39 years
 - 40-49 years
 - 50-59 years
 - 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 - No
-

Which of the following best describes you?

- Residential ratepayer
 - Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

The general consultation process and fact that the Council is claiming this LTP to be a 'mandate' to spend money on uncosted and highly risky investments like the runway extension has been extremely disappointing as a ratepayer. The Council must do better in the future.

Attached Documents

File
Airport LTP submission Dr Sea Rotmann

SUBMISSION ON LONG TERM PLAN (LTP) 2015-2025

To: Wellington City Council

From: Dr Sea Rotmann

Date: 17 April 2015

Submission Hearing: I would like to speak at a submission hearing

I am a Moa Point residential ratepayer who over the last five years has raised concerns about the proposal to extend the airport runway. I am co-Chair of the Guardians of the Bays Inc and write as an individual in that capacity. The Guardians are submitting their own proposal on this topic, which I wholeheartedly support and will attempt not to duplicate here. The Guardians have also written two blogs (to date) on this matter, the content of which I would also like to introduce into this submission

(<http://strathmorepark.org/2015/03/19/open-blog-introducing-the-guardians-of-evans-bay/> and <http://strathmorepark.org/2015/04/17/open-blog-the-airport-extension-how-much-is-it-really-going-to-cost/>). There are many decent proposals in the Consultation Document (CD) which I will not comment on, but my individual concerns are on the flawed consultation process and the airport runway extension which I strongly oppose, below.

Flawed Consultation Process: Many of the questions in the CD ask for generalised and overall support and are non-specific as to particular proposals. Examples:

1. Survey question 2 poses a false antithesis between 'investment for growth' and 'business as usual'. Many would favour growth without wanting to give indiscriminate support to everything on the table, especially seeing the Council has not properly costed or given sufficient information on most of the 'big idea' projects (see Councillor Helene Ritchie's scathing press release on March 3, 2015).
2. Survey Question 3 asks about support for 'improved international air connections'. ***This is not the same question as*** support for a runway extension. One could answer Yes to the former without supporting the latter as the sole means for achieving improved air links.
3. The CD asks residents to give their support to a runway extension ***in advance of the public tabling of a Business Plan (BP)***. The LTP consultation process concludes before the BP is made public as part of the Resource Consent process. The Deputy Mayor claimed that the LTP would provide the Council with a 'mandate' to earmark \$90m for the runway extension. There can be no 'mandate' if no details are given to the ratepayers to make decision on. This goes against the heart of any democratic process and is extremely troubling.
4. The information given to the public by the WCC and WIAL has been incredibly **one-sided and highly untransparent**. A large amount of money was spent on glossy advertising, including full-page ads in the Dom Post, yet the many risks, environmental and social impacts and dubious cost-benefits have been neglected to ever be mentioned. Other organisations, such

as the Guardians, BARNZ and various bloggers and journalists had to provide some transparency and balance to the reporting on the issue. This suggests that the Council is not fulfilling its mandate to its ratepayers by providing us with clear, transparent information to make the best choices of what will happen with our money and our assets.

5. WIAL, despite its protestations otherwise, has been yet again **lacking in its public consultation process** and the information offered to the public is one-sided and untransparent. This reflects an investigation into WIAL processes from 1993 (by an Independent Review Panel to the Parliamentary Commissioner for the Environment), where WIAL has been found 'unsatisfactory in its consultation with the public causing significant hardship to affected residents.' As one of the most affected residents by the airport and this runway extension, I can attest to feeling extremely impacted by the way the Council and WIAL have gone about their support for this project. No obvious consideration was given to the lives of affected ratepayers, property owners and recreational users of the South Coast.

Opposition to the Runway Extension: I am wholly opposed to any further extension of the runway, to the North or the South. Some more detailed commentary aside from what has been written already in the Guardians of the Bays submission and the two Guardian blog posts, linked above:

- 1) Perceived conflict of interest: The Mayor's membership of both WCC and WIAL is, in the eyes of many, a highly compromised and conflicted position. This is underpinned by her overly enthusiastic and one-sided support for the runway extension which gives the appearance that supporting a private business (albeit co-owned by the WCC) to increase its assets is more important than the primary mandate which is to represent the best interest of the City (including the social and environmental assets of its taonga, the South Coast) and ratepayers. It would seem that the Mayor and Deputy Mayor and some Councillors should be more prudent with their support in light of the many unspoken and yet-unknown risks, impacts and dubious cost-benefits, not to mention the significant lack of an airline to commit to flying here long-haul.
- 2) Perceived coercion by WIAL of the Council: It has been made extremely clear in May 2013, both by the airport CEO and the Council, that there would be no more than \$1m co-funding for the resource consenting process. It should have been obvious to the experts on the Council (as it was to Karen Price, an environmental lawyer who advised the Guardians in 2013 that this project would obviously go to straight the EPA for a board of inquiry). It should also have been made clear then by WIAL that environmental and cultural impact reports, engineering studies etc would also have to be co-funded by the WCC, leading, to date, to a 300% cost blow-out. The fact that 5 Councillors voted for delaying a decision on the extra funding until deliberations over the 2015-25 Long-Term Plan next year, which would give the public a chance to have its say, and were over-ruled in part by being called 'anti-progress' (see Dom Post article 18/12/14) is very worrisome. The proposal to delay the decision until ratepayers and the WCC would get more information from the airport (and the fact that the airport refused to provide more reports unless the Council coughed up another \$2m) should not have been denied, for the sake of transparency. Now it gives the impression as if a large part of the Council are shills to the airport who will provide unlimited funding without any public consultation or oversight. This is again, very troubling.

- 3) Dubious Costs: The second Guardians article goes into some detail regarding the highly fuzzy costs and 'guesstimates' which we are meant to sign off on, but I am aware that previous reports on the Southern expansion have shown this to be prohibitively expensive (over \$1billion and that was over 2 decades ago!) and an engineering nightmare. Repeating the knowingly false number of \$300m over and over is highly disingenious.
- 4) Dubious Benefits: The benefits and viability are known to have been extremely overstated both by the BERL and EY reports, neither of whom are experts in aviation or tourism. The Tourism 2025 strategy and NZIER report commissioned by BARNZ give obvious indication that the benefits have been extremely overstated and the costs largely ignored. The lack of demand from a long-haul carrier, despite having spent \$1.6m in the last ten years (on what? Flying overseas and taking airline representatives out for breakfast, according to some?) to attract one is an obvious sign that the need for creating an international hub out of Wellington simply is not there. The optimistic EY projections and protestations of the Deputy Mayor do not stack up with the hard economic realities of airline carriers, especially seeing that Air NZ will actively outcompete them and Auckland and Sydney are the obvious regional hubs, aggressively expanding their territory. Many (almost all!) regional airports in New Zealand have failed when expanding to attract international carriers, proving that 'build it and they come' is not the case in New Zealand.
- 5) Risk: has not been mentioned yet and is likely to be severe on several fronts: risk from earthquakes, tsunamis, sea level rises, increased storm events and other climate change impacts, fuel prices, the high exchange rate, global economic recessions, re-insurers having Wellington as the number 1 city most likely to be catastrophically destroyed by an earthquake, thus reducing the likelihood for getting long-term insurance for the assets, reduction in value due to destruction of the South Coast fisheries and recreational value, sewerage plant operation impacts etc. It would seem that a prudent Council would have at least mentioned and considered some of these risks before asking us ratepayers to committing \$90m.
- 6) Social, cultural and environmental impacts: will obviously be very large and diverse: the Moa Point suburb will likely have to be bought out and razed to the ground (though there has been ZERO communication with us residents on what this will mean for our future and the land that we own) as it is already impacted unhealthily by the airport and too close for safety margins; the Lyall Bay surf and wider beach use; fishing and especially Iwi crayfisheries; the marine reserve which will be impacted by unknown but highly likely to be severe sedimentation and turbidity (a topic I hold a PhD degree on); tourism impact on seeing an area widely regarded as Wellington's taonga, destroyed by an unnecessary and large development; climate change impacts and considerations (building a \$350m runway to reduce climate change by not having to fly to Auckland, as the Mayor once claimed in a public meeting is a ridiculous argument especially seeing *additional* long-haul flights are meant to be attracted to New Zealand) etc
- 7) Political risk: On a personal note, it is troubling to me as an active Green Party member and two-times parliamentary candidate that the National Party Ministers seem to have a more measured and careful stance with regards to this extension and its social, economic and environmental impacts than the Labour/(formerly) Green Deputy Mayor and Mayor. This is particularly worrisome in light of the severe social and environmental impacts on the South Coast and its residents, who I would normally expect to be taken care of better by a

progressive than a neoliberal government. I assume that a lot of these controversies, (mis?) perceptions, residents' fears and unanswered questions will rear their ugly head during the election campaign and when further information on the business case and environmental and cultural impacts is finally released. Personally, I would rather see a continued Red/Green Local Government than a return to a neoliberal one and I am heartened that at least the 3 Green Party Councillors and Helene Ritchie seem to have voiced many of our concerns and voted accordingly.

- 8) Personal effects: I have to reiterate how much this has impacted on my personal, emotional, financial and physical wellbeing over the last 5+ years. The threat of having my home and the South Coast, my *turangawaewae* destroyed so glibly (I was told by one Councillor that 'Lyall Bay has already been reclaimed so it doesn't really matter') hurts me to the core of my being. It is easy to attack residents like me ad hominem as NIMBYs (or NIMFYs in our case) but I expect more from my elected representatives and officials who are paid by my rates to look after my interests. And my greatest personal interest is protecting and restoring the natural environment on the South Coast.

Recommendations to Council

That before any support be given for the proposal to extend the airport runway:

6. A fully costed and specific proposal be made public and ratepayers invited to respond once in full possession of the relevant information
7. That the specific percentage impact on rates of the runway proposal itself be made known (ie will increase rates by x% annually for x years)
8. That the total of **committed** funding for the project be made known, and the extent of the shortfall indicated
9. That Council provides for ratepayers a statement of which airlines have indicated a commitment, and not just expressed interest, to fly long-haul to/from Wellington should an extended runway be built
10. That Council develop a set of minimum criteria to be met before supporting the project eg. required percentage of committed funding, required number of committed airline flights
11. That the question of cost over-runs and who will pay be addressed before the project receives support, noting that once started the project cannot be abandoned.
12. That an independent peer review of the Business Case be sought, funded by Council with the choice of reviewer to be decided by a joint Council/ratepayers body
13. That the Mayor recognise that her primary responsibility is to Wellington ratepayers and hence stands down from WIAL Board participation during the period of decision-making.

Conclusion

The LTP consultation process asks for **general** support for a **generalised** line-up of projects with a **generalised** indication of estimated rate increases. It further asks ratepayers to give their support in advance of full provision of the costs and related factors.

My submission is that ratepayers should receive a **specific** statement of the **specific** costs of the runway extension proposal and a **specific** question asked as to whether or not they support the project once in full possession of the facts.

This project is far too big to be just rolled in, and hence hidden, under a generalised package of a diverse set of ideas for the coming decade.

Dr Sea Rotmann

17 April 2015

Submitter Details

First Name: **Tania**
 Last Name: **Kopytko**
 Organisation: **DANZ Dance Aotearoa NZ**
 On behalf of: **DANZ**
 Street: **PO Box 9885**
 Suburb: **Marion Square**
 City: **Wellington**
 Country:
 PostCode: **6141**
 Daytime Phone: **04 8019885**
 Mobile: **0276310105**
 eMail: **execdirector@danz.org.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

We encourage the WCC to work with the whole of the arts sector including independent artists to create a strong local arts infrastructure and economy that compliments the event focus.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

There needs to be consultation with the performing arts (theatre, dance, circus) sectors in regard to the development of these venues

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

These venues need to be more multi-use including consultation with dance, performing arts etc to ensure they are truly multi-functional and can meet the needs of the different codes and forms.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly Oppose

Comments

This is essential to enabling people to enjoy Wellington's arts culture and events environment and communities

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

Keep on track to create exciting creative environments, they make Wellington cutting edge and different - our point of difference in the world

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

particularly safety and access for walkers and cycling

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

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

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

The arts sector is vitally important to Wellington, Harness the skills and enthusiasm and bring the arts sector together to work together with other sectors (economic, event, sport) for positive growth and change. The WCC is in a position to play a key facilitation role.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

DANZ represents NZ dance in all its diversity

Other issues/matters or general comments

Comments

Thank you for the opportunity

Attached Documents

File
2015-25 Draft Long-term Plan

Talava Sene

Subject: FW: close of time for submission upload tomorrow
Attachments: Feedback to WMBEGI and WCC final.pdf; WMBEGI cover note for submission 2015-04-17 v06 final.pdf; WMBEGI bus plan v9 final.pdf
Importance: High

From: Chris Nicholls [<mailto:chris.nicholls@myabc.co.nz>]
Sent: Friday, 17 April 2015 9:05 p.m.
To: Karyn Stillwell; Phil Becker
Cc: Matt Farrar; Anthony Edmonds; David.Perks@wellingtonz.com; James Winchester; livia.esterhazy@yahoo.co.nz; Ash Burgess; Ben Wilde; Caleb Smith; Sam Knowles; David Halliday; Wendy Riseley
Subject: Re: close of time for submission upload tomorrow

hi Karyn

It's after 5pm which may have **actually** been the cut off time, although as you say this wasn't notified on the web site

The submission form has now disappeared and I am unable to upload the files.

You have the files that I sent as PDF earlier in the day, these are our final documents.

Here they are again for your reference.

Grateful your assistance in getting these loaded up into the system, many thanks.

I note that there was the online form where I needed to give my name, contact details, etc. Let me know if you need any further information than you already have.

Many thanks and have a great weekend

Chris

Chris Nicholls
Director
Ascent Business Consulting
027 332 3466
www.myabc.co.nz

PO Box 21
Wellington 6140
New Zealand



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". The signature is fluid and cursive, with a long horizontal stroke at the end.

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://www.instagram.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



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,

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

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 to 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 tourists' 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.

A handwritten signature in black ink, appearing to read "Jason Crowe". The signature is fluid and cursive, with a large initial 'J' and a long horizontal stroke extending to the right.

Jason Crowe
Business Manager
Garage Project

29 March 2015

Wellington City Council

Dear Councilors

I am writing in support of Wellington adopting a comprehensive strategy to maximize the benefits of its natural attributes as a great place for mountain biking.

Over the past 15 years I have been involved in growth companies that have brought over 1400 jobs to Wellington – most notably Kiwibank, Xero and Magritek. Success of these growth companies required attracting and retaining highly skilled knowledge workers who from a purely career basis had significantly greater opportunity in cities with much larger commercial sectors than in Wellington. In my judgement the key factor for achieving this has been the balanced quality of life offered by Wellington city and region.

For many, quality of life means being easily able to access a range of outdoor activities from work or home. Mountain biking is one activity that many Wellington desk-bound professionals are passionate about. So I am particularly pleased that the Council is considering options to further develop and improve Wellingtons mountain biking trails.

When it comes to competing globally there are many areas in which Wellington doesn't have natural advantages. Let's make sure we maximize the areas where we have obvious advantage and it is relatively easy to do so.

Yours Sincerely



Sam Knowles

Growthcom – Governance and Advisory

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

The logo for Davanti Consulting features the word "davanti" in a bold, blue, lowercase sans-serif font. A small black arrow icon is positioned above the top right corner of the letter 'i'. Below "davanti", the word "CONSULTING" is written in a smaller, blue, uppercase sans-serif font.

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

1 POST OFFICE SQUARE, WELLINGTON 6011
PO BOX 9440, WELLINGTON 6141 NEW ZEALAND
PHONE +64 4 802 3333 WEB clemengerbbdo.co.nz



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>

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.

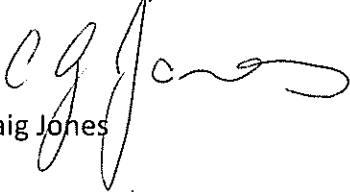
Mountain biking, the beaches and the local natural resource in the Wellington area have played a significant role in terms of influencing my decision to run my business from Wellington.

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

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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

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

National
www.national.org.nz

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

954

March 2015

Wellington City Council

Dear Councillors,

I have involvement in a number of cycling organisations, including the NZ Cycle Trail and Cycling NZ, and have seen the significant benefits improved cycling infrastructure can bring to a region. From both an economic and health standpoint having more locals cycling and more visitors coming to Wellington to cycle is clearly beneficial.

The WMBEGI plan is bold and in my view does a very good job in covering the actions needed to make Wellington a great mountain biking destination. The Wellington region has already invested in the Rimutaka Cycle Trail, one of the NZ Cycle Trail's Great Rides, and I see this plan as very complementary to that investment.

I am supportive of the plan and endorse the recommendations it contains.

Yours faithfully

Richard Leggat
Chairman - NZ Cycle Trail

studiopacificarchitecture

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Telephone
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Facsimile
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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 Barratt-Boyes | Stephen McDougall | Evzen Novak
Senior Principal Michael Davis | **Principals** Daryl Calder | Simon Hardy | Marcellus Lilley | Marc Woodbury
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 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 blue ink that reads "Phil Shepherd".

Phil Shepherd

CEO, Harmonic Analytics Ltd

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

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,

Rowan Hannah
rowan@planitconstruction.co.nz

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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

HEAD OFFICE
8 Earle Street, Parnell, Auckland
PO BOX 37546 Parnell, Auckland
P 0064 9 368 7945
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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

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



PSA Submission on WCC Draft Long Term Plan 2015 - 2025
Submission to the Wellington City Council by the New Zealand Public Service Association: Te Pūkenga Here Tikanga Mahi

Introduction

The New Zealand Public Service Association : Te Pūkenga Here Tikanga Mahi (the PSA) represents over 58,000 public sector workers, who work in the public service, state sector, DHBs and community public services as well as local government, where we are the largest union representing local government workers. The PSA represents approximately 8000 members who live and work in Wellington City, over 300 of whom work for the council or its agencies. We welcome the opportunity to make a submission on the Wellington City Council (WCC) draft annual plan and to discuss issues facing our members who work for the council and our members who live in the city.

Culture Change project at Wellington City Council

WCC has initiated a culture change project in mid- 2013. The PSA has a Transforming the Workplace agenda with goals very consistent with this project. This agenda is for all sections of the PSA including local government. There are five elements or strands to this agenda:

- * Fair and secure workplaces where there are decent conditions and job security.
- * Healthy and safe workplaces
- * Career development at work, through training and development
- * Personalised: workplaces where members are supported and valued as individuals.
- * Trust and effectiveness in the workplace so workers can contribute and be productive in a high trust workplace

We see a strong alignment between the goals of the WCC Culture Change project and the PSA's Transforming the Workplace agenda. We believe WCC need to engage with the PSA in a comprehensive and genuine manner and will be continuing to work with Chief Executive Kevin Lavery to try and make this happen. The PSA believe having a good workplace culture where staff are motivated to perform is essential to delivering on the goals of the Long Term Plan.

Library budget

In the PSA submission 2013 submission on the WCC Annual Plan we reported that cuts to the Library budget in the 2012/13 and 2013/14 financial years of nearly two million dollars had resulted in the loss of 20 Full Time Equivalent staff positions being lost cut from the Library services. We talked about the impact this was having on employees, especially in the branch libraries. We also highlighted the following is list of reductions to the library service from 2011 to 2013:

- * Stock rotation ceased in 2011 - the result being smaller library branches having a reduced selection to choose from as their collections are no longer regularly refreshed, and the library needs to buy more copies of individual titles to compensate.
- * There has been a reduction of professional level staff in the libraries. Prior to 2011 WCC employed more qualified librarians in specialist positions.
- * Children's book clubs have been cancelled and replaced with an on-line version. Whilst this suits some library users, many have now stopped using this service.
- * Holiday programmes run for children have been reduced. Not all library branches now run holiday programmes, whereas in the past all did.
- * Weekly preschool story times have been reduced significantly.
- * No reference magazines are now held at the central library - previously the most recent copy was reference only, meaning current copies were available at the central library. This has resulted in negative feedback from library users.
- * There have been changes to housebound loan periods from 4 to 6 weeks.
- * WCC libraries now employ fewer customer service staff.
- * Customer service desks at the central library have been reduced, especially at night. At the end of 2009 there were 9 points of contact for customers (fiction enquiries, issues, information, returns, membership, children's enquiries, 2nd floor enquiries, science and humanities enquiries, arts music and literature enquiries); now there are 7 during the day and only 5 at night. The closing off of the returns area in 2010 had a negative impact and library users continue to complain about it.
- * Reduction of customer service points of contact at Karori library.

In 2014 WCC increased the Library budget by \$60,000 and used this money to reinstate children's literacy programs and for customer service and collection refreshment. For staff this meant an increase of 1.5 FTE's. While this increase was welcomed we would also like to see a commitment to having the other cut services being reintroduced during the term of this LTP. Library services are consistently rated as the services most valued by New Zealanders, as measured in the State Service Commission's Kiwis Count survey. Wellingtonians value their libraries, which are a vital community, educational and social asset. We appreciated the move in 2014 to start improving the library service, and we hope this work will continue in subsequent years.

Living Wage

The PSA would like the Council to become an accredited Living Wage Employer early in the life of this long term plan.

The wages of the lowest paid council staff were lifted to the 2013 Living Wage rate of \$18.40 an hour in July 2014. The 2015 Living Wage rate is \$19.25, which we would like to see implemented in July 2015.

The PSA supports council's decision to lift the wages of the lowest paid council staff to \$18.40, which was implemented in July 2014. Our union would also like to see this extended to employees at Council Controlled Organisations and for Contracted out work. The PSA have members in CCOs and in council contractors who earn below \$18.40 as we believe it is important that these workers have their wages lifted accordingly.

Further we are concerned that for contracted out council work the tendering process has in the past resulted in wages being held down. The PSA position is that if council decides to continue contracting out parts of its core operation it should build in mechanisms to protect workers' wages

and conditions into the tendering process. Included in this could be a commitment from contractors to pay the living wage.

Pay and Collective Bargaining

The PSA is pleased to report that after some fraught exchanges in late 2014 and early 2015 we are now working constructively with WCC management in bargaining. PSA and WCC now appear to have a shared aim of one collective agreement to cover all employees at WCC. Most other councils where the PSA organises, including Hutt City, Greater Wellington Regional Council and Porirua City Council, have one collective agreement covering the majority of its employees.

One of the major issues we wish to address over time at WCC is the current council pay system, which is a flawed performance related system whereby pay rates are determined by the Employer without entering negotiation with the Union. Pay rates are effectively imposed on the workforce by the employer. This is in contrast to how pay setting is done in the DHBs for example, where there is an open and transparent discussion about pay setting. The PSA would like to have an open discussion with the employer about how pay is set.

In May 2015 the PSA and will be engaging with WCC in our first Remuneration forum. We hope through this to start some on-going dialogue about how the pay systems could be changed at council.

Draft proposal for reorganisation of local government in Wellington

The PSA recently made a submission to the Local Government Commission on the draft proposal for reorganisation of local government in Wellington. We did not take a formal position to support or oppose the proposed merger of the councils in the region but instead reported the views of our members from all of the local authorities, most of whom were opposed. We also used the opportunity to emphasise to the Commission that the PSA must be centrally involved in any transition should the merger go ahead. We are aware that there are conversations happening about other possible configurations for local government in Wellington and we wish to make the same point to WCC – don't overlook your staff in your deliberations and make sure you involve the union early.

Conclusion

Overall the relationship between WCC and PSA appears to be gradually improving. There is much more work to be done. PSA members hope that through the council's culture change project and continuing to work well in bargaining we can make further progress. By improving the workplace culture will help council deliver on its Long Term Plan goals.

NAME	Submission to Wellington City Council's Draft Long Term Plan 2015-25
PREPARED FOR	Wellington City Council
PREPARED BY	VUWSA Executive
DATE	17/04/2015

Contents:

1. Introduction
2. Executive Summary
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5. Revitalise the Civic Square Precinct
6. Reigniting Public Space
7. New and Improved Venues
8. Improved Management of Key Infrastructure
9. Use Smart Technology
10. Real Transport Choices
11. Further Comments
12. Contact

1. Introduction

1.1 The Victoria University of Wellington Students' Association (VUWSA) welcomes the opportunity to make a submission on the Wellington City Council's Draft Long Term Plan for 2015-25. We are also interested in arranging to make an oral submission.

1.2 VUWSA is the oldest students' association in New Zealand and functions to represent and advocate for the interests of Victoria University of Wellington's 22, 000 students.

1.3 VUWSA acknowledges that the students of Wellington's largest university directly contribute at least \$610 million to the City's economy and rating base annually. Students are also an invaluable part of the Wellington community and contribute strongly to Wellington's vibrant and dynamic culture.

1.4 VUWSA acknowledges that Wellington as a city is a primary reason that prospective students choose to study at Victoria, and that students value the city very highly.

1.5 VUWSA notes the importance of the consideration of students' needs in the WCC Ten Year Plan due to Victoria's goal of doubling the number of students in the next 20-30 years. Students have historically been an integral part of Wellington and looking to the future will continue to hold this place.

2. Executive Summary

2.1 VUWSA commends WCC for direction taken in the Long Term Plan. VUWSA recognizes that the 'invest for growth' strategy will be positive for our students and university community as a whole. The plan shows an exciting future for Wellington residents.

2.2 Our substantive feedback is in regard to the inclusion of the introduction of a Rental Warrant of Fitness into the plan and a definitive move to uphold the Council's commitment in 2014 to become a Living Wage employer.

2.3 Further comment is included on the runway extension project, improved management on key infrastructure, use of smart technology, new and improved venues, the civic square project, and real transport choices.

2.4 VUWSA applauds the fantastic support of WCC for the introduction of Fairer Fares for tertiary students in Wellington. The support WCC has shown despite the primary responsibility of introducing and funding the concession being held by the Greater Wellington Regional Council is indicative of strong leadership and a real value of students.

3. A Longer Airport Runway

3.1 VUWSA contests the proposed investment in an extended airport runway at Wellington Airport. It is noted that a primary justification of funding the project is that it

is expected to contribute to the region's ability to attract international students. While VUWSA welcomes the interest in international students' interests, we contest that direct flights are likely to substantially impact the number of international students drawn to the city.

3.2 VUWSA notes that the Ernst & Young (2014) report has been contested by the Board of Airline Representatives New Zealand (BARNZ) on the grounds of the recent EY study that revealed that direct connections overseas is not a significant contributing factor to choices made by prospective international students. On that basis, further robust analysis is needed to substantiate claims that the project will result in significantly more international students.

3.3 VUWSA also notes that housing quality and transport cost are the key recurring issues that international students face during their time in Wellington. There is significant scope for the WCC to invest the \$90 million dollars planned for the runway extension in living conditions for students during their studies which is a noted key factor affecting choice of institution for international students.

3.4 VUWSA also notes that EY (2014) report neglects to mention or analyse the impact increasing flights will have on the city's carbon emissions or the impact of climate change on the airport's long term viability. Hence VUWSA worries that it, if developed, it may become a 'stranded asset' when there are other priorities (as mentioned in 3.3) which we believe will have a more immediate positive impact on students in the region and support long term sustainability objectives.

4. Inner City Regeneration

4.1 VUWSA echoes Victoria's call for more affordable private sector accommodation to increase availability of flats for students in Wellington central. The lack of availability of quality, affordable accommodation for students is of great concern to VUWSA and a year-on-year issue that is expected to worsen upon the enactment of Victoria's strategic plan that seeks to double the number of students over the next 20-30 years. The expected 5700 new homes from the Victoria Street, Adelaide Road, and Kent/Cambridge Terraces redevelopment provide a good starting point for this.

4.2 As such, VUWSA encourages the purview of an urban development agency to incentivise commercial investment in housing to the extent that it may begin to resolve this issue.

4.3 VUWSA notes the absence of a commitment to introduce a Rental Warrant of Fitness initiative in Wellington. A Rental Warrant of Fitness would ensure that students can live in homes that are insulated, dry, and healthy while they study. Housing in Wellington is a significant issue for a number of Victoria students and as such this would be a meaningful step towards solving an ongoing and significant issue.

4.4 We commend and appreciate the support for this initiative historically from the councillors, and particularly commend Mayor Celia Wade-Brown for her promise to work on this project at the 2013 VUWSA Healthy Homes forum. A definitive move to

ensure this project comes to fruition in the Long Term Plan would give a meaningful indicator that the WCC will be proceeding with the introduction of the warrant.

4.5 VUWSA notes that the timing for such a move is optimum considering the recent voting down of Phil Twyford's Healthy Homes Guarantee Bill by central government.

5. Revitalise the Civic Square Precinct

5.1 VUWSA supports the proposed plan to revitalize and strengthen the Civic Square through the establishment of a national music hub. Our students value the opportunity to perform in the city and embed their connections here through attending events around Wellington.

5.2 VUWSA notes particular support for collaboration between the WCC and Victoria University in ensuring the space is available for use for students to record in.

6. Reigniting our sense of place

6.1 VUWSA shares Victoria's concerns about student safety around the city. It is an issue of particular importance to us, and the inadequacy of or lack of street lighting is a particular problem that has been raised by students at Victoria on numerous occasions. VUWSA fully supports the Council's plan to improve of public spaces and make Wellington City a safer environment.

6.2 VUWSA supports the Council's intention to work on increasing economic and pedestrian activity in lanes and streets in the CBD. Wellington can improve its position as a student friendly city by increasing the vibrancy of its inner city spaces.

7. New and Improved Venues

7.1 VUWSA supports the WCC in its consideration of available events for music events, but considers that the proposal to create an 8000 – 12, 000 seat venue a move to fill the wrong gap in the city.

7.2 The lack of venues in Wellington that can host between 1000 and 5000 people has been a problem for VUWSA historically, particularly for holding music events for new students during Orientation Week. The TSB Arena is uneconomical to use and the Michael Fowler Centre serves specific, more formal needs.

7.3 VUWSA recommends that the WCC explore the options for creating a smaller scale venue before committing to a large scale arena. We suggest that this is done through a process of consultation with other interested parties.

8. Improved management of key infrastructure for greater efficiency and better environmental and social outcomes

8.1 VUWSA shares Victoria's desire for collaboration between the council and the University about the impact of climate change on the city. It is to the benefit of students, particularly young people, to have local climate change research as advanced as possible, in order to best equip us for mitigation and adaptation. VUWSA wishes to assist

this collaboration where beneficial, and work with both groups to communicate this research and increase awareness about climate change among the student body.

8.2 VUWSA supports the introduction of real time monitoring of the storm water content, and acknowledges that preserving the cleanliness of our oceans by minimising harmful waste flowing to sea is highly important.

8.3 VUWSA supports the commitment by Council on the need to prepare our city for the effects of climate change. The large portion of young people that make up our student body have a vested interest in effective adaption, as those who will bear the impact of climate change in decades to come. Ensuring the protection of Victoria's low lying Pipitea campus against sea level rise is of obvious particular importance to students.

9. Use Smart Technology Reduce energy use, make streets safer, and make parking easier

9.1 VUWSA supports Victoria's position on the investment in LED street lighting for Wellington's footpaths and streets. Both for the energy saving and increased light output benefits resulting in safer spaces, the proposition of LED lighting is an extremely positive one. VUWSA also supports Victoria's call for a specific budget on this initiative to be included in the Long-Term Plan. We would also like to reiterate our comments from 5.1 and note that there also needs to be improvements in lighting coverage to ensure all key areas and pathways used by students are well lit.

10. Real transport choices for an efficient, sustainable, and safe transport network.

10.1 VUWSA shares WCC's view that Wellington's transport network currently supports private vehicle transport more effectively than other modes such as buses or bikes, and notes that private vehicle transport is not a realistic travel option for most students due to cost, congestion, lack of parking space.

10.1 VUWSA shares Victoria University's disappointment in the Greater Wellington City Council's decision to remove route 18 from the bus network. This route served as transport to and from University for many students.

10.2 We are extremely pleased with WCC's decision to contribute to the funding of reduced public transport for students, on the back of VUWSA's Fairer Fares campaign. Particular mention is required, of the Council's efforts on this despite the provision of Public Transport primarily being the responsibility of the Greater Wellington City Council. The Council's ability to see the bigger picture on this issue and appreciate the significant benefits it will provide to Wellington City, is highly commendable.

10.3 VUWSA supports WCC's continued commitment to improving cycle infrastructure in Wellington City. We wish to emphasise that more people cycling means reducing emissions, reducing congestion on our roads, improving the liveability of our streets and improving health. We also wish to emphasise the benefits that separated cycleways have on people's likelihood to cycle, as identified in Wellington City

Council's 2014 survey, and that cycleways to, from, and between University campuses would mean more students on bikes.

10.4 VUWSA supports WCC's commitment to improving particular areas of high congestion in the bus network. Both areas identified - Kent and Cambridge Terraces and Adelaide Rd, are on the routes of many students traveling to, from, and between campuses.

11. Further Comments

11.1 VUWSA is supportive of the WCC's notion of bringing Wellington Zoo and Museum Trust staff on to a Living Wage. We are also great supporters of the Council's 2014 commitment to become a living wage employer and implore that this commitment is upheld through paying all directly employed staff, and those employed in CCOs and by contractors a Living Wage. VUWSA also encourages the council to ensure the pay-rate is updated consistently to match the Living Wage rate as determined annually.

12. Contact

We would greatly appreciate the opportunity to discuss submission in more detail in person. Please contact us in the event further clarification of this submission is needed, or to arrange for VUWSA to make an oral submission.



Rick Zwaan | President

Victoria University of Wellington Students' Association

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| E: rick.zwaan@vuw.ac.nz | president@vuwsa.org.nz

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Level 4, Student Union Building

Victoria University of Wellington Kelburn Campus

PO Box 600, Wellington 6140.

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: LTP Submission - Funding for the Outreach Service and Research to reduce begging

From: Steve Flude [<mailto:steve.f@compassion.org.nz>]
Sent: Monday, 20 April 2015 1:11 p.m.
To: Councillor Paul Eagle
Subject: LTP Submission - Funding for the Outreach Service and Research to reduce begging

Hi Paul,

As discussed today here is a very brief outline of a piece of work that would support the development of Te Mahana and the work of the newly funded Te Roopu Piriti project.

In January 2015 a report was published on a project that aimed to develop a deeper understanding of experience of rough sleeping in central Auckland.

The objectives of the project were:

1. To increase understanding of the experience of rough sleeping;
2. To provide a tool for the Auckland Homelessness Steering Group to develop a best practice that can appropriately respond to the needs of those sleeping rough in central Auckland;
3. To identify new opportunities and levers for change to better respond to the needs of those who sleep rough; and
4. To inspire innovative approaches to finding appropriate (rough sleeper-led) solutions for the complex issues identified throughout the course of the research.

<http://www.aucklandcouncil.govt.nz/EN/newseventsculture/OurAuckland/mediareleases/Pages/newstudyonroughsleepingaleapforwardforhomeless.aspx>

One of the aims of the project was to identify potential leverage points that could contribute to positive outcomes and meaningful change for those who are sleeping rough.

I have discussed this project with Think Place, the projects research team, and the possibility of a similar style project in Wellington that could support the development of Te Mahana.

More info on Think Place can be found at: http://www.thinkplaceglobal.com/news?field_location_value=nz.

A Wellington project should look at emerging issues that include:

- Street begging
- Rough sleeping
- Youth homelessness
- Street Outreach
- Te Mahana opportunities
- Impact on City Safety, local businesses and communities

A very quick discussion with Think Place has estimated the costs of a Wellington project at \$50-\$60k.

We are in the early stages of planning but would be happy to discuss further with WCC. Think Place can send a representative (Mondy Jera, who has acted as a consultant for City Housing) to provide information on the Auckland Project.

As per our presentation yesterday, begging was out of scope for our Te Mahana funding application. However, you've requested that this needs further attention and come oral submissions time, I will have the scope and funding required to reduce begging completed too.

2015-25 Draft Long-term Plan

Submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Enter your name and contact details	
<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr	
First name	nick
Last name	mouat
Street address	132 Ohiro Road
Suburb	Brooklyn
City	Wellington
Phone	021 955982
Email	nickm@athfieldarchitects.co.nz
I would like to speak at a submission hearing	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
I am making this submission as an	<input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation
Name of organisation	Kaka Project - Brooklyn Area Community PLanning
Draft Long-term Plan consultation survey questions	
1) Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service? <input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
2) Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
3) Should Council take action to improve our international air connections? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	
4) Do you think Council should be supporting the tech sector to stimulate it to grow? <input type="checkbox"/> strongly support <input type="checkbox"/> support <input checked="" type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose Comments:	

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

Urban Growth Plan

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose

Comments:

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

strongly support support neutral oppose strongly oppose don't know

Comments:

Do you see other matters as priorities?

While we do not have a problem with the projects proposed, the Urban Growth Plan is surprisingly silent on the Brooklyn Area which includes Kowhai Park, Vogeltown, Mornington and Kingston. As a suburb of approx 9,500 residents (2013 census) within a short distance of the CBD (3.4km from Brooklyn shops to Wgtn Railway Station) the lack of inclusion in bus, walking and cycling network improvements is surprising and unfortunate. It is a lost opportunity to provide improved infrastructure for an area where a relatively short bus ride, a pleasant walk, or an invigorating bike ride to/from the CBD and other adjacent suburban centres (eg: Newtown) can get more citizens into active modes of transport within the Brooklyn Area and beyond to easily accessible work, study, and play activities.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am male female

My age is under 18 years 18-29 years 30-39 years 40-49 years 50-59 years 60 years or older

Have you ever made a submission on a draft Annual or Long-term Plan before?

Which of the following best describes you?

Residential ratepayer Commercial ratepayer Residential and commercial ratepayer I rent Other

Which ethnic group do you belong to? (You can tick more than one box)

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

Privacy statement

(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Long-term Plan. All information will be held by the Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information)

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Other issues/matters or general comments

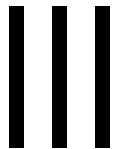
Please see the attached summary of the Kaka Project's work to date and the aims and projects being planned in the near future which we request are included in the 2015-2025 WCC Long Term Plan.

2nd fold here

Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



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





17th April 2015

Kaka Project Submission on WCC Long Term Plan 2015 - 2025

Introduction

The Kaka Project is a collaboration between local residents from the Brooklyn Area and the Wellington City Council. Our stated goal is:

“To initiate broad and united discussion among all residents about the future use of community resources. The Brooklyn Area, like any neighbourhood, has a diversity of residents. It also has a diversity of facilities which could be used more effectively. We have the chance to shape the future of our Brooklyn Area.”

The Project has a steering group of approx willing 15 locals, some of whom represent groups such as the areas three Primary Schools, the Brooklyn Community Association, The Brooklyn and Vogelmorn Residents Associations, The Resource Centre, Scouts & Cubs, Sports Groups and many other groups directly or indirectly. We came together in early 2014 when it became apparent to the community and council staff that there were several converging issues within the area that would best be addressed more holistically. There had already been discussions between council and the community around the idea of Community led planning and specifically whether the Porirua model of ‘Village Planning’ was an appropriate model for the Brooklyn Area.

Community Led & Council Supported

It has been important to the Steering group and the Council officers involved that the project is community led. That has proven to be essential to ensure community buy-in and to avoid the potential for people to switch off to Council driven consultation. That has proved equally challenging as it required a commitment of time and expertise from volunteers, many of which are already contributing to other groups and organizations within the



community. The Kaka Project is a new process for Wellington and as such we have had to feel our way and learn 'on the job'. In that way the project has been very successful in its right as it developed community networks and ignited debate about many issues. It has provided the first foundations of a process that may well take off and evolve in other areas of Wellington City.

The steering group wants to highlight that the Kaka Project has received significant support from the Council in both financial and political terms. The staff who we have worked with have been supportive but not prescriptive. We appreciate that support is by choice and not because the councillors or staff had to. It is vital that the Kaka Project remains community led and to do that it does need continued help from the council which we strongly believe is a sound investment in community development.

The Triggers

Some of the specific issues which had been 'brewing' in the area and became the triggers for the Kaka Project to take flight were the debated futures of the Brooklyn Library, the Vogelmorn Hall and the Vogelmorn Bowling Club. Brooklyn School also brought to the project their interest in developing a new school facility and whether that could be shared with the community. The school have a timeline for their funding from the Ministry of Education and hence there is a very real need to make progress with the Kaka Project and thus reach some key milestones and conclusions. While these were the identified triggers the Project has been very open to any or all inputs from the community.

Stage 1 Consultation

After several months of meetings with healthy and strong debate within the steering group we went public with the stage 1 consultation process in August 2014. This involved building a website (www.kakaproject.org), a flyer drop to every household, coffee sessions, specific meetings with stakeholder groups, and physical advertising around the area. Submissions were received via email, online survey, snail mail, and drop boxes. The questions put to the community were very open as a deliberate strategy to not telegraph the groups own and varied interests onto those being asked for their ideas and opinions. Questions such as "What is great about the Brooklyn Area?" were difficult for some to answer as most were used to be asked their view on more concrete proposals. Despite this we received a fantastic amount of feedback from 208 submissions full of ideas we had anticipated but also many which we had not. Stage 1 consultation closed on 27th October.



The submissions were analyzed by council and reviewed within the steering group with both council officers and councilors on hand to listen and prompt discussion.

Stage 2 Consultation

On the 28th February, a 'wind walk' event was held to invite community discussion about what had come to the surface but also hold the sort of event that we wanted to be more common in our area. 100+ people gathered from the outer points of the wider Brooklyn area and met in the Brooklyn Community Centre where very robust and meaningful dialogue took place around the significance, history and future of the area. It was as if the walking together had warmed up the participants into the discussion and many new relationships were formed.

From the analysis of stage 1 submissions we identified 6 specific topics to go back to the community with for further comment.

This stage was marketed through the similar avenues as stage 1 but they were more focused on where we had gained most feedback in the first stage. Five public meetings were held for further discussion and information dissemination. Loomio and Survey Monkey was also used for gathering written submissions which closed on 27th March. This was timed to allow us to provide some conclusions of where the Kaka Project is heading within the Wellington City Council's Long Term Plan structure.

Themes and initiatives

From the stage 2 feedback can make the following conclusions regarding main themes and what the initiatives are that we want to pursue. We are due to meet next week with the Steering Committee to summarise the main findings of the Stage 2 submissions on the following themes:

- Brooklyn Hub
- Vogelhorn Precinct
- Other areas without community facilities
- Community Connectedness & Celebrations
- Sustaining our Environment
- Raising the Identity of the wider Brooklyn Area





What shape these initiatives will take we do not yet know but that is the task for the stage 3 of the project.

Where to next?

Firstly we need to analyse the stage 2 submissions in more depth and debate within the steering group what to ensure we are accurately reading and representing the communities expressed ideas and concerns. Once we feel comfortable we have a clear picture of what has been said we will develop each theme into a series of initiatives. These may be hard in the shape of buildings, landscape or physical infrastructure works. They may also be soft as in communication processes, organizational structures and events. Both hard and soft initiatives need to work hand in hand to achieve the most from the physical facilities we have (referring back to our original goal) and to build the community networks and support which are the core reason for the facilities in the first place.

For stage 3 of the Kaka Project we aim to produce a clear description and brief for the initiatives in a compiled document – a Kaka Plan for the Brooklyn Area.

We request in this submission that a holding place is set for the Kaka Project in the Council's LTP. The project will work towards providing more information and detail by July 2015 to define what the initiatives are and what support and/or partnering is requested from Council.

Yours sincerely
Nick Mouat, Sophie Jerram and David Bagnall
for the Kaka Group Steering Project

