



Draft Long Term Plan - Confirmation

Thank you for giving the Council your views on the draft Long Term Plan.

Your Details

First Name: don s. 458
Last Name: mcDonald
Street Address: 16-181 DanieLL/ roy sts
Suburb: newtown
City: WGTNcc
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Email: mcdoNewt@yahoo.co.nz
I would like to make an oral submission: Yes
I am making this submission: individual
General comments: 3 trspt. support public trspt, control congestion one vision support social hsg and value the individuals with special uniq character who already live wgtncc and suburbs. support smart newtown free community computg. tvnz7 not 20 000 \$ computer room broadband at home cannot afford not efficient use. tech support a well managed city o800 maintenance effective services call ctr leaky tobies, wires down. bus shelters visibilty see approach buses rti real time. summary cannot find newtown cultural cnty ctre. bus priority planning. affordable hsg initiatives asset renewals nccc. spkg 935 am mond 21-5-12. thank you slide show.

Tabled information: reference 148/12P(a)

Crrs WGTNcc LT CCP 2012-05-08

Submission.

Efficient effective management.

Don S. McDonald

Apt 16-181 DanieLL/Roy Sts

Newtown 6021

0277 845 900.

Easter Sunday 8-4-07/12.

Walk from 149 Hanson St, Stoke St, Millward Lane Riddiford Mansfield Roy.

Rintoul st.

All along street neglect. *****

Fatal wires down, leaking tobies/ sewerage, firewood garage, nails on footpath.

Union hardware

Tagging. Art project.

Why !!

O800 x555. Police.

Yours sincerely attach slideshow. mcdoNewt@yahoo.co.nz

Oral presentation – individual. Confirm see png photos snipping tool.

Tabled information reference 148/12P

49YRS

Learn from the
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Motorcycle Riding Techniquist Ltd
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Tabled information, reference 148/12(Pta)

w/down 149 hanson 8-4-07/12



11-11 fire
hanson wgtncC





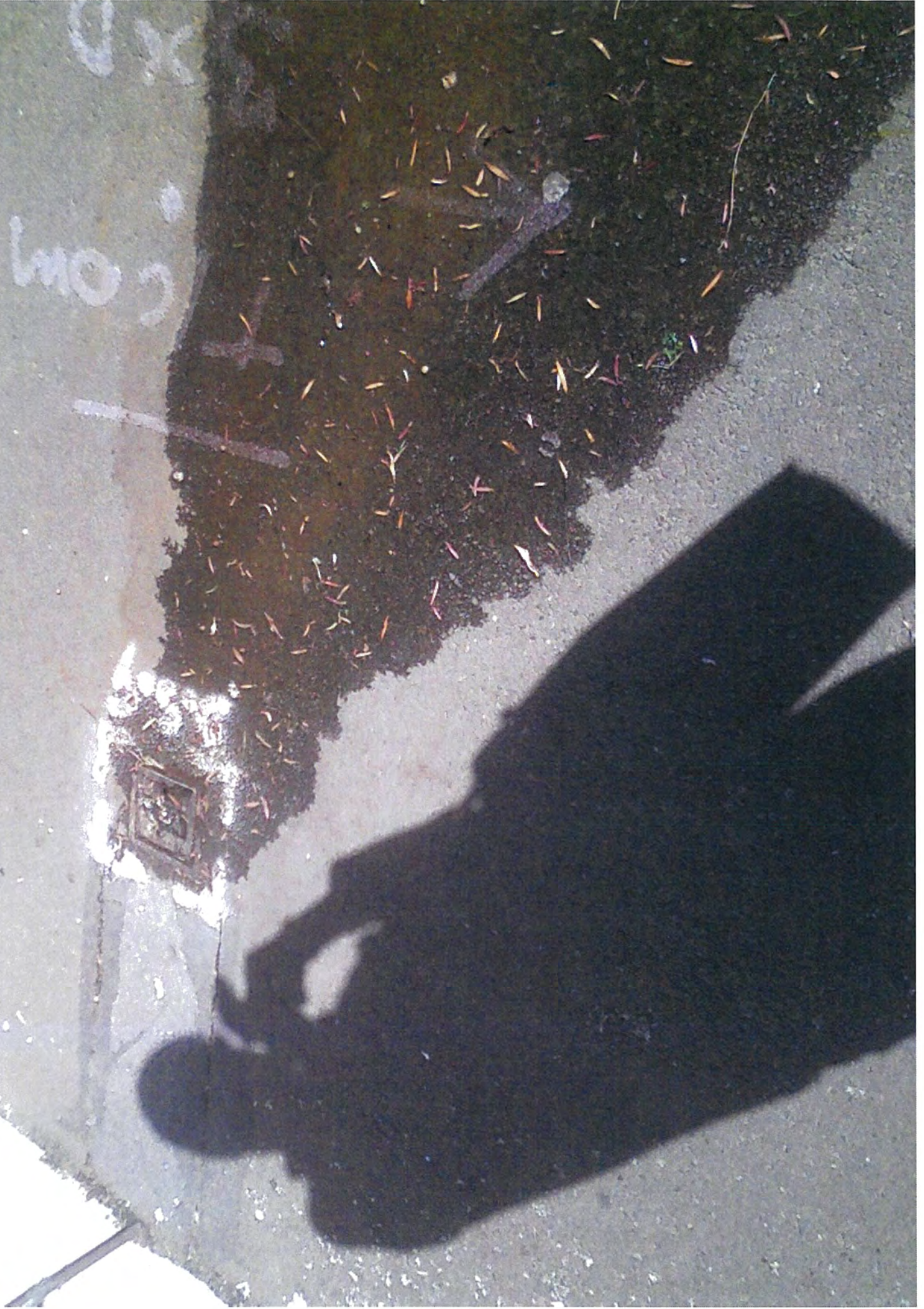
Submitted in accordance with reference 148/12P(a)



Tabled information: reference 148/12P(a)



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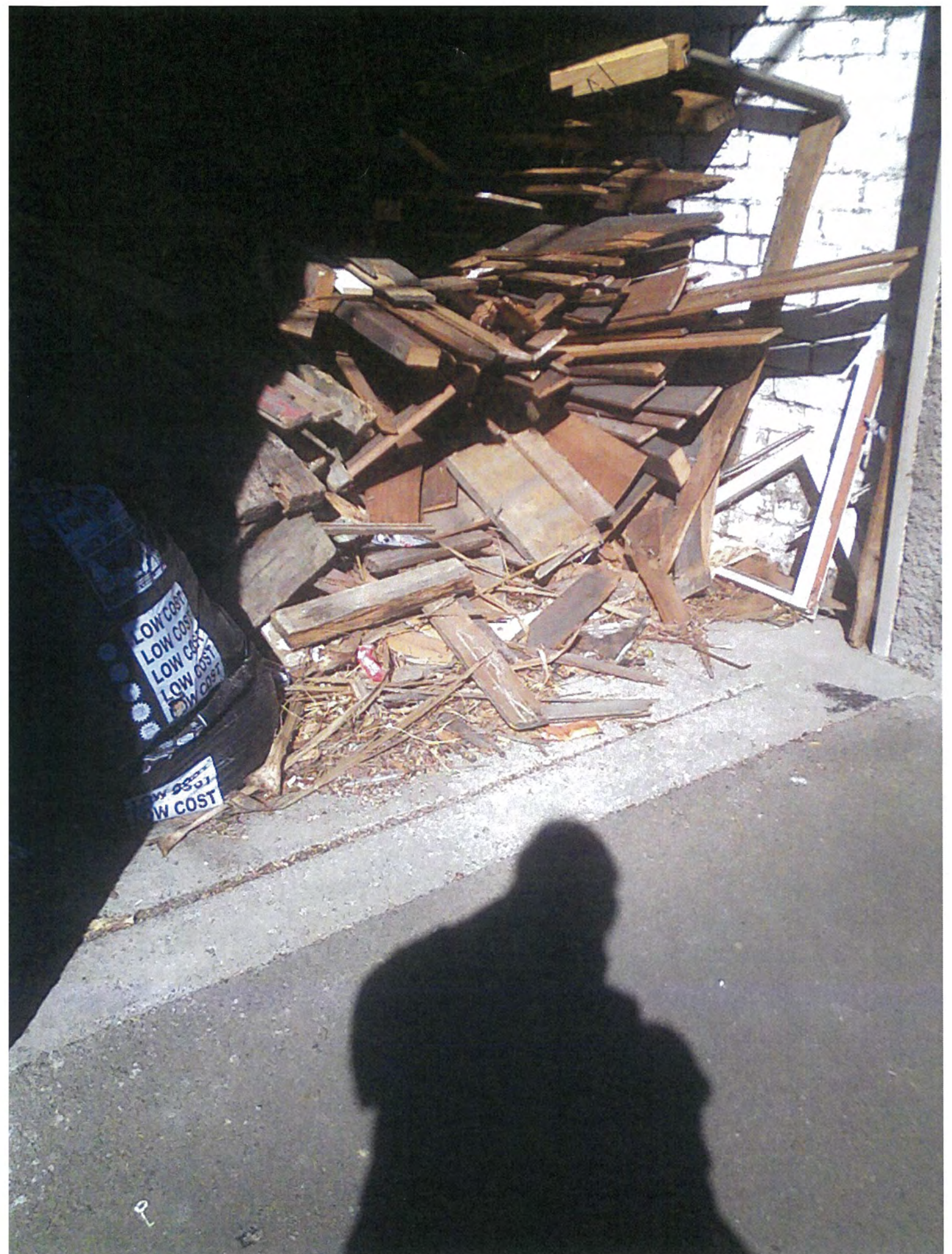
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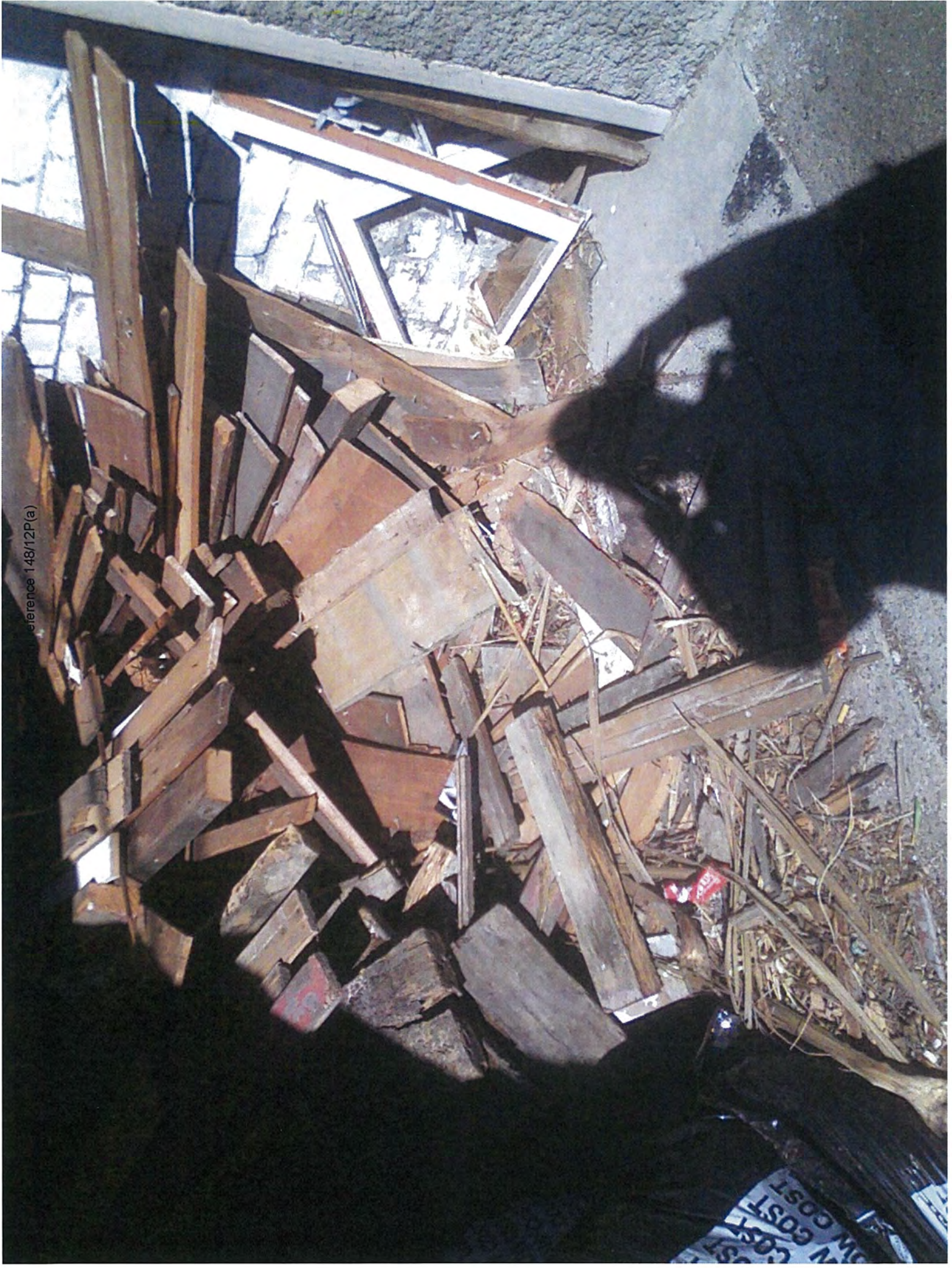
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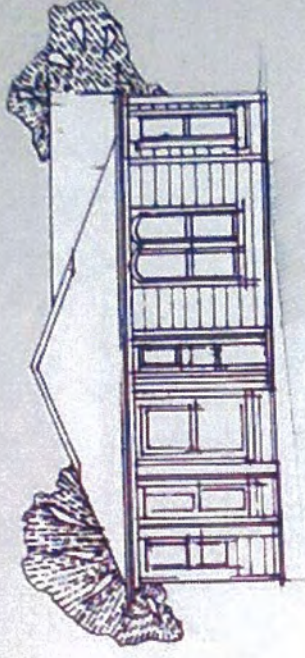
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ADDRESSED MAIL ONLY





BA BDes Hons

Sam Richards Architectural Designer

Alterations - Consents - Renovations
04 9340563 021 2943793 sam-john@clear.net.nz

NO CIRCULARS

1955

Tabled information: reference 148/12P(a)



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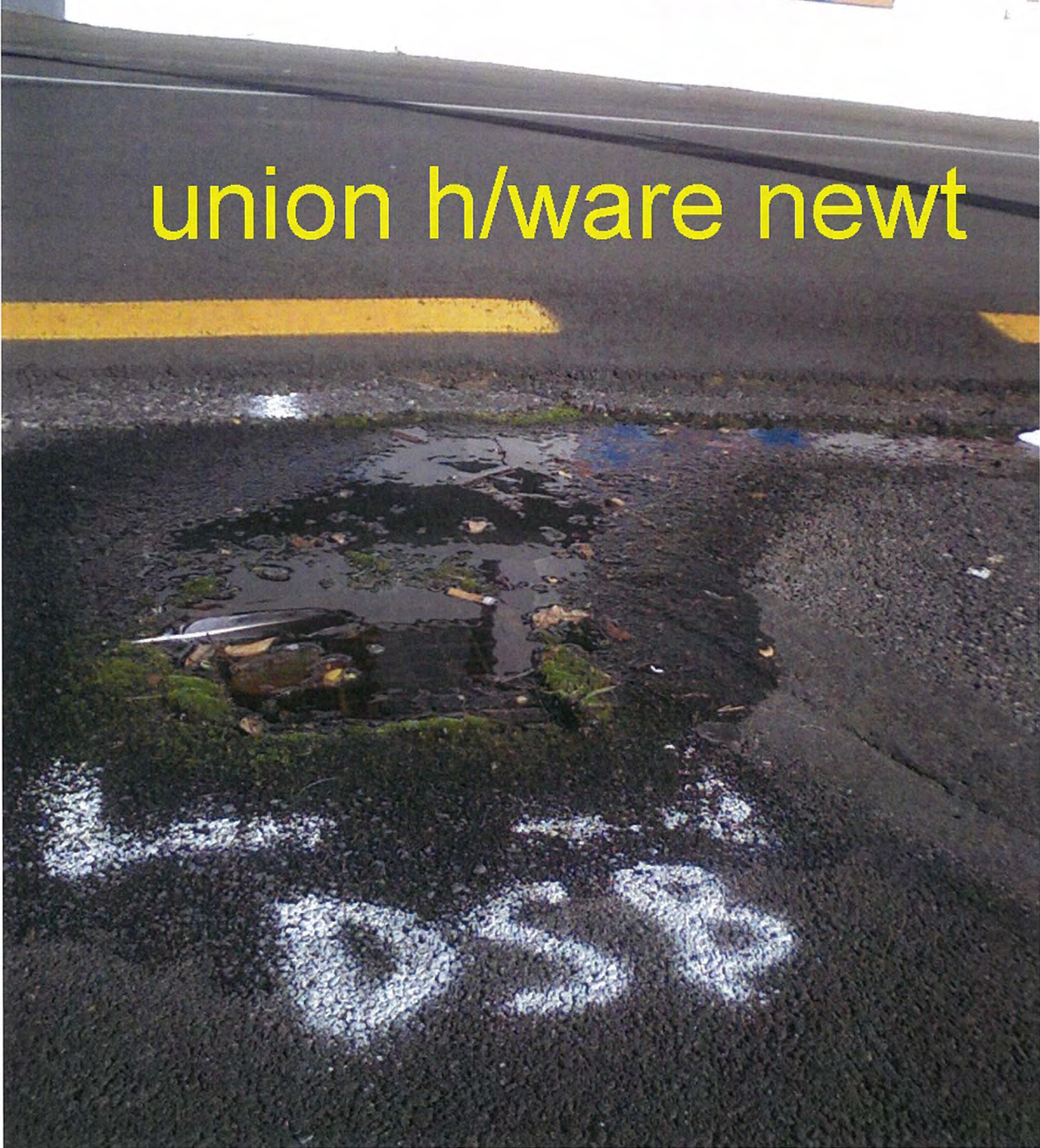




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Tags: Add a tag

Size: 404 KB

Title: Add a title

Authors: Add an author

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Camera maker: Telecom

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Flash mode: No flash function

Date created: 8/05/2012 12:04 p.m.

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Sub number: 0084
 Tabled information continued
 reference 148/12 P(b)

Nicole Tydda

Subject: FW: Council in too much bad odour to begin administering Zealandia

From: Michael Gibson [mailto:michaelpcgibson@hotmail.com]
Sent: Wednesday, 16 May 2012 3:52 p.m.
To: Garry Poole
Cc: Joanne Black; Andy Foster; John Morrison; Jo Coughlan
Subject: Council in too much bad odour to begin administering Zealandia

Mr. Garry Poole
 Chief Executive Officer
 Wellington City Council
 May 16, 2012

Dear Mr. Poole,

THE COUNCIL IS IN SUCH BAD ODOUR THAT THIS IS NOT THE RIGHT TIME TO DESTROY 'VOLUNTEERISM' AT ZEALANDIA

Please treat this as a submission in respect of the Council's 2012-2022 Draft Long-Term Plan.

It asks the Council not to destroy the goodwill towards the Karori Sanctuary (Zealandia) which exists amongst many local citizens. This goodwill would be seriously undermined if the Council began interfering with the administration of the Sanctuary.

The Sanctuary depends on goodwill for the hundreds of volunteers whose efforts make the Sanctuary such a success. Many of these volunteers view the Council in such bad odour that they will, quite simply, not be prepared to continue to offer their voluntary services if the Council takes control of the Sanctuary through a Council Controlled Organisation.

This is particularly the case because of the recent bad odour which has been created by the Council's involvement in a number of litigious situations which have antagonised many of its citizens e.g.

- 1/ the Environment Court's Decision three weeks ago which was devastatingly critical of the Council in the Waterfront Watch matter &
- 2/ the adverse Judgment of the High Court, also last month, which showed how the Council had wrongly ignored the views of local residents, particularly those who are resident in Creswick Valley (etc., etc.)

The latter is particularly relevant to this submission because most of the affected local residents live just down Kaiwharawhara Stream from the Sanctuary &, between them, contributed a six-figure sum towards the legal costs of an action which the Council brought upon itself & for which neither you nor their local elected representatives have even apologised (let alone publicly).

To my knowledge, many of these disaffected citizens are volunteers at the Sanctuary & will cease to be so if the Council becomes involved in the Sanctuary in any administrative capacity.

It is possible that a complete regime change at the Wellington City Council might restore some of the Council's reputation.

Until there is a satisfactory regime change, it is a common view that the Council is not fit to take on board any further responsibilities - especially with regard to a valuable asset & activity such as the Sanctuary.

I request to be heard in promotion of this submission.

SIGNED
 MICHAEL GIBSON
 7 Putnam Street
 Northland
 Wellington 6012

ADDENDUM

I do not think that the following false & misleading statements in the last Annual Report of the Council help in any of the Council's arguments that it is fit to take on greater responsibilities under its present regime:

"It's the job of Wellington City Council to ensure...and to facilitate democratic local decision-making." Overview

"Under the Local Government Act 2002, the Council's purposes are to..enable democratic local decision-making and action by...the people of Wellington." Page viii

"We aim to keep residents informed and ourselves accountable." Page ix

"We aim to build trust and confidence by being open, transparent and accountable."

"Build public trust and confidence in the decisions we make." "Increase awareness of the reasons for our decisions" (under the heading "Our strategic approach"). Page 4

"...we aim to keep residents well informed and engaged and, by doing this, build trust and confidence in local decision-making." (This also refers to "accountability procedures expected of local authorities by the Local Government Act 2002.")

"We inform residents about Council decision-making and activities." "Democratic local decision-making is important for its own sake." "We have directive powers....It is therefore important that people can provide input into our decision making processes." "Providing information is

20/05/2012

important." "These notions are reflected in legislation." Page 7

"All Council decision-making is informed by input from residents." "We aim to keep residents informed about...decisions that affect them." "Keeping residents informed and encouraging engagement allows residents to influence the decision-making process." "Usually there will be several stages of consultation – first, when we identify the problem and talk to affected people and groups; then when we have identified options; and, finally, when we have identified a preferred option and are seeking input." Page 13

"Our aim in this activity is for Wellington to have strong communities where everyone feels included" (under the heading "Community Participation and Support"). Page 68

"Information required by citizens and groups will be easily accessible to enable participation in the community" Page 196
(Page references are to the final Annual Report.)

My reasons for commenting on the serious shortcomings of the Council's present regime (& its not yet being time for its further aggrandisement) are neatly encapsulated in the contrast between the above sentiments & the attitude of the Council to its duties as they are actually practised. The Council's practice is illustrated in the following extract from an item on the "stuff" website:

Council defends Mitre 10 notice change

Last updated 14:56 28/02/2012

Wellington

City Council is defending its decision not to tell Karori residents about planned earthworks that could see 2000 truckloads of material moved around their neighbourhood.

The earthworks consent was given for the site of a proposed Mitre 10 Mega store on a triangular piece of open land Curtis St on the city-side of Karori suburb.

A local residents group has taken court action to review the way the council notified a rezoning of the Curtis St site, and decided not to tell residents about the earthworks application to flatten the section of open ground on which a council works depot used to stand.

A senior council planning officer thought the effects of the earthworks would be no more than minor and there was nothing special about the earthworks application to depart from the usual course of not notifying neighbours to the site.

Creswick Valley Residents Association got a temporary court order in December to stop a company of developer Eyal Aharoni starting the earthworks. It was estimated about 2000 truckloads of material would be moved. An application to approve the building of the hardware store is on hold.

It was not until a small number of residents were notified of the building application in the middle of last year that plans for the site became known and residents discovered that the land rezoning had been already been approved and the earthworks given the go-ahead.

In the High Court at Wellington today, the council's lawyer, Stephen Quinn, said all ratepayers were notified of the wide-ranging review of zoning that began in 2007. The council did not have to point out the sites but the information sent out should have been enough to alert residents to the possibility of changes. It was up to the residents to seek more information if they thought they might be affected, he said.

Mr Quinn said the decision not tell residents about the earthworks application was in line with the council's district plan. Such applications may be publicly notified only if the applicant asks for it or if the council decides there are special circumstances.

The council planning officer did not find special circumstances existed.

The residents say a 1999 letter from a council officer assuring a resident that they would be notified if plans were made for the site, was a special circumstance on its own.

Mr Quinn said the planning officer who dealt with the earthworks consent did not know about the 1999 letter which, in any event, could not amount to a promise to notify.

Tabled information
-reference 148/12P(c)

Sub number: 1425

POSITIVELY WELLINGTON TOURISM

Submission on

WELLINGTON CITY COUNCIL

Draft Long Term Plan 2012-2022

16 May 2012

POSITIVELY
Wellington
WellingtonNZ.com **TOURISM**

INTRODUCTION

Positively Wellington Tourism's (PWT) funding from Wellington City Council (WCC) is directly sourced from the Downtown Levy (DTL), a targeted rate on commercial property owners in the central business district. It is therefore of high importance that our activities deliver a return on investment to these ratepayers through increasing commercial activity in the city by attracting more visitors. All of the marketing activities that PWT engages in to bring visitors to Wellington are done in partnership with other agencies (local, regional or national) or with commercial partners based in Wellington, the wider region or the broader travel sector.

The 2012-22 Draft Long Term Plan (LTP) proposes a number of activities which are of key interest to the visitor sector and PWT as the Trust considers the growth of tourism visitation to Wellington in the future alongside the development of the city's infrastructure and the interventions made by the City Council to stimulate wider economic activity.

Marketing Destination Wellington – The activities of Positively Wellington Tourism

1. Australia Marketing Fund: Proposal to reduce funding for the Australia marketing campaign from \$1 million per annum, to \$800,000 per annum

WHAT THE PLAN SUMMARY SAYS:

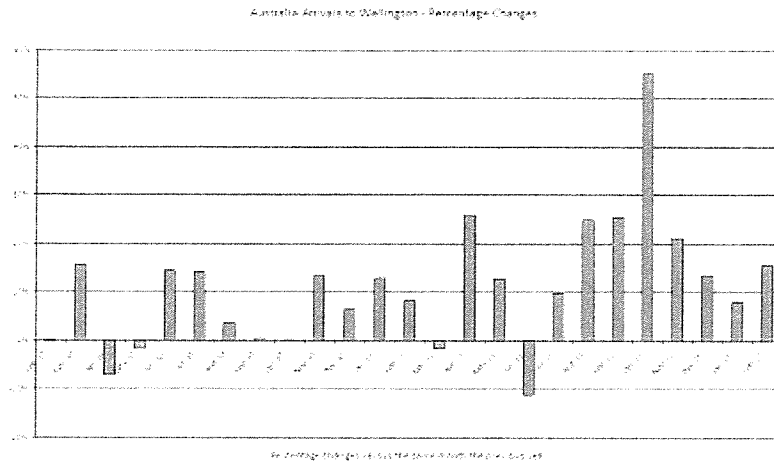
"We propose to continue contributing to this marketing campaign, but at a reduced level than the \$1 million we have provided annually in the last three years. Visitor numbers from Australia have grown in recent years on the back of this successful marketing campaign."

HOW MUCH AND WHEN: \$2.4 million in total over the next three years.

WHO WILL PAY: Downtown Levy Ratepayers– 100%

OUR POSITION:

The work PWT has carried out in Australia as a result of the investment by Council and the DTL ratepayer over the last two years has been the most significant driver behind Wellington's continued tourism success in a tough climate. Since funding of \$1m per year commenced it has made a significant return to the city through visitor arrivals, spend and increased trans-Tasman flight connectivity. The below graph charts direct Australia arrivals into Wellington growth since the launch of the There's No Place Like Wellington campaign in March 2010. As you'll see, despite ash clouds, earthquakes and a challenged economic climate, we have seen consistent and often significant growth.



Australia Arrivals Growth into Wellington Since the Launch of There's No Place Like Wellington in March 2010

In each full year the investment has been in place PWT has carried out almost \$3 million of activity through leveraging the Council's funding to create partnerships with city, regional and national agencies and businesses. For example, our partnership with our national carrier enables exciting opportunities such as the Air New Zealand restaurant Safety giveaway at our WLG pop up restaurant in Melbourne (a PR initiative that reached a cumulative audience in excess of 9 million in Australia). This in turn launched a 24-hour sale offering \$100 off return flights to Wellington for travel from February to June 2012.

While we're delighted the Council sees value in continuing the Australia marketing initiative over the coming years, we submit that reducing this investment by \$200,000 per annum will stifle its success. The multi-partnership approach sees the Council's investment amplified and the exceptionally positive results are well documented. Reducing funding will reduce our ability to raise matched partner funds, in turn of course reducing the result.

The City Council investment is the central driver of all these partnerships thus by reducing the Council investment by 20% we would expect all partners to reduce their investment by 20%. This means the total investment we would expect to see in the 12-13 year would be reduced from \$3.5m to \$2.8m, from discussions to date we believe that a further \$200k of partnership funding would be at risk as the potential impact of the activity for partners is reduced. Much of the success enjoyed by Wellington has come in low demand months when other New Zealand gateways have been in decline. Reducing the total partnership by the currently proposed degree will, we estimate, reduce arrivals growth by almost 2500 passengers in 2012/13, a loss of \$3.35m of direct spend to the Wellington economy.

2. Destination Wellington: Funding a programme to attract investment and new business to Wellington

WHAT THE PLAN SUMMARY SAYS:

"We want to create jobs and support economic growth in the city. Destination Wellington is a programme of business investment and attraction activities that will be undertaken in partnership with Grow Wellington, New Zealand Trade & Enterprise, the new Ministry of Business, Innovation and Employment, Wellington Employers' Chamber of Commerce, Kea (international business network) and other key stakeholders. Its purpose will be to attract increased levels of investment, talent and new business to the Central Business District and wider Wellington City area. We are planning to deliver this programme through a specialist delivery agency rather than in-house. This addresses a gap in service provision identified in the Council's Economic Development Strategy and in the review of the Wellington Regional Strategy. It will ensure the ongoing competitiveness of the city in an increasingly competitive global market for investment and talent.

HOW MUCH AND WHEN: \$1 million in 2012/13 and \$1.9 million a year from 2013/14 onwards

WHO WILL PAY: Commercial Ratepayers – 50%; Downtown Levy Ratepayers – 50%

OUR POSITION:

We applaud the move to use the destination platform that Council has built through its investment in its marketing arm PWT since the mid 1990s in a broadening of the concept of 'Destination Wellington'. Tourism marketing provides a shop window of Wellington, but there has to date been a gap in leveraging of that platform further through funding activity to increase external investment that will bring business investment, business travellers, education visitors, and of course a subsidiary effect of this will be more leisure visitors.

The vision for this work to be carried out in a sector-targeted manner such that the impact on the city is significant and relevant to the city's strengths and story is to be commended. This activity is greatly needed and will benefit the whole Wellington community. We are also excited by what this project will mean for a shared and consistent brand for Wellington across business, investment, education and visitor sectors.

The exploratory work PWT has carried out over recent weeks with council officers in regards to this work has demonstrated to us that there is significant opportunity for the City that lies untapped and that combining our existing marketing activities in the digital and communications space with sector specific 'investment hunting' will quickly provide open connections for Wellington to benefit from this new investment.

3. Long Haul Attraction: Withdrawal of the \$200,000 annual investment

WHAT THE PLAN SUMMARY SAYS:

"We plan to continue supporting the attraction of a long-haul air carrier to Wellington. The creation of a long haul attraction fund is in the early stages of development and this work will inform the 2013/14 Annual Plan. In the event that an opportunity arose before then the Council would give it consideration. In the meantime, we plan to stop our current contribution of \$200,000 to Positively Wellington Tourism that had been directed towards this."

OUR POSITION:

The Plan withdraws the current \$200,000 annual investment in Long Haul Attraction activity. We believe this flies in the face of the introduction of the above Destination Wellington concept. The \$200,000 funds our work with Wellington International Airport in engaging with potential long haul flight providers, including the preparation and presentation of detailed business case analysis. Stopping this fund will remove the ability to do this work. Progress made to date will be reverted, and the incentive fund proposed by Council in the future to get an airline across the line (a necessary requirement in today's market) will – in our opinion – have very little likelihood of having the opportunity to be utilised. This activity has to date been paid for by the General rate.

Our proposal to Councillors is that this activity should continue but would more appropriately be paid for by the Downtown Levy, as per our other activity.

Tourism Activities and Infrastructure

Additional to the areas which directly affect PWT's activities there are a number of points within WCC's LTP that affect key attractions and infrastructure, including:

1. Replacement Venue for Town Hall
2. Eco-city
3. Cycle Networks

1. Positively Wellington Venues – Replacement for Town Hall

WHAT THE PLAN SUMMARY SAYS:

"We propose to fund Positively Wellington Venues to refurbish the TSB Bank Arena and Shed 6 on the waterfront as replacement venues for the Town Hall while it is being earthquake strengthened. A lot of convention, cultural and community activity will be displaced from the Town Hall during its strengthening...The refurbished waterfront venues would not only meet the temporary need but also cater for additional demand for convention space, which Positively Wellington Venues plans to generate."

HOW MUCH AND WHEN: \$4 million capital spending in 2012/13

WHO WILL PAY: Initial Funding: Borrowings– 100%; Ongoing Operating Costs: User Charges and External Funding– 5%; Downtown Levy Ratepayers– 40%; All Ratepayers – 55%

OUR POSITION:

The conventions market is critical to the city. This lucrative tourism industry sector is worth an estimated \$100 million to Wellington each year and we continue to make headway in this competitive market. The importance of the proposal to invest \$4 million to fund the refit of alternative venues while the Town Hall is earthquake strengthened is twofold.

Firstly, it will provide the city with a large enough space to cater to the market during the closure of the Town Hall. This is key. If we don't develop facilities that will fill this gap, the loss to Wellington is forecast to be in excess of \$30 million in new spend across the two years the Town Hall is expected to be out of service.

The second area of importance is that refit of such facilities will not just be of use as a replacement for the Town Hall. It will also in the future allow us to significantly increase the conventions market as it will give the city the capacity to host two large conferences concurrently when the Town Hall is back in the fold. This again talks back to the 'Destination Wellington' initiative as the city looks to build its business and academic profile.

2. ECO CITY – A new trust to manage ZEALANDIA, Wellington Zoo, the Botanic Garden and Otari-Wilton's Bush

WHAT THE PLAN SUMMARY SAYS:

"We're proposing to establish a Council Controlled Organisation to manage Zealandia, Wellington Zoo, the Botanic Garden and Otari-Wilton's Bush. Together, these places enhance and promote Wellington's biodiversity, conservation and education close to the heart of our city. The new model would cost \$1.34 million to set up and run over the next three years. The establishment of ECO City will provide greater efficiencies by allowing them to share services such as finance, IT systems and marketing and facilities management. There will also be better opportunities for destination marketing, membership systems and cross-selling to visitors and members. It can all be promoted locally, regionally and internationally through the Council's marketing arm, Positively Wellington Tourism. A separate and concurrent consultation process is being run on this proposal and the other options that were considered. See our website for more information on this proposal and how to make a submission on it."

OUR POSITION:

All of the included attractions are fantastic assets for visitors and in particular ZEALANDIA and Wellington Zoo are pivotal to the city's product offering to the travel trade. There are many ways to look at this issue of attraction operations management, but as the city's marketers we certainly see value in the grouping together of key related attractions that can help champion the Destination Wellington cause.

Project title: Long Haul Attraction Fund

Project author: David Perks

Strategy area: Economic Development

1. The Proposal

For the last five years Wellington City Council have invested \$200,000 per year in activities to attract a Long Haul airline to Wellington. This investment has been made through Positively Wellington Tourism (PWT) and is an investment that was initiated as a recommended activity of the Wellington Regional Strategy. In some years some investment has been made by some other Territorial Local Authorities in the Wellington Region. In all years the City's investment has been partnered by Wellington International Airport Ltd (WIAL).

During this time the fund provided has enabled PWT – in partnership with WIAL – to work on a two pronged strategy to attract a commercial airline to provide a Long Haul link from Wellington to Asia.

1. Direct work with airlines sharing the business opportunity of flying to Wellington with airlines, developing business cases and plans for individual airlines whilst building trust and confidence relationships with such airlines to promote Wellington as a priority destination to fly.
2. Promoting Wellington as a destination in Asia through tourism marketing activities and convention business development opportunities through investment made alongside Tourism New Zealand and Conventions and Incentives New Zealand.

In late 2011 Wellington City Council adopted a new Economic Development Strategy that amongst other matters recognised long haul airline connectivity as a key to the ongoing growth of Wellington's economy at a time when the ongoing challenge of the Euro-zone crisis continues to negatively impact on global business confidence, resulting locally in a retraction of government spending in New Zealand - challenging the vibrancy of the Wellington economy.

The City Council's recognition of development of a long haul airlink in its Economic Development Strategy is a reflection that the investment in attraction and the benefits that result from commencement of a service are of such high significance to the city and its communities that such investment should be shared by the direct business benefactor (the airport) and the city.

Through clear demonstration that a city is working with its airport to attract a new airlink, trust and confidence is built in that relationship which means that provided with the right business opportunity an airline will make the extremely significant capital and operational investment required to start a new route.

The published Draft Long Term Plan has noted the intention of Council to put into place an 'Incentive Fund' effectively to subsidise a 'First Flyer' airline to fly Long Haul to and from Wellington. This is an appropriate activity and is an approach used by city's across the globe to support airlines as they develop a new route/destination in the early years of its operation.

The Long Haul opportunity for Wellington was always one that would require an ongoing strategy over a sustained period of time. Whilst it has been unfortunate that some technological advancement in aircraft technology have not been delivered as quickly as was expected when the strategy was set out upon, the work done building relationships and demand has been valuable. The ongoing persistency of the approach means that since the beginning of 2011 the prospects of a new Long Haul airliner being launched from Wellington have become much brighter. In 2012 a number of highly significant opportunities are being pursued with ongoing meetings, business case developments and analysis being carried out between the PWT/WIAL partnership and appropriately qualified airlines.

This proposal is about making sure the opportunity built is not squandered and that the incentive fund, the foundations for which have been laid through councils adoption of its Economic Development Strategy, is quickly required as an airline commences service to Wellington from Asia.

The LTP currently recommends ceasing the current contribution to PWT of \$200,000 which pays for the work that will bring a Long Haul airliner for Wellington. Engagement with airlines and providing them with appropriate business cases and analysis is expensive work – requiring the services of international air industry specialists. If Wellington City Council does not continue to fund this activity there is very significant risk that the important negotiations which are currently underway will stall, and that the recognition and reputation that has been created for Wellington as a real and worthy opportunity for an airline through the investment made to date will be lost in a highly competitive environment.

This proposal recommends that Wellington City Council continues to invest \$200,000 per year in PWT for working in partnership with WIAL for the purpose of attracting an airline to commence a Long Haul airliner to and from Wellington to Asia.

2. Proposal Costs

Outline project costs per year										
Project Component	Operating expenses									
	(\$000)									
	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
Long Haul Airline Attraction	200	200*	200*	0	0	0	0	0	0	0
Total	200	200	200	0	0	0	0	0	0	0

Project Component	Capital expenses									
	(\$000)									
	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

* Whilst this proposal is for three years we would recommend that the provision is reviewed each year.

Whilst to date the provision of funding for the Long Haul Airline Attraction activity has been provided by the General Rate PWT suggests to Council that the provision should be made from the Downtown Levy reflecting the significant opportunity that attracting an airline will bring to the commercial rate-payers of the city.

Providing the funding for this activity through the Downtown Levy is supported by the Wellington Branch of the NZ Property Council, the Wellington Employers' Chamber of Commerce, Wellington International Airport Limited and the Wellington Branch of the NZ Hotel Council.

3. Results to Date

The funding of the Long Haul Attraction Fund to date has placed Wellington in a place now where the city is understood by a number of airlines to be a destination that has the potential to provide a business opportunity. Because of the significant investment required by an airline getting to this position is a long drawn out process of building demand and working with airlines, sharing the business opportunity of flying to Wellington, developing business cases and plans for individual airlines whilst building relationships with such airlines to cause them to take the city's proposition seriously through repeated contact over a sustained period.

Unlike other activities of PWT this activity does not have incremental goal posts, but should the goal of the activity be met the outcomes for Wellington and Wellington City Council will be highly positive. The change that has occurred through the work carried out to date means that Wellington is now a real proposition for airlines, with a worthy business case.

4. The Approach

Around the world cities like Wellington share an ambition to improve their air connectivity. This is because it is understood that by doing so cities can stimulate economic development as well as providing citizens with a higher standard of living through the ability provided for travel easily to a wide array of destinations.

Provision of a long haul air-link will provide opportunity for Wellington to grow individual business sectors as prescribed in the Wellington City Council Economic Development Strategy as well as the desirability of Wellington as a destination of choice for international students. Alongside these outcomes the Wellington tourism sector can expect an increase in visitor numbers from the country that the air-link is made with and countries to which that airline connects beyond the first port of call.

The approach of city working hand in hand with airport is found across the airline route development sector. The city contribution reinforces to airlines the commitment of the community that wants the connection and the direct involvement of the relevant tourism agency reassures the airline that once established the new route will be promoted so that target passenger numbers are met. The approach is consistent to that used successfully by both Christchurch and Auckland. For Wellington the approach is particularly critical; with no incumbent long haul flyer and (relative to most cities across the world) a small population base Wellington must be seen to be exceptionally committed by an airline being asked to make that same exceptional commitment.

5. Project Activity

The purpose of this investment remains as it has been in previous years enabling PWT – in partnership with WIAL – to work on a two pronged strategy to attract a commercial airline to provide a Long Haul link from Wellington to Asia.

1. Direct work with airlines sharing the business opportunity of flying to Wellington with airlines, developing business cases and plans for individual airlines whilst building trust and confidence relationships with such airlines to promote Wellington as a priority destination to fly.
2. Promoting Wellington as a destination in Asia through tourism marketing activities and convention business development opportunities through investment made alongside Tourism New Zealand and Conventions and Incentives New Zealand.

At this particular point in time two key factors mean that it is critical that the existing investment is continued:

1. A number of established discussions with airlines are at critical and delicate positions where the level of interest is high, a high level of trust has been established and highly specific business cases are being prepared for prospective airlines.
2. Conveniently at this point of time Tourism New Zealand have identified that SE Asia is a key market from which they believe with marketing investment will grow significantly for New Zealand over the next five years. SE Asia is the only Long Haul market that is accessible by plane from Wellington. The opportunities for PWT to work with TNZ in these markets are thus increased and through these opportunities demand for Wellington can be stimulated to further improve the business case for an airline flying to Wellington and also grow confidence in that business case with airlines based in that region.

PWT has recently commissioned BERL to revisit the Economic Impact Assessment they made in 2008 regarding the establishment of a Long Haul airlink to Wellington. This updated report reflected that:

Visitor Growth Impact - \$23.6m new spend per year

Air links drive Investment & Migration

- Attraction of new inward investment
- Higher inward migration, especially of skilled people
- Promoting the export success of companies located in the area
- Enhancing competitiveness of the economy
- Adding to the quality of life of the citizens.
- Retention of existing companies

Further growth will be driven by net inward migration.

- Scenarios built considering Wellington's growth through migration since 1996 and Auckland's growth through the same period linked to air connectivity demonstrate how the introduction of a long haul link will deliver significant extra growth in the population of Wellington's and particularly the CBD.
- This population density growth will simultaneously increase CBD land values over 10 years by \$2.7b driven by increased population and economic activity.
- This property value uplift could increase CBD rates take in ten years' time by \$27 million per year.

6. Conclusion

Activity carried out through the provision of the Long Haul Attraction fund to date means that today Wellington is in the exciting position of having a number of airlines interested in starting flying to Wellington. The investment required by an airline to make the decision to fly to Wellington is in the region of US\$103m per annum.

This type of investment decision is made through analysis of the very best available information provided, understanding that a City and Airport are committed to working together to make the new venture a success, that demand for the route is being built through marketing activity and that the relationship between city, airport and airline is one of ongoing commitment, collective strategy and mutual trust and confidence.

Wellington City Council must continue investing in this activity to reap the rewards of the investment made to date and ensure that the vision provided through its Economic Development Strategy is delivered to the people and businesses of Wellington

Submission 469
Tabled information
reference 148/1219(d)

Oral Submission on behalf of North Wellington Football

The purpose of today's submission is to ask Councillors to confirm their existing support in the LTP for an artificial turf at Alex Moore Park and also confirm their ongoing support for the Alex Moore Park Sport and Community complex which is an integral part of the Alex Moore Park artificial turf development.

Background

North Wellington AFC is the largest senior football club in the Wellington region and together with our junior club (which is one of the largest junior clubs); we have 1000 people playing football.

Each week we have 31 teams that require the use of a full sized field and we also have 65 junior teams that require playing areas of varying sizes.

Our nearest neighbours (Onslow Junior Football Club) have 850 young people playing football so it is immediately apparent that in the suburbs in and around Johnsonville, there is significant demand for playing and training surfaces.

Tawa football club to the north of us is also a strong and vibrant organisation.

Football as a code continues to grow year upon year with a projected 23 men's Divisions next year and 6 women's divisions. This does not even include junior football or college football.

When you add in the other sporting codes and recreation groups and consider the growth projections in the northern suburbs, it is very clear that we aren't meeting current or future demand for training and general recreation space.

Our natural grass fields remain under pressure and cannot be used for significant times during the winter season, particular for competition games on weekends.

Alex Moore Park Artificial Turf

It's great to see turfs coming on stream now.

With a junior turf at Nairnville and 2 turfs at Wakefield Park plus 1 at Te Whaea, Wellington College and hopefully St Pats soon, we now have more surety about being able to play our game. In fact by now game cancellations would normally be the norm on the weekend and they are now the exception.

The current lack of turfs in the northern suburbs however does not help our own 1000 players and players from other codes to train. The day I lodged my submission our sports fields were closed for practices and the same situation occurred the following day.

Overall all sporting codes in general and the northern suburbs in particular would like the surety of being able to practice mid week and also play on the weekend, particularly more locally.

The cost and benefit of an Alex Moore turf must surely rate as a high priority through keeping people of all ages fit, healthy and active in their community.

The Alex Moore turf is also an integral part of the new Alex Moore Park project.

Alex Moore Park Sport and Community Complex

North Wellington junior and senior football clubs along with Johnsonville cricket, Johnsonville softball and Olympic Harriers are founding partners of the Alex Moore Park Sport and Community development. This is a Sportville initiative and is one of very few such projects in Wellington City. The 5 clubs have in excess of 2000 active members plus friends and family.

There is no doubt that the Alex Moore project would not be in existence today without the mentoring and support of Wellington City Councillors and Officers.

The following expenditure is currently included in the LTP

2012/13 \$50,000 Planning for Alex Moore Park planning

2013/14 \$1,875,000 Alex Moore Park artificial pitch

2014/15 \$350,000 Public Toilets for Alex Moore

2015/16 \$380,000 Plimmer Trust funding for walkways/landscaping at Alex Moore

Close communication is being maintained with Wellington City Council and the intention is to finalise a Resource Consent application (for new Community asset and artificial pitch) once LTP funding is confirmed. We have a draft application ready.

Our Trust will be seeking private funding support for the new community facility once resource consent is in place. The cost estimate is \$5,000,000 of which approximately half of the necessary funding has been pledged.

Additionally there will be a need for car parking and a power transformer as part of the Stage One works. The car parking has been costed at \$900,000. (2013/14) The transformer at \$50,000. (2012/13)

The lack of car parking in and around Alex Moore Park is a well known issue.

There is insufficient capacity in the local area to provide power for both the artificial turf and the new building.

Summary

Thank you for your ongoing financial and logistical support.

Please continue with the Alex Moore Park artificial turf as outlined in the LTP.

Please continue along exactly the same lines with the sport and community facility. These are integrated projects and the northern suburbs need these developments after many years of stagnation in general.

Please recognise that car parking and a power transformer which have not been included yet in the plan are clearly infrastructure issues and need to be added to the LTP

Thank you.

Grant Stephen
On behalf of North Wellington junior and senior football clubs