

2015-25 Draft Long-Term Plan Hearings
 Wednesday 6 May 2015, 5.00pm to 7.30pm

Time		Name	Organisation	Sub #	Page
5.15 pm	5 mins	Abbas Hakimi		27	642
5.20 pm	5 mins	Grace Tualaulelei		479	659
5.25 pm	5 mins	Anne MacLennan		795	681
5.30 pm	Buffer				
5.45 pm	10 mins	John Kennedy-Good	Wellington Area Council of St Vincent de Paul Society	909	712
5.55 pm	5 mins	Richard Randerson		519	662
6.00 pm	Buffer				
6.05 pm	5 mins	Don Mackay		276	646
6.10 pm	10 mins	Gerald Fitzgerald	Kensington Swan	857	691
6.20 pm	5 mins	Debbie Leyland		368	6512
6.25 pm	5 mins	Erin Stewart		392	658
6.30 pm	Buffer				
6.35 pm	10 mins	Charles Finny	Saunders Unsworth	390	653
6.45 pm	10 mins	Ian Cassels	The Wellington Company	627	664
6.55 pm	5 mins	Robert Ibell		356	651
7.00 pm	Buffer				
7.05 pm	10 mins	Carol Comber	Mount Cook Mobilised	690	676
7.15 pm	10 mins	Ellen Blake	Living Streets Aotearoa	661	669
7.25 pm	5 mins	Alexander Wright		848	686
7.30 pm	Adjourn to reconvene on Thursday 7 May 2015, 9.15am				

Submitter Details

First Name: **Abbas**
 Last Name: **hakimi**
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 eMail: **hak1mi.Abb@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

Great work you guys Keep it up!

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
2015-25 Draft Long-term Plan

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 checked="" type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr	
First name	DON
Last name	MACKEY
Street address	5 WILKINSON ST
Suburb	ORIENTAL BAY
City	WELLINGTON
Phone	381 3223 ; 022 6455 313
Email	don_maria_mackey@msn.com
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 checked="" 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 type="checkbox"/> neutral <input type="checkbox"/> oppose <input checked="" type="checkbox"/> strongly oppose Comments: rate increases should not exceed the CPI - the Council needs to prioritise better rather than increasing rates
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 checked="" type="checkbox"/> strongly oppose Comments: The figures don't stack up for this - seems to be based on wishful thinking & dubious EY figures. Why not supported by airlines & central govt if such a sound proposal?
4) Do you think Council should be supporting the tech sector to stimulate it to grow?	<input type="checkbox"/> strongly support <input checked="" 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:

I would support this if it was clear that new visitors would be attracted & for longer, but that cannot be assumed. This is an unbalanced question - like some of the others.

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?

Yes - keeping rate increases below the CPI.

Who we are reaching

276

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 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



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

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:

Council, as a public organisation and Wellington's largest employer, should set a good example, knowing that paying a living wage (as opposed to the minimum wage) enables Wellingtonians to play a full part in their community & to live in dignity & without struggle.

WCC have done a good thing in voting to pay the living wage to its direct employees. I'd like to see that commitment cemented in the Long Term plan to show that Council intends to continue paying the living wage to employees & to extend it to employees of Council contractors.

Name

Robert Ibell

Signature

Robert Ibell

Address

101 Constable St, Newtown, Wellington 6021

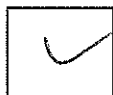
Phone

04-972 2552

Email

rob@clear.net.nz

I wish to make an oral submission



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: family members are not able to spend time together as often both parents are working.
 Every one deserve a quality of life.
 Healthier communities.
 be able to cloth, feed and house families.

Name Debbie Leyland

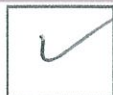
Signature D. Leyland

Address F1/135 A Apu Cres Lyell Bay wgh

Phone

Email debbiejleyland@gmail.com

I wish to make an oral submission



Submitter Details

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 Suburb:
 City:
 Country:
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 Mobile: **0275 441 547**
 eMail: **charles@sul.co.nz**

Wishes to be heard:

- Yes
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- Submitter
 Agent
 Both
-

Submission

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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

This is essential to our future. It will allow businesses to grow, it will attract people to live here and it will attract more students and tourists. We need 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

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

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Comments

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

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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

I see potential to combine an events, stadium and convention opportunity.

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?

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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

We need a longer runway and more international students. These should be priority activities

Who we are reaching

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I am

Male
 Female

My age is

under 18 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
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Which of the following best describes you?

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- Cook Island
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- Niuean
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Please state:

Other issues/matters or general comments

Comments

Attached Documents

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WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

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- 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: *of better living is affordable housing, food & clothing cost.*

Name *Erin Stewart*

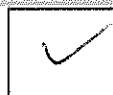
Signature *[Handwritten Signature]*

Address *47 Childers Terrace*

Phone *0278563927*

Email *erinstwrt@gmail.com*

I wish to make an oral submission



From: [Grace Tualaulelei](#)
To: [BUS: Long Term Plan](#)
Subject: LTP Submission
Date: Tuesday, 14 April 2015 2:33:22 p.m.

The biggest immediate concern I have is the commitment WCC made to being a Living Wage council. I am of the belief that the city of Wellington, with its high number of minimum wage jobs in areas that we rely upon, particularly hospitality and labour, is in danger of failing to achieve many of the desired outcomes of the LTP if the quality of life here does not also improve. Wellington City Council voted in principle to become a living wage council. Hundreds of directly employed council workers were lifted to the 2013 living wage of \$18.40. The LTP provides for a living wage for directly employed staff at Wellington Zoo and the Museums Trust but many council workers — like cleaners, security guards, and recycling workers — are on pay rates as low as the minimum wage. Despite economic improvements in NZ, the percentage of minimum wage earners has increased steadily. In 2014, around 4.7% of workers or around 109,000 people were estimated to be receiving the minimum wage, compared to 0.6% of workers or 13,000 individuals in 2006. With the cost of living increasing across the board (food, utilities, housing, etc), these statistics are alarming.

As a publically-funded governing body and local employer, the Council are privileged with the opportunity to demonstrate leadership and a genuine commitment to the betterment of our region by implementing policy to reflect their commitment to a living wage. The purpose of the LTP if simplified, is to forecast future action for the betterment of society. I believe that if the Council is sincere in its intentions for improving our beautiful city, the low earners whom are the frontline staff of the council should be employed by an employer that recognises the cost of living in this city and sets its pay rates accordingly. I doubt there would be opposition by ratepayers to increased spending related to income. Such action would set an example to other employers in the region. The immediate positive effects would be widespread with the potential to affect change in so many of the areas the LTP is targeting.

The Living Wage of \$19.25 is 68 percent of the average hourly earnings in New Zealand at \$28.23. It is a modest income for workers struggling to survive and participate in society.

Much of New Zealanders' recent accumulation of wealth has been due to appreciating house prices. Between June 2011 and June 2014, New Zealand household wealth grew by almost \$170 billion – two thirds of which was due to increased equity in housing. The house price boom has benefited a minority of New Zealanders and it would appear that this minority is becoming smaller by the month. 50% of Wellington residents are renting. Average house sale price in 2014 \$447,200.

The construction of affordable housing in areas such as Karori and Johnsonville would be highly beneficial for the region but only if there is parallel improvement to surrounding features like schools, parks and potential employment.

Statistics New Zealand's household estimates suggest that homeownership rates are gradually falling. SNZ

estimate that the proportion of owner occupied.

Overall, the top 10% of earners receive twice the total income received by the poorest 50% of adult New Zealanders.

The wages of some of the poorest paid workers are not rising as quickly as those of better paid workers,

and they may be rising because of legislation rather than through the market

forces. Welfare beneficiaries – excluding those receiving New Zealand Superannuation – have lost ground as benefit levels are indexed against inflation. Effectively benefits remain at the arbitrary levels determined by the benefit cuts of 1991 creating in effect a class of citizens of around 500,000 people who do not get the benefits of economic growth shared by the remaining four million New Zealanders.

In order to improve our city, it is imperative that we start with improving the well-being of those who inhabit it. Only when we are able to participate in society, can we contribute to and enjoy a city like ours. The city of Melbourne has an entire sub-city network of laneways that have developed over time. Wellington could benefit from similar ventures but it must be done so in a way that does not compromise the city's existing layout. The potential sites for laneway initiatives should be small and isolated, with the potential for development pending success of a pilot space. Expectations need to allow for the staggering of developments to prevent large scale construction with minimal success. Another feature of Melbourne the LTP could benefit from is public transport infrastructure. Cycleways will only improve our city if they are designed and implemented according to the needs of the public, not the wants of the council. Wellington should be more focused on encouraging public transport use through city planning that aims to reduce motor vehicles in the CBD, increases pedestrian spaces and has affordable services. Development of new things is a recurring theme throughout the LTP. Improvement of existing features is more appropriate. Frank Kitts Park has been flagged as one potential target. If changes are to be made, the limited grass space we have on our waterfront needs to be preserved. We are in danger of developing our scenic public spaces into garish man-made eyesores.

The sports facilities are an area where the LTP has potential to negatively impact the city. There are needs that exist which have not been demonstrated. Furthermore, demonstrating a need does not make it a valid one. Yes the city needs adequate recreational facilities with regular maintenance and measures to ensure these grounds are reserved for such activity. Wellingtonians are active people that take great pride in our grounds. The activities they cater to are a vital component in the social engagement of our communities. Wellington however, has a number of exceptional fields and arenas. The council should be focusing on improving the existing facilities in favour of erecting new ones.

The building of arenas is not consistent with ensuring events are successful or frequent. It is the quality of the events and public participation that equal success. Wellington has many beautiful venues that are largely unused and seldom at capacity. I believe this is resultant from low incomes and a lack of funding in the arts.

To deem Wellington the events capital ignores the fact that Auckland with its higher population and subsequent higher incomes, plays host to a vast majority of events in NZ. Offsetting costs requires very clear definition. In attempting to gain support, this statement is deliberately very wide. If the offsets were to be found through cuts to libraries, parks or housing, I would be wholly opposed. I support the want for increased support of the film industry in theory, based on the specific wording of the submission question but the LTP includes a film museum which would be a disservice to the industry, the waterfront and the vast majority of ratepayers. We are fortunate to house some of NZ's most valued Taonga at Te Papa. Wellington also boasts an internationally recognised film industry. Increased funding is most desirable. There is no value gained by the public in the proposed museum. Tourism in NZ has already moved on from Hobbits and such. To erect more buildings on our waterfront would soil our clean green image.

As for the runway, I am opposed to the extension in principle because of the lack of support from airlines. To spend on an extension whose purpose is to allow for larger planes, despite lack of interest from the airlines who offer such services appears void of logic or reason. Ratepayers should not be burdened with contributing to costs that relate to private enterprise.

Limiting rate increases may have a negative effect on fiscal policy but the council in turn, needs to be implementing policy that is not a gross misuse of public funding. Developments pertaining to culture, infrastructure and public spaces in the LTP are a mixture of innovative and misdirected.

Grace Tualalelei
5 Clementine Way Crofton Downs
0223057911

I would also like to make an oral submission

SUBMISSION ON LONG TERM PLAN (LTP) 2015-2025

To: Wellington City Council

From: Richard Randerson, 13 Matai Rd, Hataitai, Wellington 6021.

Contact: Tel 04 9766050 randersonjr@paradise.net.nz

Date: 15 April 2015

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

I am a Hataitai residential ratepayer who over the last two years has raised concerns about the proposal to extend the airport runway. I am co-Chair of the Guardians of the Bays Inc but write as an individual. The Guardians are submitting their own proposal on this topic. There are some worthwhile proposals in the Consultation Document (CD), but my concerns are:

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 1 asks about support for the 'broad approach' of the LTP. There is much to support, but broad support could be read as carte blanche for everything listed.
2. Likewise Survey Question 2 about rate rises is non-specific about project allocation
3. Survey question 2 also poses a false antithesis between growth and 'business as usual'. Many would favour growth without wanting to give indiscriminate support to everything on the table. And 'business as usual' could be easily seen as 'stagnation' and hence not be a legitimate alternative in the question.
4. 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.
5. On the extension, the Council's current online survey is showing a low 56% support as compared with 80-95% for other projects. The online survey shows 41% rating the runway extension as 'low priority'.
6. 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. At a recent Eastern Suburbs community meeting I asked the Mayor if ratepayers would be consulted on the runway extension ***after publication of the BP***. She replied that it was 'the Council's aim' to do so but was unable to guarantee this. We are being asked to support something while being totally in the dark about critical facts.
7. Residents are also totally in the dark about likely cost over-runs which would turn a '\$300m' project into something vastly more expensive, a cost likely to be shouldered by whom?

8. The Mayor's membership of both WCC and WIAL is, in the eyes of many, a compromised position.

Recommendations to Council

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

9. A fully costed and specific proposal be made public and ratepayers invited to respond once in full possession of the relevant information
10. The specific percentage impact on rates of the runway proposal itself be made known (ie will increase rates by x% annually for x years)
11. The total of **committed** funding for the project be made known, and the extent of any shortfall indicated
12. 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
13. 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
14. 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.
15. 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
16. 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.

Richard Randerson
15 April 2015

Submitter Details

First Name: **ian**
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 On behalf of: **Many property owning entities**
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 City: **Wellington**
 Country:
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 Daytime Phone: **8024291**
 Mobile: **021390871**
 eMail: **ian@twc.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.

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- 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

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

Strongly support Support Neutral Oppose Strongly oppose

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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

Te Aro is the biggest event in Wellington. We have currently housed (predominantly through renting) 1500 people in and around Te Aro and the economic multiplier of this is huge. Wellington is virtuous, growing and almost totally unappreciated. Te Aro had no one living in it in 1995 yet now it is the thriving 'thought kitchen' of the country with enough momentum to double its population (and value) within 10 years. The Airport is unconditionally required as Wellington is International and must connect in a world which damns spending more time than necessary doing anything.

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

There is no choice

Attached Documents

File
2015-25 Draft Long-term Plan



Submission from Living Streets Aotearoa - Wellington

Wellington Long Term Plan 2015, Karori and Tawa plans, and Urban Growth Plan

Contact person: **Ellen Blake**
 Email: **wellington@livingstreets.org.nz**
 Phone: **021 106 7139**
 Date: **17 April 2015**

Submission

Living Streets Aotearoa would like to see Wellington in 2025 meeting the goal of our organisation – more people choosing to walk more often and enjoying public places. This is entirely consistent with the guiding principles for the Urban Growth Plan to:

- keep our city compact, walkable and supported by an efficient transport network
- maintain the features that support our high quality of life
- protect the city's natural setting and reduce the environmental impacts of development and transport
- make the city more resilient to natural hazards, such as earthquakes, and the effects of climate change.

This would mean that Wellington 2025 would have fantastic walking routes to all parts of the city, with well-connected public transport connecting the walkways. Children and adults of all ages and abilities would be out on the streets walking to and from their daily activities, socialising, keeping healthy and caring for their environment.

It would mean that there were well designed footpaths for pedestrians to stroll and walk or run along, and easy places for pedestrians to cross over the vehicle-paths. There would be a variety of walking environments from urban macadam (Golden Mile) to 'natural' surfaces (Mt Victoria town belt or Hataitai to town walk) that are well signposted.

Schools and child care centres would be at the hub of well-connected walkways with high volume pedestrian traffic along them (e.g. the Basin Reserve with its 3 large secondary schools and 2 primary schools would look like a child-pedestrian friendly place and not a car speedway).

Pedestrians and public transport would be the priority along the entire 'Golden Mile', which would encourage continued strong economic activity in the CBD.

Suburban centres would be designed for pedestrians, connected to their suburbs by walkways and public transport, and would feature high quality public spaces for recreation and socialising.

The wonderful waterfront would be easily accessible from the town side and walkable all the way down to the interisland ferry, with clear signposting of key destinations along the way (replacing the current notices for cheap vehicle parking). This would be the core of the Great Harbour Way, extending from Pencarrow to Red Rocks.

The transport system would be treated as an integrated whole to first serve the access needs of the people of Wellington – with public transport and walking infrastructure well integrated and ubiquitous. Active transport would be favoured over passive private modes, with a range of incentives to get people onto their feet (including pricing). Pedestrian ease rather than vehicle congestion would be a key indicator of transport success.

Innovative solutions including smart technology would ensure that households could meet all their needs without car ownership. Wellington would be known as the walking capital.

We would like to see the following provided for every project proposed in these plans before it is adopted:

1 Performance measures

These should answer how we (the residents) know if the projects meet their goals.

For walking this will include the funding for walk projects, and how success will be measured (e.g. crashes footpath falls, physical assaults, numbers of seats, shade/shelter, and toilets per km footpath, gradient-slope/crossfall standards met 95%, crossing time minimum and cross wait times, access to public transport and local services).

2 Goals/targets

What is the measureable goal or target for each project.

For walking we want to see

- an increase in walk2work mode share by 10% to 30% over the 10 years to 2025,
- 100% of short trips done on foot (under 2kilometre).
- 100% of schools with a school travel plan.
- A comprehensive survey of walk activity completed every 5 years to identify opportunities and barriers to walking.

3 Minimum footpath standards

That all projects meet the standards of the NZ Pedestrian Planning and Design Guide, NZS 4121 Design for access and mobility (access at the front of buildings not 'round the back' like at Wellington Railway Station), and RTS 14 Guidelines for vision impaired pedestrians, for all pedestrian facilities and infrastructure, i.e that is all roads. Pedestrians include all people on foot or in wheelchairs, whatever their age, physical, visual or hearing abilities.

We have the following comments on the various plans

Urban Growth Plan projects – priority one

- Urban regeneration – LTP project 3

We support urban redevelopment that provides clear benefits for Wellingtonians. Pedestrian design principles should be at the forefront of these projects. We would like to see low cost trials and pilots done before expensive underground works are started. This would allow more projects to be done and any design issues to be identified before costly work is set in concrete.

1 Victoria Street precinct – we note the cost estimate for this has increased to \$14 million

2 Lombard Lane – we support this project and particularly the sensible plan to do the public funded work after the private redevelopment at modest cost (cf Victoria St). This approach by council working with a developer adds certainty to both parties that improvements will be made and is a good model for other projects.

3 North Lambton Quay – we support increased capacity and priority for pedestrians in this very congested area at reasonable cost. We will be particularly keen to see the minimum standards of the NZ Pedestrian Planning and Design Guide used here – a clear wide dedicated footpath is needed with pedestrian priority at crossings.

4 North Kumutoto site 10 – we have previously submitted on this proposal and would hope to see great pedestrian access on any project along the waterfront.

5 Shelly Bay redevelopment

We support careful development of this area providing better walk and public transport links are created. Shelly Bay should be considered as a potential camp ground for Wellington. We prefer a lower priority for this project to ensure that full consultation and consideration comes first.

6 Te Aro regeneration – Kent Terrace to Taranaki St

We support review of this area to improve planning requirements and to maintain its heritage and other walkability characteristics.

7 Adelaide Road – we would like to see consultation and design for this project brought forward as it is key to increase walkability on this route, and we would expect that this is a key consideration for the project yet it is not mentioned in this document. .

8 Cambridge and Kent terraces

This is a key walk route and we would expect to see walkability improvement mentioned as a priority in this brief. We would like to see pilot and trial of design undertaken before costly alterations are made (this can be done from a paint pot).

9 Laneways activation – we support making the laneways safer for pedestrians to use.

- Transport improvements

We note there are no short term projects for walking nor any mention of walking in the 'Real Transport Choices' section. There needs to be, with walking projects and integration of transport necessary to achieve a compact walkable city.

Our walking network

Walking is the primary and universal mode of transport, and the full implementation of a walking network would have many benefits, some of which are identified and are similar to the cycling network. One barrier to greater walk mode share is lack of awareness of where pedestrian links are and where they go to, not helped by inadequate signposting and waymarking. There are many walkways, paths and pedestrian routes that are not so marked, including those effectively hidden by leading off streets with "No exit" signage, a message relevant to vehicles, not always to people, and conceals useful routes.

1 Bus priority – we support bus priority measures and would like to see them accelerated. This is a key first step to public transport improvements

2 Aro Street

We would like to see performance measures for this project that address the severance caused by Karo Drive and ongoing issues with this poorly designed new road. This should include Level of Service cross wait times at all intersections and adequate cross time. Living Streets should be involved in this project at the beginning.

3 Cycle network

We support improved cycle facilities as part of an integrated transport plan for Wellington with good public consultation.

4 Petone to Grenada – we do not support this project

5 Inner-City RoNS – we do not support this project – it will adversely affect our compact and walkable city creating further severance.

Housing supply and choice – LTP 3 and 6

1 Special Housing Areas

We support new housing that meets good quality criteria in existing areas well connected to public transport. New housing should be encouraged close to public transport rather than at a distance away from public transport. Greenfields development must be the last priority.

2 New medium-density areas

We support well planned quality medium density developments (Karori and Tawa – like J'ville and Kilbirnie) that meet the needs of existing and future residents.

3 Northern Growth Area link roads

Will not be needed unless greenfields development is the only option left after the others are exhausted. This can be deferred.

Performance measures for new developments are required that

- meet minimum pedestrian design standards
- provide connectivity, permeability (walk only routes), walk access to local shops and services and public transport
- includes a range of housing that either meets Lifetime design criteria or full disability accessible design criteria as per NZS 4121.

Resilience

1 Earthquake strengthening of heritage buildings – we support the efforts to maintain our heritage areas and provide an interesting walk environment with this project, including strengthening the Town Hall.

Priority 2 and 3

We would like to see these projects as priority one as they are core business and essential to the success of many other projects

- infrastructure modelling
- supporting facility planning
- Venues review should be undertaken before any investment in new concert, convention or museum facilities starts
- Johnsonville, Kilbirnie, Tawa and Karori suburban centres should have a higher priority
- Network operating framework should proceed before any further changes to road allocations
- Pedestrian Accessibility Plan – we are not aware of this plan and look forward to assisting with its development – we expect that WCC will complete the actions of the Walking Policy (November 2008).
- P36 ‘continue rolling out safety improvements to make the city more pedestrian friendly’ . We are not sure what is included in this ‘roll out’.

Projects to improve walkability and achieve walk mode share increases not included in LTP or Urban Growth Plan

Safer speeds

- a 30 km/hour CBD zone is required which will provide improvements for all road users. This could include installation and monitoring of more red light detection cameras . It could also include pedestrian ‘countdown meters’ both to operate on a “time to cross” and a “time to wait” basis; further long ‘green cross’ phases at intersections (like on Cuba and Manners St); and other innovative crossing technologies (eg PUFFINS).
- Reduce speeds around all schools
- trial 30km/hour speed zones in whole suburban areas, e.g Mt Victoria

Increase walkability

- the Great Harbour Way walk route needs to be developed - particularly around the bays and harbour require a safe and pleasant walk-only route that is accessible all ‘around the bays’

- we support promotion of walk events to highlight the benefits of walking - especially Walk2Work Day, a spring walk event, and for Wellington to make a conference bid for the Walk21 conference
- we support further development of the popular 'walk map' series extending the lunchtime walk range

Minimum standards

- Implement the NZ Pedestrian Planning and Design Guide adopted by WCC in 2008
- Provide a city-wide Level of Service maximum pedestrian crossing wait times (e.g less than 20 second wait)
- Wayfinding - complete pedestrian exit signs on all roads (No Exits)
 - provide improved wayfinding at every major bus stop
 - improve wayfinding to/from airport to public bus and underpass
 - Correctly signpost 'shared paths' to meet the NZ Road Rules (Karo Drive, Buckle St - Taranaki St, Birdwood Road, Thorndon Quay, Cable St, etc, Oriental Parade - we would like to see this returned to footpath only)
- Ensure adequate funding to enforce NZ road transport legislation especially regarding vehicles on footpaths, and vehicles giving way at intersections.
- Ensure adequate funding to enforce the WCC Footpath Policy so that pedestrians have the benefit of verandahs for shade and shelter.

Specific locations

- address pedestrian issues at Wellington Railway Station to provide pedestrian priority
- improve walk access to the Interislander ferry terminal
- address waterfront user conflicts – by creating a cycle lane along the Quays, and highlight the 10km/hour speed limit on the waterfront
- improve Johnsonville railway access for pedestrians
- develop a Kilbirnie to Evans Bay pedestrian route that addresses severance issues (ie across Cobham Drive).
- improve the main Kilbirnie bus stops so they are pleasant to wait at

Public transport interface

- address bus shelter design and location issues and use of adshells on footpaths
- for a good pedestrian environment WCC should be advocating strongly to retain clean trolley buses
- improve wayfinding information at all public transport stops

Funding

Provide a small fund for 'quick fix' pedestrian projects (that meet NZ Pedestrian Planning and Design Guide). Funds for walk projects can come from rejecting all RoNs projects, and, deferring other projects such as the Convention centre until the review of existing venues (priority 2) is complete.

We would like to be heard in support of our submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

MT COOK!
MOBILISED ★

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Wellington City Council's Draft Long Term Plan 2015 – 2025 **16 April 2015**

This submission has been prepared on behalf of Mt Cook Mobilised, a group which represents residents of Mt Cook, and is affiliated to the Newtown Residents Association.

Thank you for the opportunity to comment on the Wellington City Council's Draft Long Term Plan. In general we found the plan forward-looking, and quite ambitious. The online version of the LTP was well put together.

Infrastructure – Protecting our City

We support the real-time monitoring of the city's stormwater network, and the development of a model that will help to predict the impacts of climate change. In Mt Cook we already experience severe flooding at times of torrential rain. We also have an interest in keeping pollutants out of small streams with native fish living in them, such as Papawai Stream in Mt Cook.

HPOWR

We would like to see a resolution to the financial impasse regarding the proposed 35 mega-litre Hospital Prince of Wales Reservoir. The reservoir has been identified as necessary to both the future growth of the city and to provide a 30-day emergency water supply for the Wellington Regional Hospital. In 2011 the Council approved a recommendation to bury the reservoir in the town belt area above Prince of Wales Park, after years of discussion to determine the best location for the reservoir, going back to 1974. The financial discussion with the hospital has been ongoing for several years already. The City would benefit by having this resolved.

Inorganic Rubbish Collections

We are keen to see the return of the inorganic rubbish collections. For householders, this collaboration between the Council and community groups was valuable. The fact that inorganic goods often disappeared from the streets before collection day, to be re-used elsewhere, was a great measure of the success of the inorganic rubbish collection.

Rubbish Bins

We would like to see more rubbish bins installed, especially at the southern end of Hanson Street near the Countdown supermarket. There is a lot of foot traffic down Hanson Street where no rubbish bins are available, consequently there is rubbish deposited on foot paths and in the drains.

Shop owners should be encouraged to take more responsibility for cleaning and maintaining the areas around their premises (e.g. Countdown, Pizza Hut, McDonalds and the petrol stations).

Infrastructure – Housing our City

Adelaide Road

We support the concept of redeveloping the northern end of Adelaide Road in preparation for increased housing densification in this area. We agree that there is scope for more housing to be located here, and we ask the Council to adhere to effective height restrictions. We also ask the Council to keep in mind the importance of green spaces, child and family-friendly spaces, and safety, as this area is developed.

We understand that Adelaide Road is to be widened on the western side (in 2017/18) to improve the transport corridor between the Basin Reserve and John Street. This is likely to have an impact on businesses in the area. We urge the Council to consult and communicate with the Adelaide Road businesses during the planning and construction period in order to minimise the impact, and the frustration for businesses.

Emergency Housing for Women

We would like to see a Women's Night Shelter built in Wellington, as we believe there is a need for more emergency accommodation for women. In recent times there has been a noticeable increase in the number of women on the city's streets asking for alms.

Site on the Corner of Tasman Street and Rugby Street

The site on the corner of Tasman Street and Rugby Street is rumoured to have been bought by the Chinese government as the site for a new embassy, accommodation and other facilities for use by embassy staff and families. Mt Cook Mobilised wishes to be a good neighbour, and will endeavour to meet with members of the embassy staff to discuss the intention for the complex, as we did when the site was owned by Foodstuffs.

Mt Cook Mobilised is keen to avoid having a walled compound on this site, as that would not enhance the area or promote opportunities to engage with our new neighbours. We are also keen to see the two yellow Edwardian terraced houses, 53-55 Rugby Street which are part of this land parcel, retained as the last examples of the Edwardian houses that once characterised this area around the Basin Reserve. We favour these two houses being listed on the District Plan with a heritage classification, a stance that we have held for the last seven years.

The completion of this complex will bring a large increase in the population of the Basin Reserve / Adelaide Road area, aside from the other new housing developments.

Transport

Mt Cook Mobilised encourages the use of walking, cycling and public transport rather than dependence on private vehicles for as many journeys as is practical. Making public transport journeys faster, cheaper and reliable will help to encourage more people out of their cars. Safe bike lanes, and increasing the amount of reliable and affordable public transport in peak hours is desirable, given the increasing population. Buses are more attractive when they are not crowded and unsafe (especially during winter). Mt Cook is a thoroughfare for access to many

other suburbs and we support the development of well-maintained, safe and people-friendly walking and cycle paths.

On 28th October last year, Mt Cook Mobilised and eight other community organisations wrote a letter jointly to Geoff Dangerfield (NZTA), Mayor Wade-Brown (WCC) and Fran Wilde (Greater Wellington Regional Council). In the letter we asked that community groups such as Mt Cook Mobilised be included in discussions and consultations on all transport projects proposed along the Ngauranga to Airport Corridor. We would like to take this opportunity to reiterate this request.

Recreation Space

Basin Reserve

The draft LTP includes \$21m to fund a Basin Reserve Master Plan. The Master Plan will include maintenance on the R A Vance Stand, basic infrastructure needs for wiring and plumbing, renovating the groundsman's cottage, floodlighting for night games and to allow the Basin to be open to the public later in the evening, temporary seating to increase capacity for games when required, and some beautification to improve the flow between the new Pukeahu National War Memorial Park and the Basin Reserve. One of the aims of the Basin Reserve Master Plan is to make the Basin Reserve more open and attractive, as it is the gateway to the city for visitors arriving from the airport, and to increase its popularity as a public recreation space with a 'village green' feel, where people are encouraged to spend time, and perhaps enjoy a picnic. With the planned densification around the Adelaide Road area, increased recreation opportunities at the Basin Reserve would be welcome.

Mt Cook Mobilised supports reinstating a children's play area at the Basin Reserve as part of the Master Plan. We support giving the Basin Reserve a 'village green' feel and encouraging people to use it for recreation when it is not in use for games. A decision on the outcome for the heritage-listed Museum Stand has not been made to date - this work is estimated at \$6-8m for earthquake strengthening. The Basin Reserve Master plan is still being developed.

Mt Cook Mobilised would like to see a Basin Reserve Community Forum created, consisting of representatives from the surrounding suburbs of Mt Victoria, Mt Cook and Newtown, and the neighbouring institutions (schools and Government House) who can provide input to, and discuss any concerns as the Basin Reserve Master Plan is developed, in the same way that a Community Forum was very successful during the construction of Pukeahu National War Memorial Park.

Wellington High School Tennis Courts

On Tasman Street, not far from the Basin Reserve and northern Adelaide Road, are two neglected and rarely used Tennis/Netball Courts belonging to Wellington High School. We agree with Wellington City Council's approach of enabling multiple-use for facilities in the City. We would like to see a partnership set-up between Wellington High School, Wellington City Council, interested neighbouring educational institutions, and the community, to enable the tennis courts to be refurbished and used for active recreation by students and the community. In this age of an approaching obesity epidemic, opportunities for active recreation are particularly important.

The courts need to be resurfaced, and the fences have gaps at the base allowing balls through to the road. A key feature of the Wellington High School tennis courts is that they are sited away from the school campus, alongside Tasman Street, making them accessible to the public, and an ideal facility for a partnership approach to upgrading the tennis courts. Wellington High School is also interested in exploring the options for a partnership approach.

Swimming Facilities

Mt Cook residents regret the loss of the former Boys and Girls Institute swimming pool some years ago. We believe it will be useful for the Council to consider what options are possible for a replacement, given the expected growth in the Mt Cook population over the coming years. Such a facility could be developed in partnership with pre-schools, schools, tertiary institutions and the community. We are unsure as to the status of the Wellington East College pool currently in development and whether access will be enabled for users other than the College community.

Mt Cook Community Centre Space

Mt Cook does not have a dedicated community centre. We seek some community space where Mt Cook people can meet on a casual basis. N.B. There are spaces available to hire, but they are primarily dedicated to other groups, e.g. in churches, schools or sports clubrooms. It is not easy for casual users to find out where available spaces are. For small groups the cost of room hire can be prohibitive.

The new developments in Mt Cook may provide a solution for some community space. Some of the possibilities are: space in a new development in the Adelaide Road area; space in the refurbished Basin Reserve; space in the old Dominion Museum building; space in the Home of Compassion Creche building (in Pukeahu National War Memorial Park). Another option might be to site the new Arlington community room closer to Taranaki Street and encourage the wider community to make use of it to find information, to meet, or for playgroups.

Culture

War Memorial Museums

Mt Cook Mobilised supports the City contributing to retaining the temporary war memorial museums and exhibitions as permanent exhibitions to support the meaning of Pukeahu National War Memorial Park and in respect of the Fallen. It is pleasing to see parts of the old Dominion Museum being returned to their original purpose as a museum.

Adopt a Memorial

We are interested in the Council considering this programme (as practised in several Italian cities) where schools, scout/guide or other youth groups “adopt” a city asset (memorial, statue, art or historical feature) and contract with the Council to partner in its maintenance, sharing responsibility for making information concerning the feature available and accessible to residents and visitors. Many short and long term benefits accrue to each party in the contract. We are prepared to develop this concept further with the Council if there is interest in progressing the idea. We see this as a logical extension of the strong relationship that developed between Mt Cook School and the Pukeahu War Memorial team during construction of the Park.

Wooden Bus Stops

We support murals being added to the old wooden bus stops, rather than replacing them all with glass bus stops. Adding art to our bus stops gives them character, making them interesting and each bus stop is unique. In Mt Cook, there is a wooden bus stop near Bidwill Street / Wallace Street intersection. We support adding a mural to this bus stop. We note that when this bus stop is crowded, it is difficult to see the bus times display, which results in people stepping out onto the road to see the display.

Democracy

We would like to see funding made available for oral hearings to be held on a Saturday. We note that the public consultation hearings are held during business hours, when it is often not possible for submitters to attend, unless they are not working, or can be excused from work.

Conclusion

In conclusion, Mt Cook Mobilised supports sustainable growth through people-focused activities and projects. This Long Term Plan contains some innovative projects for infrastructure modelling. It is also important to ensure that people are cared for, for instance, by providing adequate emergency housing for women, as well as men.

The Basin Reserve revamp is another exciting opportunity that will give Wellingtonians a greater sense of ownership of one of their best assets. Collaboration is important to us, and we also believe that collaboration between the Council and other parties could make the Wellington High School tennis courts usable again.

Thank you for the opportunity to comment on the LTP. We would like to speak at the oral hearings.

Submitter Details

First Name: **Anne**
 Last Name: **MacLennan**
 Organisation: **N/A**
 On behalf of: **Individual submission**
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 City: **Wellington**
 Country: **NZ**
 PostCode: **6021**
 Daytime Phone: **(04) 389 2729**
 eMail: **aomacl@ihug.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

Oppose increase in Council debt, when we are going to be facing increasing costs for imports as climate change hits, and dealing with extreme weather events. We'll need the finances to develop appropriate and resilient infrastructure. If the quality of life is high, perhaps it is related to slow growth.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I am astonished that the Council can seriously believe a 40 year economic analysis. With business as usual - including encouraging long haul air travel, we should be well on our way to 4C temperature rise by 2055 - at least, past the 2C. With this rise, there won't be much long haul travel, and the sea level rise with storm surges will be making the runway hazardous at times.

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 innovative, low carbon technologies developed for a smart future.

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

If working conditions and security for the workforce are good.

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

Optimising infrastructure is important, but a smarter transport system is required. I support some Council plans and oppose others regarding infrastructure

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

i strongly support safer, faster, more reliable journeys, but not as proposed. A smart city will have electric public transport and proper cycleways i.e. separated from vehicular traffic. Pedestrians generally have separate foot paths - why not for cyclists?

Urban Development

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

Strongly support Support Neutral Oppose Strongly oppose

Comments

A successful, resilient future will involve re-localisation. It is important to re-build communities.

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

Again - rebuilding local communities is a significant of a vibrant, prosperous future.

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 some aspects, oppose others e.g. bus rapid transit is not healthy, sustainable, or smart.

Do you see other matters as priorities?

Comments

Resilient communities - producing food locally, sequestering carbon with organic tree and plant growth complementing urban growth, encouraging renewable energy generation while reducing energy consumption.

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:

Scottish

Other issues/matters or general comments

Comments

Why is mitigation of, and preparation for, climate change not high up the agenda? This plan is for 10 years. By 2025, our fate will be sealed and it will be too late to avoid temperature rise of more than 2C and all the implications that that brings to the city and its residents.

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

First Name: **Alexander**
 Last Name: **Wright**
 Street: **1 Blythe Street**
 Suburb: **Berhampore**
 City: **Wellington**
 Country: **New Zealand**
 PostCode: **6023**
 Daytime Phone: **(04) 3801264**
 Mobile: **027 270 2324**
 eMail: **alexander.wright@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

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

I think that Wellington could really make a statement and close it's airport. Far too much emphasis is put on travel. We ought to seriously reassess our priorities and making a bold statement like this would be a good start.

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?

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Please state:

European

Other issues/matters or general comments

Comments

'Business as usual? Or invest for growth? The choice is yours.' Err that isn't a choice.. investing for growth is 'business as usual.' You said in your blurb that you are not in the business of 'managing decline,' how apt because that is quite a possibility, indeed it may turn out to be a good thing, if managed well. The 'decline' of global crony capitalism and the 'growth' of genuine local culture. I know this is a fast and loose submission but I'm doing it in my own time so informality reigns today. Looking forward to a chat at the hearings. Alexander Douglas Wright Propreitor of wellingtonwoodworks

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

First Name: **Gerald**
 Last Name: **Fitzgerald**
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 On behalf of: **Kensington Swan**
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 City: **Wellington**
 Country:
 PostCode: **6011**
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 Mobile: **021 505 048**
 eMail: **gerald.fitzgerald@kensingtonswan.com**

Wishes to be heard:

- Yes
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- Submitter
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- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
Kensington Swan - Long Term Plan submission
2015-25 Draft Long-term Plan

SUBMISSION IN GENERAL SUPPORT OF WELLINGTON CITY COUNCIL'S PROPOSED 2015-2025 LONG TERM PLAN

'The time is right to invest in game-changing projects'.

(WCC Consultation Document: Our 10-year plan, p.12)

APRIL 2015

INTRODUCTION

Kensington Swan is one of the City's largest law firms. As a national firm, we have made the strategic commitment to remain in Wellington, retaining a full complement of highly specialised lawyers who provide legal services to the City's public and private sectors.

As such we have a critical interest in Wellington's future.

The demographic forces at work in New Zealand over the last 50 years, coupled with technological change, have left many examples of communities throughout New Zealand struggling for relevance. Population size and the presence of central Government are insufficient to ensure that Wellington remains unaffected by such forces and changes.

We are firmly of the view that the City (through its elected Council, the Council's executive and the City's key social and business institutions) collectively needs a sense of vision for the future which will deliver:

- Efficient hard infrastructure which supports the business and residential communities' needs
- Vibrant social infrastructure which provides a context for the arts, sport and other cultural activities to flourish
- A healthy, safe, and sustainable urban and extra-urban physical environment which meets the expectations of the City's inhabitants.

If these elements are present in a community, it will succeed in attracting and retaining talent, and in turn provide the foundations of an exciting and successful community.

In various ways each element of the growth agenda represented by the Council's Long Term Plan supports these elements.

We are particularly supportive of initiatives for the Council to work more closely with central government on a partnering basis. The proposed long term plan provides a real opportunity to convince central government that the city has a coherent long term vision. Hopefully this will lead to enhanced engagement with government and greater government assistance. We have noted a reference to a philosophy of 'earn back' with central government and we encourage the Council to develop this philosophy into a reality.

Kensington Swan is accordingly pleased to support the overall thrust apparent in the Council's Consultation Document. We firmly believe that the time is indeed right to make strategic investments as part of a focused strategy for growth, and applaud the initiatives described in the Consultation Document.



Submissions

Kensington Swan comments on each of the Council initiatives numbered 1 – 11 in the Consultation Document. Where an over-arching question is posed by the Consultation Document, we will answer that question. You will see that questions have been answered by different partners, each of whom has a particular insight into the particular subject matter of the question.

We would appreciate the opportunity to be heard. Contact details appear below.



Gerald Fitzgerald
Chairman & Partner

Alternative Contact: **Nik Pearson**
Business Development and Marketing Executive

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About Kensington Swan

Kensington Swan prides itself as a long standing Wellington business providing legal services to the greater Wellington community.

The firm traces its establishment in Wellington back to 1878 when the city was in its infancy. The firm has developed and grown with the city. In the recent past, the firm has provided legal services to major Wellington projects such as the establishment of Te Papa, the Westpac Stadium, many central Government property projects, and key waterfront developments such as Clyde Quay Wharf. Current clients of the firm include significant players in the Wellington and public sector community such as central government (Kensington Swan serves on the 'All of Government' panels for the provision of legal services to central government), CentrePort Limited, the Willis Bond Group, Kirkcaldie & Stains Limited, Hawkins Construction, the city's educational institutions and many others. Many of our partners and staff serve in a voluntary capacity on various charitable bodies and within the arts sector.

While Kensington Swan is a national law firm with offices in both Wellington and Auckland, we have maintained the size and strength of our Wellington office—partner numbers are evenly divided between our Wellington and Auckland offices. As a national law firm, we are committed to the growth and prosperity of Wellington.



1. A LONGER AIRPORT RUNWAY

DAVID SHILLSON

Bringing in more international visitors, and enhancing business and education connections

‘Should the Council explore an infrastructure project that has the potential to bring up to \$680 million of investment into Wellington?’

We say “Yes”

In fact “why wouldn’t you explore such an infrastructure project” as part owner of that underlying infrastructure, and the project’s potential to enhance the value of the asset and deliver economic advantage to the City and its region.

As noted above one of Council’s roles is to provide the necessary hard infrastructure that Wellington needs to continue to thrive. Based on the published economic modelling to date, extending WIAL’s runway may well provide critical infrastructure support to ensure Wellington continues to thrive.

While any conclusions may be premature, the potential benefits to tourism and business (including support for overseas students) derived from greater direct access to overseas markets warrant full investigation.

Such an investigation, and a resource consent process has always been required to determine whether extending the runway is in fact a viable option. In our view, funding to determine the viability of the project is money well spent when the potential economic and social benefits of the proposed runway extension are borne in mind.

We also agree with the assumption expressly stated in the Consultation Document that a business case cannot be finalised in the absence of an understanding of whether the project can proceed on the basis of a resource consent which authorises the proposed increase to the length of the airport runway.



2. FILM AND TECH INDUSTRIES

HAYDEN WILSON

Supporting smart and sustainable economic growth

'Wellington City's future prosperity is dependent upon the services, digital, and creative sectors. How do we best provide the conditions to make these growth industries continue to flourish?'

We agree that the City has some capacity to provide support for economic growth.

We agree this support should focus on Wellington's incumbent strength in the services, digital and creative sectors. These sectors provide us with a natural advantage that we must build on to stay ahead.

We are inclined to the view that any hub supported by the Council should find its natural home through the activities of the private sector, as we have reservations that the Council is the best entity to determine location.

This initiative is interlocked with the other initiatives outlined in the plan. Fundamentally the Council's role must be to do everything it can to make Wellington a city where:

- The world's most innovative businesses want to invest and where they want to do business (linked with initiatives 1,5,7 and 9)
- The talented people that those businesses need to have to succeed want to live, work and play (linked to the initiatives 3, 4, 6,8,10 and 11).

We support the development of a region-wide strategy for economic development.



3. INNER CITY REGENERATION

MARY HAGGIE

Promoting housing choice and a vibrant inner city

‘How should the Council work with developers to stimulate more and a greater mix of housing being built in the inner city?’

The council must ensure that there is a cohesive and integrated plan for housing in the inner city. Individual developers will not have that overview focus, but effective outcomes will be achieved by the Council working constructively with the City’s developers in an environment in which participants respect the outcomes each seeks. We agree that this could be achieved by setting up an urban development agency. This model worked well for the waterfront.

However, this agency’s role and authority should generally not extend to buying land and developing land and buildings except in circumstances where risk has been largely eliminated, and development occurs by way of a joint venture with the private sector. While buying and developing would give Council a significant level of control, this may in fact limit diversity in approach. Further, there are substantial financial and administrative risks in owning and developing property which are better managed by those with private financial backing and experience. Given that developers are going to be focussed on the business case, they may only develop housing options if there is a demand for it.

The Council’s role and authority should be to work with developers and ensure that the Council provides a streetscape and infrastructure that will ensure any housing developments are successful, similar to what is occurring in Victoria St currently. The same model would apply to Adelaide Road, Cambridge Terrace, and Kent Terrace.

‘Should ratepayers support private building owners to protect local heritage?’

The current level of Council support is sufficient. Any additional support from the Council should be through resourcing the building consent and review process to make it easier for property owners to have strengthening works consented.

We suggest increased investment in the pre-consent application phase. One option is for the Council to appoint specialist staff to work with owners in the design phase of these types of projects.



4. REVITALISE THE CIVIC SQUARE PRECINCT

JOHN MEADS

A national music hub, more activity, and a strengthened Town Hall

‘Should the Council invest in strengthening the Town Hall and other earthquake prone buildings?’

Should we lease out land and office space to help offset the costs?’

This initiative could be one of the early ‘wins’ for the Council, as it will deliver quick gains to the City’s residents and provide continuity to Wellington’s claim to be the cultural capital of New Zealand.

The Civic Precinct should be the ‘heart of the City’. We suggest that despite good efforts in the past (for example the creation of Civic Square’, conversion of the old library to the City Gallery and the construction of the new library building and the MFC), the Civic Precinct has not quite achieved that status. To some extent it has ‘grown like Topsy’ over the years.

We support the initiatives in Section 4 of the Consultation document because if properly implemented they will:

- a make better use of un-utilised space in and around the Civic Precinct
- b make Civic Square and the Civic Precinct as a whole more cohesive
- c make existing buildings safe for occupants
- d facilitate the establishment of an exciting National Music hub (which dove-tails into the Council’s proposal to enhance its profile as the ‘Cultural Capital’ of New Zealand).

The cost of implementing the Civic Precinct proposals is high and clearly cannot be fully funded by ratepayers, or by borrowings by Council. The proposal to involve third party private sector developers and lessees in order to achieve the Civic Precinct objectives is a sound one in our view. This represents the concept of a ‘public private partnership’ which has served as a model for other successful developments in the City and elsewhere in New Zealand. It will be important for Council to retain a high degree of control over the redevelopment, but this can be achieved by appropriate lease covenants. We support the proposal to lease out land and office space to help offset the costs involved, so long as the content of the leases robustly protects the Council’s position.

We have considered Appendix 1 of the Consultation Document and note that the Council has had external advice in the formulation of the option set out in that Appendix, and the Council’s current thinking in relation to those options. The Financial Summary in the Appendix suggests a considerable amount of financial and economic analysis has been undertaken.

We generally support the Council’s current thinking on the various options set out in the Appendix but we comment briefly as follows:



Town Hall

The cost of earthquake strengthening is high, and we can understand at one level the attraction of Option 1 (Complete Demolition). However the fact that the Town Hall is listed as a Category 1 Building with the Historic Places Trust, and the likely degree of 'public outrage' supports the previous decision by Council to retain the existing building.

Kensington Swan had a professional association with the previous proposal to develop the Jack Ilot Green as a 'music hub', and the current negotiations with NZSO and VUW for a long term lease of the Town Hall is a much better option, with the Jack Ilot Green having other multiple possibilities. The successful implementation of Option 4 will represent an excellent outcome for the city, the NZSO, and VUW.

However we note that Option 4 involves earthquake strengthening to 77% of NBS. Whilst this is sufficient to ensure that the strengthened building will be neither 'earthquake prone' or an 'earthquake risk' under current building code requirements, we are attracted to Option 6 which would see the building strengthened to 100% NBS. The extra cost of strengthening seems to be in the region of \$5m – if the proposal in Option 4 for the long term lease can be implemented, we suggest that serious consideration be given to strengthening the Town Hall to 100% of NBS, subject to the extra cost being managed appropriately as part of the final negotiations. We support 100% strengthening of the Town Hall for the reasons outlined in Appendix 1, namely the setting of an excellent example by the Council for other earthquake strengthening projects in the City, and noting also the desirability of ensuring that buildings which from time to time will be occupied by large numbers of people should be as seismically robust as possible.

Municipal Office Building

We support Option 4. We note that under this option the seismic upgrade work will be the responsibility of the lessee under the long term ground lease. The cost of this to the lessee will undoubtedly be reflected in the 'purchase price' which the Council will receive from the lessee. However this will presumably result in a better long term return for the Council as compared to the alternatives set out in Options 2 and 3, which would require the Council itself to spend approximately \$12 m in earthquake strengthening work.

Michael Fowler Centre Carpark

This is an underutilised site and Option 3 is clearly the best one. Council has an excellent track record of negotiating successful ground leases to third party developers – for example numerous projects on the Wellington Waterfront. We would expect the site to have considerable attraction for developers. Our only caveat would be for Council to ensure that any redevelopment provides for public carparking facilities. Public carparking facilities are at something of a premium in Wellington at the moment and it would be a pity to lose the carparking currently located on this site.

Jack Ilot Green

Again we agree that this is an attractive development site. We note that Option 2 contemplates either an outright sale by the Council, or a long term ground lease. We would have thought there would be merit in Council retaining the ultimate freehold ownership of the property, but as this site is somewhat 'on the fringe' of the Civic Precinct, this may not be as important as it is for other sites within the Civic Precinct.



5. REIGNITING OUR SENSE OF PLACE

NICKY MCINDOE

Reigniting our sense of place through events and public space improvements

'The city provides the stage for you to play and engage. Should we invest more in the city's lanes and events?'

We understand the Wellington City Council's investment in creative and cultural Capital events is helping to make Wellington one of New Zealand's fastest growing tourism destinations. This is evident from the CubaDupa Festival's recent success, the annual Jazz Festival, and established events including the New Zealand Arts Festival and the World of Wearable Art Awards

We consider that in order to continue and expand on Wellington's excellent reputation as the creative and cultural capital of New Zealand more investment is needed to ensure that Wellington can compete with Australian cities for hosting rights to major events and the like.

Investment in the city's lanes, such as the Bond Street project, has already proven to be a hit with pedestrians.

Similarly the recent 'village green' established for the World Cup Cricket showed what might be possible in a re-vamped square.

Pop-up retail projects and community events provide vivacity and adventure to urban zones and projects such as the redevelopment of Frank Kitts Park will ensure greater community participation.

Events and public space improvements help make it easy to attract educated and motivated staff from around New Zealand and the world to live and work in our Wellington office. Our clients are also motivated to stay and work in Wellington, because it is such an exciting place to live. The City's events provide opportunities for client entertainment of an international standard.

We support well-costed City participation in events.



6. STRENGTHENING TOWN CENTRES

MARY HAGGIE

Creating liveable communities and accommodating growth

'Should the Council prioritise its investment to target suburbs where growth and change is occurring?'

We agree that investment in community facilities is sensibly targeted to high growth areas. However, this should not be at the expense of replacing or enhancing assets in more static communities that do not have current capacity. We note the statement on page 8 of the consultation document that the Council's focus 'will be on accommodating demand within existing facilities.' While community facilities need to be used, this should be viewed in the context of each facility, rather than across the entire network.

We support the Council continuing to allocate around 25% of its expenditure in the social and recreation area. It is important, however, that the expenditure reflects the participation in that social or recreational activity. For example, the fact that a specific sport has an existing facility which requires renovation (such as rugby or bowls) does not mean that the Council should invest in that facility. This particularly applies where there is a remote likelihood that the facility would or could be used by wider sports groups.



7. NEW AND IMPROVED VENUES

JOHN MEADS

New and improved venues for music, sport, and conventions

'What returns would you expect to see from a \$21 million redevelopment of the Basin Reserve?'

We are a little surprised at the suggestion that \$21 m has already been budgeted for the upgrading of the Basin Reserve, starting in the 2015/2016 Financial Year. We note that the Basin Reserve Trust's master plan for the redevelopment has not yet been submitted formally for Council approval. Nevertheless we support the redevelopment of the Basin Reserve and we are particularly attracted to the idea that it becomes a local recreation space for the community. The Basin Reserve is correctly known as 'the home of cricket' but this does mean that the facilities are often 'in the dark' and not utilised.

We therefore support any rational proposal which will see the Basin Reserve facilities being used on a continuous basis for various community endeavours. The money proposed to be spent on the redevelopment should not be spent unless all three benefits perceived by the Council in the consultation document are realised.

It is not entirely clear whether the \$21m budget by Council includes the cost of strengthening or replacing the earthquake prone pavilion. We favour the replacement of that pavilion (and the proposed flexible seating arrangement) but we are concerned at the extra cost of this and how the cost will be met.

We understand that there are currently contractual arrangements in place with the Westpac Stadium and NZ Cricket and we query how those arrangements impact on the proposed redevelopment of the Basin Reserve. However the Basin Reserve is an iconic site and assists to identify Wellington with the rest of New Zealand, and we are very supportive of its retention and redevelopment.

'Should Council attract bigger and more international acts by investing in an indoor arena?'

It appears that:

- Wellington is avoided by international promoters and artists because Wellington venues are not large enough to generate a sufficient return for events which are extremely expensive to hold
- Westpac Stadium has not fulfilled the potential to host such events when the Stadium was established 15 years ago
- the Stadium is 'too big' for many events but the TSB Arena or other traditional theatres are 'too small'.

Therefore, it would seem there is a need for a medium sized venue of 8,000 to 10,000 people. However we do not believe that this is a project which can or should be funded by Council alone and this is another example of where a 'private/public partnership' could successfully operate for the benefit of the city or contributions sought from the other councils in the region.



'Is capacity and demand the right measure for prioritising investment into support facilities?'

Generally yes.

Good quality sports facilities for the use and enjoyment of residents are essential elements in the vibrancy of successful cities. Cities which fail to invest in this form of social infrastructure gradually lose people who use these facilities. These people tend to be active and engaged within the community which contributes to its health and energy.

If the availability or capacity of sporting facilities in the city does not match demand, then Council should facilitate a solution. This may involve some Council investment but partnership funding should also be explored as an option for the development of sports facilities.

'Is the balance of funding for the Convention Centre right?'

Kensington Swan has provided legal services to the Council in relation to this project and is therefore very familiar with the financial structure of the proposed operation of the Wellington convention centre.

The financial model contemplates that the 'operational grant' of \$4m will reduce over time as the profitability of the convention centre improves. We are satisfied that there is a strong business case for the establishment of a convention centre in Wellington and we believe that the previously-identified site in Cable Street opposite Te Papa is the best site currently available for the development of a convention centre (which needs to be operated in conjunction with a quality hotel operation).

Whilst the costs of a convention centre should be shared by the whole community, we feel that there is something of a bias towards benefits being derived by the commercial sector and in that regard we would favour a 50/50 split for the initial annual funding between the Downtown Targeted rate and general rate payers, rather than the 40/60 split referred to in the Consultation Document.



8. NEW VISITOR ATTRACTIONS

JOHN MEADS

Celebrating Wellington's culture and environment

The proposed international film museum, the expansion of the Museum of Wellington City and Sea, the World War I commemorations, and the proposed Ocean Exploration Centre, aim to showcase the best of Wellington: the arts, film, nature, our 'capital city' status, and our very own stories. Have we got the mix right?

All of these proposals must be reviewed in the context of promoting Wellington's economic growth. Having an international film museum, or an ocean exploration centre, as examples, are fine objectives in themselves, but they will need to be established as real 'showcase' places which will attract visitors to Wellington and make visitors stay longer than they might otherwise. We understand that many international visitors to New Zealand bypass Wellington, or stay here for relatively short periods of time. The proposals in section 8 of the Consultation Document should assist to 'redress the balance' – but they must be thoroughly researched, and a full cost-benefit analysis must be undertaken before final decisions are made. Public taste for proposals such as these can be fickle and can change – these projects must 'have legs', that is be financially viable both in the short term and the long term.

We suggest that most if not all of these proposals will require third party/private sector funding to some degree. We note that the Council has worked in partnership with central government in relation to World War I commemoration projects. We believe that every effort should be made to attract central government engagement with the international film museum and the Ocean Exploration Centre. The government has a strong focus on tourism and the international film museum in particular should attract international visitors not just to Wellington, but to New Zealand as a whole. Central government funding should be made available to assist with this project.

Wellington has always had a strong cultural 'profile'. In the recent past, funding for 'arts and culture' has become difficult with cutbacks in government funding. The closure of Downstage Theatre has been a 'cultural blow' to Wellington. We understand that the New Zealand Festival of the Arts has struggled financially in recent years though it has been a very successful product over a period of many years, attracting visitors to Wellington from both overseas and the rest of New Zealand. However Auckland finally appears to be developing its own profile for international arts and culture events. Wellington needs to retain its competitive edge over Auckland for such events. We accordingly support enhanced Council funding for the New Zealand Festival of the Arts which is a tried and true end product of some 30 years standing. We would prefer to see funding provided for this event ahead of some of the other proposals in the Council's Consultation Document.

Subject to that comment, we believe that Council has struck a good 'mix' or balance between competing artistic and cultural projects.



9. IMPROVED MANAGEMENT OF KEY INFRASTRUCTURE

GERALD FITZGERALD

For greater efficiency, and better environmental and social outcomes

'Have we got the balance right?'

Key infrastructure

We recognise and support the need to continually work on the underground infrastructure which makes Wellington function. To ignore the reality of progressive deterioration of these key assets is to create a problem for future residents.

This is a cost which must be faced with realism.

At the same time the Council must adopt practices which deliver the most economic outcomes to the City when viewed over the whole life of the assets, and we support the Council's initiatives to adopt innovative approaches to these questions.

Storm water

The Council's recognition of the impact of storm water on water quality is gratifying. We want our city and its harbour and streams to be clean.

If anything we are concerned that the Council may not be paying sufficient attention to this issue.

Climate change

We support the Council taking steps to understand the impacts of rising sea levels. Early mitigation of emerging risks will best manage future costs of adaptation to a changing environment.

Supporting the natural capital

Wellington undersells its natural environment. We have a city with access to the sea and hills and bush which is unique amongst major New Zealand cities.

Otari is a resource which deserves greater funding and promotion. It is probably unfortunate that expenditure was committed to Zealandia's development but now that the facility exists, its financial contribution to Wellington will be dependent on Zealandia becoming a truly captivating visitor experience.



10. USE SMART TECHNOLOGY

NICKY MCINDOE

Reduce energy use, make streets safer, and make parking easier

'Should the Council invest in LED street lights, with the up-front costs offset by ongoing savings on energy and maintenance?'

The utilisation of smart technology, environmentally-friendly initiatives, and transparency in respect of costs and enforcement are important considerations for the community. We note that the feedback on the installation of LED street lighting is generally very positive, despite the high costs of implementation.

We consider that the long term economic and environmental benefits from the installation of LED street lights will promote Wellington City Council's approach to sound infrastructural and sustainable development.

'Should we install wireless car park sensors in the central city, along with more flexible pricing and real-time information about car park availability?'

We note that feedback from the community on the use of wireless car park sensors has not been entirely favourable. We understand Wellington City Council is trialling the use of wireless car park sensors in the central city and it will be beneficial to assess the results of this. Transparency in this process is key. We note that there are some concerns about the costs of the project, the lack of car parks already available and concerns that the use of mobile phone data and sensor technology will result in the monitoring and surveillance of citizen's personal information.

We consider the most effective way to mitigate such concerns is to provide robust information about the project plan, costs associated with the set up and implementation of the project, such as whether more car parks are planned for, in order to inform the community of the project's costs and implementation.



11. REAL TRANSPORT CHOICES

DAVID SHILLSON

Real transport choices for an efficient, sustainable, and safe transport network

Kensington Swan is a strong supporter of this principle and any initiative to achieve a better network. Irrespective of the merits of the present network, any network must continually be improved to meet the needs of a growing, developing and healthy city.

As Wellingtonians and advisers to business and government, we understand and have first-hand experience of the complexity of the issues concerning the existing land transport network. We also appreciate that with infrastructure such as the transport network, any change or improvement is generally incremental because of the level of investment, co-ordination and time it takes to consult, construct and effect improvements and change.

The network is complex by virtue of the inter-relationships between the funders and those charged with administering, maintaining and building assets (and the funding of those activities) but also the required connectivity between the state highway and the local roading networks, the public transport services networks, the pedestrian and cycle networks and the airport.

We have in Wellington comparatively high usage of public transport and a well-developed roading and rail network. However the physical attributes of Wellington mean that capacity in the various modes of transport can be limited or inhibited by size and the time of day.

If the Council is to grow and invest in Wellington then it must develop a strategy and deliver a transport network that is efficient, sustainable and safe and provide a choice to Wellingtonians.

The measures set out in the draft Plan will be tangible developments for the network and enable Wellingtonians to have a wider and more developed choice of transport mode, particularly when added to the other measures envisaged by the draft Plan, will provide depth and the ability to make use of a transport network which will be more efficient, sustainable and safe.

We would have liked to see a greater recognition of the benefits of recreational cycleways – particularly those around our south coast, the Miramar Peninsula and harbour.



To: Wellington City Council.

From: John Kennedy-Good
Wellington Area President
St Vincent de Paul Society.

Subject: Draft Long Term Plan, and its impact on Social Housing and Welfare Assistance

Background

1. The Society of St Vincent de Paul (SVdP) is a direct service non profit organisation whose work primarily involves person to person contact with people who have a variety of needs. As well as direct assistance, we try to promote self - sufficiency, enabling people to help themselves. Any assistance offered by the Society is given in a non - judgemental spirit of compassion, based on the need of the individual or family.
2. In Wellington SVdP supports its welfare activities through the operation of seven "Vinnies" Opportunity Shops, donations and various fund raising efforts. Over 1000 people were assisted in the 12 month period ending 31 March 2015.
3. Our Mission is also to mitigate and where possible eliminate the causes of poverty which perpetuate the problems faced by those we work with. Provision of social housing and welfare assistance is an important ingredient in the elimination of the twin scourges of poverty and loneliness in Wellington.
4. This submission is presented on behalf of the Wellington Area Council of St Vincent de Paul and does not purport to represent the views of other Area Councils or the National Office.

Social Housing and Progress to Date

5. Under the 2009 WCC Long Term Plan two key challenges were identified as follows:
 - Providing for a population that is growing, ageing, becoming more diverse, and expecting more of Council Services; and
 - maintaining existing strengths such as safety, strong communities, open and tolerant attitudes, and a high quality of life.
6. In meeting these challenges one of the three year priorities was to upgrade the Council's housing stock of some 2200 units in line with a \$220M Government grant over a 10 year period. Since then progress on the upgrade has been significant with around half the total complex upgraded to a high standard to the benefit of some 2000 tenants. Indeed the work to date has transformed the living environment and quality of life of the tenants involved.

7. Of particular importance has been the implementation of the City Housing 's Community Action Programme and the work of the Community Action Team (CAT). The work of that team in engaging with tenants, identifying projects and promoting initiatives to increase individual and community well-being (e.g. community gardens, cooking classes, art classes and various social activities) has helped create supportive communities in which individuals watch out for and care about each other as good neighbours. This is a far cry from the former ghetto-like and wasteland environment that existed prior to the upgrade. By taking an holistic approach Council planners have created community centres where tenants can gather and socialise. In addition computer hubs allow tenants to apply online for jobs and maintain contact with family and friends. This coupled with live-in community co-ordinators, who may be volunteers or tenants, helps bring the community to-gether.
8. All this demonstrates that Wellington really cares about its most vulnerable. A further illustration of compassion can be found in the aspirational goal to end homelessness through Te Mahana and the Street Outreach Team where the WCC is taking a leading role in co-ordinating a multi-agency response.
9. We note that the Council is presently reviewing its Social Housing Policy and has sought public feedback by 27th March 2015. The discussion document makes it clear that the review does not presage a radical shake-up of existing policy. Rather it is intended to reinforce the city's interest in ensuring there is good quality social housing providing shelter to people on low incomes and to vulnerable members of our community on tight budgets.
10. In summary the WCC has met and is meeting to a greater or lesser extent the key challenges it identified in 2009, namely to "*provide for a population that is growing, ageing, becoming more diverse, and expecting more of Council services*" and "*to maintain existing strengths such as safety, strong communities and a high quality of life*". These challenges are never ending and apply with equal force to the present Draft Long term Plan currently under consideration.

The Draft Long Term Plan 2015 - 2025

11. The main thrust of this plan is to "*invest for growth*" rather than rely upon "business as usual". The Draft Plan seeks to transform Wellington's economy by making it smarter, more sustainable, more creative and proposes a number of initiatives which it believes will achieve the necessary transformation.
12. SVdP Wellington is supportive of the aspiration to transform Wellington, but does not have a view on any particular initiative to achieve that goal. However our support is qualified in that we believe any transformation should not be at the expense of the current level of commitment to social housing and welfare assistance and should in fact prepare for additional demand.
13. We do take comfort from the assertion in the Draft Plan that at a minimum the Council will maintain the provision of essential services including social housing; that it will continue to work to end homelessness and to include the most vulnerable citizens in city life; and that there are no plans to reduce the level of those services which will continue to be maintained and reported on annually. To be effective those services must include ongoing support for the City Housing's Community Action Programme

and the work of the Community Action Team. That work will need to expand to meet the new demands of the ongoing upgrade and development of the Council's remaining housing stock. The redevelopment and up-grade is only half way there and more resources will be needed if the success of the current up-grade and development is to be replicated. We believe that this is absolutely essential for the well being of all 4000 Council tenants.

Population Growth

14. The Draft Plan projects that over the next 30 years Wellington's population will grow by more than 44,000 taking the total population to about 246,000. It notes that some 20,000 homes will be needed. However it does not address the extra pressure this population growth will place on the provision of social housing and the services needed to ensure that such housing provides a safe and secure haven within a caring community. Based upon the current supply of some 2200 units (for which there is an existing unsatisfied demand) it could be expected that an additional 400 units at a minimum will be required to simply stand still. Many more are likely to be required to meet an ageing baby boomer population.
15. It is acknowledged that the Council is not the sole provider of social housing in Wellington. Housing New Zealand is a larger provider and other agencies (including St Vincent de Paul in a minor way) are also involved. Nevertheless the WCC has a key statutory role under the Local Government Act to promote the well being of Wellington and its people and it fulfils, at least in part, that duty by providing a significant number of homes for vulnerable people and those on low incomes. By taking a holistic approach to this issue it has helped to create communities in which individuals are treated with respect and isolation/privacy is a personal choice rather than an inevitable consequence of old age.

Conclusion

16. It is our submission that:

- (a) Council's present commitment and involvement in the up-grade of its social housing is "leading edge" and highly commendable and that its social support programme is appropriately targeted;
- (b) The Draft Long Term Plan's commitment to maintain WCC's current support for social housing and welfare support is welcome;
- (c) The Draft Long Term Plan should also take into account the need to increase support for social housing with the upgrade of the remaining housing stock as per the City Housing's Community Action Programme and the work of the Community Action Team;
- (d) Provision should be made for additional social housing, along the lines of the new Regent Park Flats, to meet inevitable demand arising from both population growth and demographic changes in population.

17. I would welcome the opportunity to present this submission in person to the Council.

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