

TABLED DOCUMENTS FROM LONG TERM PLAN/ANNUAL PLAN SUBCOMMITTEE 21 MAY 2021

Grant Birkinshaw (<i>submission page 175 of TAB 1 original document of all potential speakers</i>)	842
Kay Wilmhurst, Waterpolo	843
Geoffrey Coleman	845
Virginia Horrocks, Chair of the Eastbourne Community Board	847
Teri Puketapu, Iwi	849
Casey Diver, Delaney Park Sports Association (<i>submission page 117 of TAB 1 original document of all potential speakers</i>)	862
Gabriel Tupou, Chair of the Wainuiomata Community Board	864

GRANT BIRKINSHAW

21 May 20221

HWM
Hutt City Councilors

CLIMATE CHANGE:

The Government declared a Climate Emergency in December 2020. Absent from the 2021 Budget was any finance backing this.

HCC has committed \$3M plus. This is like throwing money into the wind. This money is pure tokenism.

Electric vehicles comprise 18,688 in NZ. There are 4.6M petrol vehicles' every new electric vehicle there are 10s of thousands of new petrol vehicles on the roads cancelling out any carbon gains. Most of you have petrol cars.

The climate emergency is caused by over population. That's the true science. Nobody is game to discuss this. During lockdown there was a 7% carbon decrease worldwide. This says it all.

RATES:

Council have been a little misleading to the ratepayer in saying the increase is 5.9%. If the rubbish collection is added its 11.3%. Discount what people pay in rubbish bags, it's in the order of 9%. I would have a precise figure but the *A.P. Indicative Rate Increase For Suburbs* doesn't recognize my suburb, Kelson. My personal rates increase is around 10% as I currently use very few bags.



Respondent No: 34 *Kay Wilmhurst*
Login: Anonymous
Email: n/a

Responded At: May 06, 2021 20:50:12 pm
Last Seen: May 06, 2021 20:50:12 pm
IP Address: n/a

Q1. Which option do you support? Option 1 (preferred option): Significant increase in three waters investment

Q2. Is there another way the investment in Three Waters could be put together? Fill this out if you think we could structure the investment options differently.

Managing existing infrastructure	Option 1 - significant increase
Sustainable water supply	Option 1 - significant increase
Healthy urban waterways	Option 1 - significant increase
Reducing carbon emissions	Option 2 - maintain current levels

Q3. Which option do you support? Option 1 (preferred option): Proactive approach to transport investment

Q4. Is there another way the investment in transport could be put together? Fill this out if you think we could structure the investment options differently.

Cross Valley Transport Connection	Option 1 - proactive approach
Cycle and Micro-mobility	Option 1 - proactive approach
Road resurfacing	Option 1 - proactive approach
Traffic safety	Option 1 - proactive approach

Q5. Please add here any other ideas and comments you have about the proposed three water and transport infrastructure investment

Let's stop talking and get some action happening!

Q6. Which option do you support? Option 1 (preferred option): Build a new, modern, fit for purpose and sustainable facility which has a similar level of facility and services as the existing pool

Q7. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

Let's make a pool a feature of Hutt City that we can be proud of that is capable of hosting a range of events at the same time, a multi purpose facility that will put Hutt City on the map and attract the type of events and competitions needed to bolster and benefit the local Community. What an opportunity we have here to make something special and amazing that has the potential for so much benefit. We didn't get it right with Huia, let's not make shortcuts on Naenae and suffer the same fate-this needs to be a facility with pool space to accommodate the range of sporting codes, we talk about the importance of health and obesity, esp for young people who are getting increasingly addicted to screens -with no facilities how are able to partake in water sports if the facilities are not available?! Finally, after 3 years of no action-it is time to stop talking about it and start making progress, talking and more talking is not progress that is leading to action. There's an amazing community out there ready to help-let's make it happen, and soon, before the gap in sporting codes becomes any bigger than it already is.

Q8. Which option do you support?

Option 2: Budget to demolish the head of Petone Wharf in 2021-2022, but leave the budget for the refurbishment in the 2032 financial year

Q9. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

not answered

Q10. Suburb

Eastbourne, Lower Hutt

Q11. Age

40-49 years

Q12. Would you like to present your feedback to council in person?

Yes

Q13. Your name

not answered

Q14. Contact phone number

Community Dance Project.

Hi I'm Geoff Coleman. I am great full to have this opportunity to discuss ideas for how I would like to see the future of lower hutt community and communities through out New Zealand.

Like many communities in New Zealand we don't have options, activities or facilities that allow us to participate as a community unless it is a commercial enterprise or a one off activity such as (Christmas Parades, Matariki, the light festival etc) These activities are well funded and well supported but after a few hours they're finished until the following year.

The proposal that I would like to be involved with is. Creating a pilot dance hall. The concept is that the the council provides a venue (initially an existing hall with capacity for around 100 people.) The council could provide an state of the art sound system (Initially it could be hired for the duration of the pilot) There would be no DJ. Just pre recorded music that would then run on a loop (cycle.) Maybe 2 Hour slots? The music would be available on an App that would tell you the genre of music plus the artists playing. You can access all the information on the App For example there could be 2 hours of Rock'n'Roll then 2 hours of Hip Hop then 2 Hours Drum and bass etc. Or 2 hours of Tango followed by 2 hours of Samba or Salsa. The App would tell you which music was playing so if you liked tango you would org anise to go when tango was being played Or if you like dancing to reggae then you would go when reggae was on. Therefore people who like similar genres of music would socialize together.

In the pilot stage I think basic infrastructure required is a suitable venue available for 6 months. A large enough space to accommodate 100 people . It would also need some seating, some tables, chairs, couches or booths. Somewhere people can take a rest and or socialize when not dancing.

The seating would need to be proportional to the number of people attending. Remember It is primarily a dance hall not just a community hall.

The hours of operation would need to be determined but because the music is pre recorded I believe it would best suit the community if it could be open 24 hours. This would benefit shift workers or people with irregular lifestyles. This could be hours of operating could be determined with analytic s

There would also need to be a paid security guard on the premises 24 hours.. They would have direct contact with the police should there be any anti social behavior

There would also be the potential for private business to run a cafe serving food coffee refreshments but no alcohol. Similarly if the venue was suitable there could be alternative recreational activities such as pool, table tennis, air hockey, table football etc This could be free activities provided by council or vending machines supplied by private business

By no means the dance hall would need to have extra activities but by doing so might attract a wider demographic.

Since September 2021 I opened my shop at 94 Manners St my customer base is extremely broad. I play a wide variety of music genres in the shop anything from Micheal Jackson to Rock N Roll. I have watched countless people moving to the music. Recently in the shop I have canvased my "dance hall" idea with customers ranging in age from 15 to 70 plus. 100% all think its a great idea. People all over the world love to dance but the opportunities are very limited. Creating dance halls would give communities this opportunity

Here are some of the set up costs.

Renting a space (if required) \$500 per week

Power electricity \$100 per week

Security \$4200 per week (based on 24/ 7 security)

Advertising (initially)\$200 per week

Other one off set up costs

\$30,000 to 50,000 sound system Lights etc.(If required)

App Development \$10,000.

Councils already supports a number of community activities. Sports, Arts, Libraries, Swimming pools Skate parks etc I believe that dance has a wide enough appeal to make it worth investing in. The benefits are obvious. We would have communities that are engaged fit and healthy communities both physically and mentally.

I am committed to the idea and totally believe that this initiative would be of great benefit to our communities.

I am more than happy to discuss this idea if you wish.

Best Regards Geoff Coleman.

Email rock00700@yahoo.com

Mbl 021441997

Eastbourne Community Board

Submission Long Term Plan 2021-2031

The Eastbourne Community Board supports the key priorities of the 2021-2031. Of particular importance to this community is the proposed investment in water infrastructure and the recognition of the seriousness of the threat of climate change to our community.

Infrastructure strategy – we support Option I and the key priorities set out in the LTP document. We see the reduction in water consumption and support the introduction of both water meters and rain water tanks in new builds as key parts of this strategy.

We support all proposals to reduce carbon emissions. The Eastbourne community has said clearly in the 2014 Community Survey that this and the Eastern Shared path are the top concerns for the Eastbourne and Bays. The issue has become even more urgent in the years since this survey.

Petone wharf- we recognise the wharf's heritage value to the area, its potential value as part of Great Harbour Way network and any possible future role in ferry transport/ cycling etc

Naenae Pool – this is an amenity rather than infrastructure, but we recognize its important to Naenae and its popularity within the whole Wellington and Wairarapa region, including kids from Eastbourne.

Transport – support option 1

Specifically the cross valley link and cycling and micromobility programme. We support improved connections in the cycle link and the extension of the cycle network.

Environment

We support the goal of achieving carbon zero by 2050 and the proposed plans to achieve this as part of the actions necessary to achieve the goal.

Waste – if there's any budget left from the change of bin proposal use we would like to see it put towards improving green waste options rather than decreasing the price of current services.

Riverlink – we support it in particular for its future role in reducing dependence on cars and promoting active transport

Libraries

The Eastbourne Community Board asks Hutt City to continue to recognize the important role of Eastbourne library and other Hutt City libraries as essential community assets. The Eastbourne library plays an important role as a place that makes books available to all residents both physically and online. It is also a community hub for meetings, children's activities, adult education through such activities as senior net, sharing history and promoting local issues.

We support the funding allocation to libraries and would like to be sure it is not reduced as a proportion of council budget.

Water fountains with bottle refill function

A supply of drinking water in outdoor public areas is increasingly being seen as

- (i) A public health issue due to the need to reduce the consumption of sugary drinks by re-normalizing water as the drink of choice
- (ii) An environmental issue - as drinking fountains with a bottle re-fill function are a key tool in reducing the number of single use plastic bottles

We urge Hutt City to set a target of 50% (100% would be even better)of sports fields and playgrounds to have drinking fountains with bottle refill function installed within 5 years.

Very local cycling/walking/shared paths

Unsurprisingly, we are delighted with the consent given for the Eastern Shared Path and Council's continued commitment to the project.

We would like to signal several smaller scale projects that will complete the vision of the Great Harbour Way.

Shared Pathway Maire St – a survey of the trial of a shared pathway at the end of Maire St from the cricket ground to the esplanade has shown widespread support for this to become permanent. We appreciate officers' support for this small scale but important project. This area would also be much safer if the two power poles in the parking area could be removed. There have been several accidents involving these poles in the last year. We support council officer's investigation into moving this forward and would like funds to be made available for this to be done.

Williams Park Management Plan and the continuation of **Eastern Shared Path through Days Bay**. Council is currently consulting on the development of Williams Park over the next 10 years. Any plans for Williams Park must take into account future needs of the continuation of the Eastern Shared Path through Days Bay. The linking of the Shared Path north and south of Days Bay by needs urgent planning.

Plan for continuation of Eastern Shared Path from Windy Point to Burden's Gate

The vision of the Great Harbour Way, now so much closer with the funding approved for Petone to Ngauranga, has always included a pathway from Windy Point Eastbourne through Burden's Gate and round the coast to link with the Wainui Coast Rd.

It is important that this path is planned now to ensure that any projects by any departments of council do not intrude on areas that might be part of this future path.

Prepared by Virginia Horrocks (Chair) for the Eastbourne Community Board

copy

no doc number

NAENAE - WAINUIOMATA ROADING LINK

Planning Assessment

C O N T E N T S

	Page
1. Introduction	1
2. Description of options	2
3. Traffic Analysis	2
4. Economic assessment	5
5. Conclusions	5
REFERENCES	7
Figure 1	8

LOWER HUTT CITY COUNCIL

1 November 1989

MEMO:

WB/PT947

1 November 1989

18/i

DIVISIONAL MANAGER TRAFFIC

NAENAE - WAINUIOMATA ROADING LINK

1. Introduction

This report examines the possibility of constructing a new link road between Wainuiomata and Naenae to supplement the present Wainuiomata Hill Road route through Gracefield.

Feasibility in engineering, traffic and economic terms is considered in order to determine whether the proposal has sufficient merit to warrant further investigation.

For this study two design options have been tested. Option A is a low-cost design with tight curves and steep grades, connecting Summit Road in Naenae with Wellington Road in Wainuiomata. Option B provides a faster high-capacity route from Seddon Street, Naenae, through a 400m long tunnel. Both alternatives are tested against the existing road network.

These designs should not be regarded as the only choices to be considered, and if further studies are done then a multitude of other routes and designs could be assessed.

The two options are intended to be distinct and representative alternatives to help in understanding travel behaviour between Wainuiomata and the Hutt Valley. The relative attractiveness of a new link compared with the present road is expected to be a major factor in determining the amount of traffic which will divert to it, so that these options should indicate whether a new link should have a low or high level of service.

Whether the road has regional significance, or whether it merely provides local access, will depend on the outcome of the study. The function and purpose of the link is not clearly defined at this stage.

Analysis has been carried out on the Lower Hutt City Council computer model TMODEL2 (1) using data compiled for the Central Traffic Study (2) and Cross Valley Link Study (3). Trip matrices were derived for the years 1989, 1994 and 2006 based on land use projections. These show traffic growth averaging 1.34% p.a. between 1989 and 2006. For the remainder of the study period to 2015 traffic growth of 2.0% p.a. has been assumed based on the 2006 matrix.

2. Description of options

Routes of both options are shown on FIGURE 1.

(a) Option A (Summit Road to Wellington Road)

This route is similar to the road designation contained in the Lower Hutt and Hutt County District Schemes prior to 1986. Starting in Summit Road, Fairfield it climbs a spur ridge to cross a saddle on the main ridge at an elevation of around 260m.

Total length of this route is 4.1 km. On the Wainuiomata a maximum gradient of 1:10 can be achieved but on the Hutt Valley side 1:8 would be needed. Several hairpin bends would keep speeds low. An 8m chip sealed carriageway has been allowed for. No improvements to existing streets or intersections are included in the scheme.

Construction cost for Option A is estimated at \$16.51 million (excluding GST) Land cost has not been included because betterment is likely to exceed the value of land used. (Much of the land affected is owned by Lower Hutt City Council).

(b) Option B (Seddon Street to Wellington Road)

OR WILCOX GR

In comparison Option B offers a fast high capacity link. Beginning at the intersection of Seddon Street and Judd Crescent the new road would climb the hillside behind Judd Crescent and pass through a 400 m tunnel to reach the head of the valley behind Arakura.

At 2.5 km the route is significantly shorter.

* Gradients would be no steeper than 1:10, and curves no tighter than 100 m radius. An asphalt carriageway 10m wide (9.0 m in the tunnel) is allowed for.

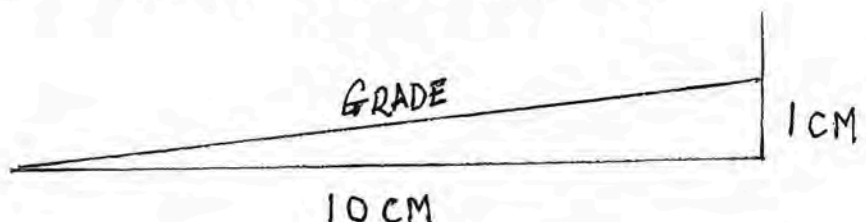
Unlike Summit Road, Seddon Street provides high-capacity access to the link with good connections to the rest of the roading network.

Design of the tunnel has not been researched in detail.

Cost for Option B is estimated at \$38.15 million, including some work to intersections on Seddon Street.

3. Traffic analysis

Traffic flows are predicted for four years: 1989, 1994, 2006 and 2015. The 1994 trip table has been derived from 1989 and 2006 data, and 2015 represents 20% growth from 2006.



Predictions for flow on the new link are as follows.

		<u>Morning peak (vph)</u>	<u>Interpeak (vph)</u>	<u>Afternoon peak (vph)</u>	<u>Daily flow (vpd)</u>
OPTION A:					
1989	Northbound	146	44	127	737
	Southbound	80	37	149	640
					<u>1377</u>
1994	Northbound	173	51	144	854
	Southbound	79	43	145	667
					<u>1521</u>
2006	Northbound	185	56	138	890
	Southbound	111	48	184	823
					<u>1713</u>
2015	Northbound	259	67	189	1169
	Southbound	147	58	251	1071
					<u>2240</u>
OPTION B:					
1989	Northbound	340	126	274	1814
	Southbound	223	111	364	1729
					<u>3543</u>
1994	Northbound	412	143	329	2134
	Southbound	284	126	337	1856
					<u>3990</u>
2006	Northbound	401	158	321	2192
	Southbound	321	139	397	2109
					<u>4301</u>
2015	Northbound	517	190	381	2678
	Southbound	387	167	488	2558
					<u>5236</u>

NOTES:

1. Interpeak flows for 1989, 2006 and 2015 are estimated.
2. Daily flows are based on 1.5 morning, 6.0 interpeak and 2.0 afternoon flow condition.
3. Northbound traffic flows from Wainuiomata to Naenae.

These figures are based on existing and projected patterns of development. No attempt is made to quantify consequential development resulting from the link. Construction of the link would however create opportunities for retail expansion in Naenae, and residential subdivision in the Arakura Valley which should be noted.

The effect on other key parts of the roading network also must be considered. Peak hour traffic flow on the existing Wainuiomata Hill Road is likely to change as follows:

		No Link		Option A		Change (%)	Option B		Change (%)
		AM (vph)	PM (vph)	AM (vph)	PM (vph)		AM (vph)	PM (vph)	
1989	N	1935	836	1789	709)	- 9.7	1595	562)	-23.2
	S	569	1838	489	1689)		346	1474)	
1994	N	2079	923	1906	779)	-10.1	1667	594)	-26.4
	S	647	1504	568	1359)		363	1167)	
2006	N	2515	1068	2330	930)	- 9.3	2114	747)	-21.8
	S	791	2246	680	2062)		470	1849)	
2015	N	3019	1280	2760	1091)	-10.7	2502	908)	-22.1
	S	945	2693	798	2442)		558	2214)	

Note: Change based on sum of morning and evening peak hours.

A new link road would reduce flows on the Wainuiomata Hill route by around 10% for Option A and 25% for Option B. The proportion of traffic diverting to the new route seems unaffected by the level of congestion, suggesting that it is not performing as an overflow. Travellers to Wellington for example would continue to tolerate serious delays rather than take the longer new route to the north.

The link would provide useful relief to Wainuiomata Hill Road but it appears that the two routes would serve different roles. The Esplanade and other congested routes would get negligible benefit, with almost no change.

Another important issue for Lower Hutt is capacity of the river bridges. Analysis of flows on Melling, Ewen and Estuary bridges shows that no significant changes occur because of the link. Kennedy-Good Bridge shows a slight drop for Option B, because of traffic travelling between Upper Hutt and Wainuiomata using Eastern Hutt Road instead of SH2 through Taita Gorge. Option B shows a marked drop at Silverstream Bridge although the model is not well enough developed to reliably predict flows at Silverstream.

Intersections at either end of Option A should cope reasonably well with the increased traffic, with only minor sign and marking changes. Option B, which introduces significant flows into the Seddon Street and Naenae Road area, will increase pressure on intersections such as Naenae/Seddon and Seddon/Waddington and revised layouts may be needed, but no major problems are foreseen.

Link traffic will have significant environmental effects for residents at either end. For Option A the passage of up to 300 vehicles per hour will change considerably the character of Summit Road. Under the roading hierarchy proposed in "Roading Management Policies and Plan" (LHCC September 1989) (5), the road would be a Minor District Distributor, equivalent to a Minor Principal Road in the District Scheme (6) and would be subject to controls on building lines.

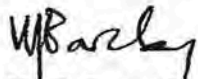
6.

Of existing road users, beneficiaries of the road would include travellers between Wainuiomata and northern suburbs of Lower Hutt, and to a lesser extent Upper Hutt and the Kapiti Coast. The route would be of less value for people travelling to Lower Hutt Central and would do nothing to relieve traffic congestion in Gracefield, Seaview and along the Petone Esplanade. It would thus make no contribution at all to cross-valley capacity where it is most needed, that is below Melling.

Viability of the scheme might be improved by varying the design. A high-capacity road without a tunnel would be much cheaper than Option B but both costs and benefits would be intermediate between Options B and A.

For maximum benefit it appears that the route should be moved south from Naenae. This tends to suggest that the best location for additional capacity is at or near the present route, by upgrading or duplicating Wainuiomata Hill Road. Problems of congestion on the valley floor would need to be addressed before this could be usefully considered.

Overall, the conclusion must be that a new link in the Naenae area is unlikely to be economically viable in the foreseeable future, and that further investigation is not warranted.



W J Barclay
TRAFFIC ENGINEER DESIGN

1 November 1989

REFERENCES

1. TMODEL2 transport modelling software package by Professional Solutions Division, Metro Transportation Group Inc, Illinois, USA, supplemented by utility programmes written by Traffic Design Group Ltd and Lower Hutt City Council. (May 1989)
2. *Lower Hutt City Centre Traffic Study Report*, Traffic Design Group Ltd. (March 1987)
3. *Cross Valley Link Transport Analysis*, Traffic Design Group Ltd. (1989)
4. Computer printouts and calculations (available as an appendix to this report). (LHCC October 1989)
5. *Roading Management Policies and Plan*, Lower Hutt City Council. (September 1989)
6. *City of Lower Hutt District Scheme*, Review No.2 (August 1983)
7. *The Economic Appraisal of Roothing Improvement Projects*, (Road Research Unit Technical Recommendation TR9)
by I H Bone for National Roads Board
(1986, with amendments to April 1989)

NAENAE

Seddon St

Waddington Dr

OPTION B

2.5 km

Seddon St - Wellington Rd

grade 1:10

tunnel

400

high point 17

saddle 260

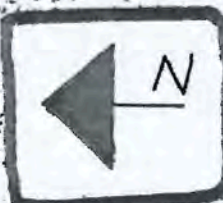
OPTION A

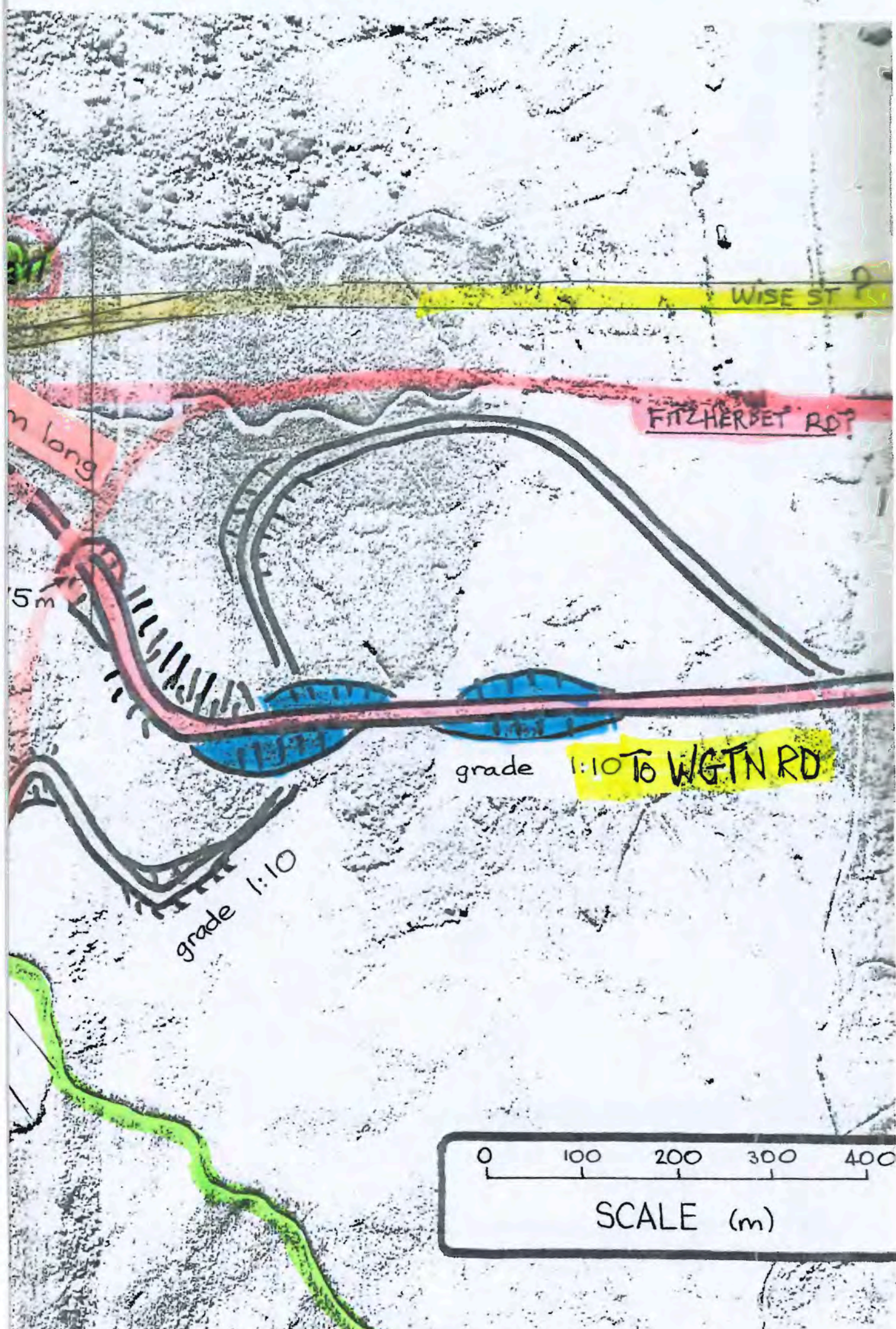
4.1 km

Summit Rd - Wellington Rd

grade 1:8

Summit Rd







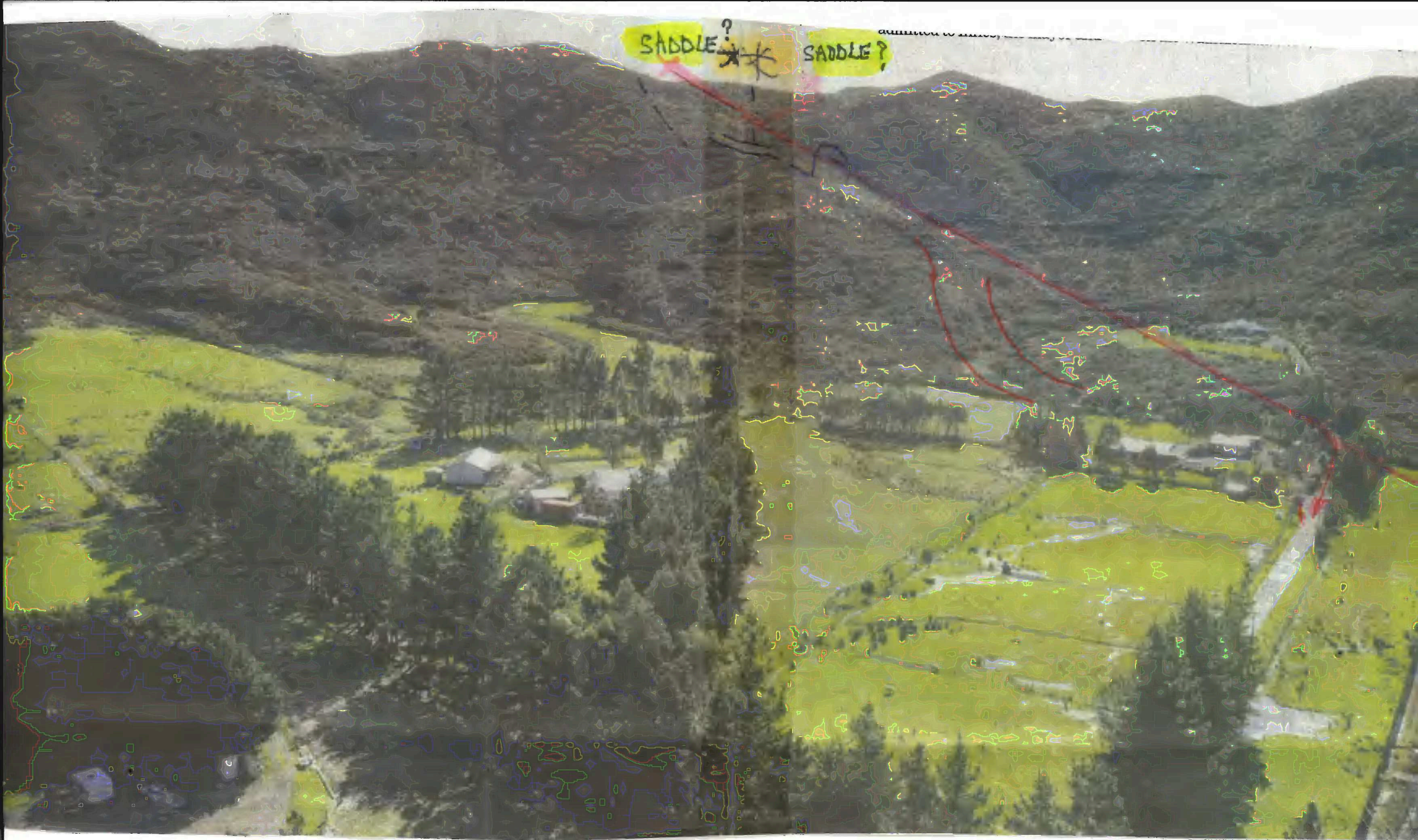


WILCOX



WILCOX

Hickman Ct



SADDLE?

SADDLE?

Submission to the Long Term Plan

Delaney Park Sports Association

Stokes Valley Football Club Inc

Stokes Valley Cricket Club Inc

Shower and Changing room (owned by Hutt City Council)

The organisations wish to discuss a long-term project or upgrading the council owned toilets, shower and changing room on the property. Due to the size of the organisations and needs in terms of storage, capacity and health and safety the current building is no longer fit for purpose. The following items below are an outline of the immediate needs of the rooms.

- Partition Changing room for visitors or extend existing main changing room

We would like a partition wall or removable wall in our changing rooms so that Home and Away teams can be separated. This will improve the quality of the rooms, professionalism of our clubs, and help meet current Health and Safety requirements.

- Organise new lock access to the changing rooms for contractor access to undertake cleaning and provisioning

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council

- Expand or add a new storage room or facility onto the building

The current storerooms available are insufficient for the quantity of gear that the organisations currently possess and the excess is being stored in walk areas of the building and offsite. We want to consider any expansion of the Council owned rooms to include additional storage space to accommodate our needs.

Items previously discussed, agreed to or carried over.

- Install new gardens along the stream channel edge to mitigate balls from entering the stream and improve quality of grounds

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council

- Undertake aeration work on the number three football field in preparation for the 2021 season. To be completed during the autumn or spring renovation periods.

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council

- Asphalt mix put into the main potholes in the driveway

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council

We would like to amend this item request from fixing existing potholes to a full relaying and resealing of the Council owned driveway.

- Security camera to be installed on Delaney Park clubrooms

This has been an ongoing item from previous submissions due to security concerns the organisations have on Delaney Park. In the last year windows have been broken and a fire set which has caused damage to the clubrooms and costing the organisations in insurance and replacement. These funds can be better spent elsewhere on the community and our clubs and having a security camera on the facility would be a significant step in deterring these incidents from reoccurring.

- Remove rubbish bin from outside clubrooms to another location

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council. The bin is still being used by locals to dump household rubbish and is becoming a health issue as it is not regularly attended to by Council contractors.

- Upgrade the existing park benches outside the front of the club

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council

- Repairs and replace missing timbers on the fence line along George Street

This item has already been discussed between the organisations and Hutt City Council and agreed to however, no timeframe has been provided by Hutt City Council

- Install Drainage on the No2 and No3 pitches as the quality of these pitches is in declined due to lack of drainage.

This has been an ongoing item for the last two years of submissions and while the organisations accept the funding constraints currently around such a project they want these to be prioritised when funding becomes available.

Wainuiomata Community Board

Submission on Hutt City Council's Long-Term Plan for 2021 to 3031

Tēnā koutou,

We, the Wainuiomata Community Board would like to provide some feedback on the Council's key priorities for 2021 to 3031.

1. **Investing in Infrastructure:** We support getting the basics right when it comes to investing in infrastructural maintenance and renewals. We note the concerns of the community – that the infrastructure needs to keep up with the increase in housing and commercial development. Between the Greater investment in Three Waters will help to relieve stress on current infrastructure as well as increasing the capabilities to conserve water.
2. **Protecting the Environment:** Council's ambitious goal to become carbon zero by 2050 will require an ambitious response. We would like to see greater connectivity in the multimodal approach to public transport, which is being developed in the 'Integrated Transport Strategy.' We need better connectivity for cycle, mobility and pedestrian pathways throughout our community, which will encourage zero carbon alternatives to transportation and will lower our collective carbon footprint. We can start by improving the safety of our footpaths and walkways.
3. **Increasing Housing Supply:** We support initiatives that will increase the housing supply alongside infrastructural investment. Residents would like to be kept informed of developments happening in their neighbourhood – the relationship between residents, council and developers is crucial. We also support organisations and initiatives that help current residents and households to create safer and warmer homes. In keeping with our environmental goals, we would like to see initiatives for recycling, repurposing or disposing of material from demolition and development sites. We would be hesitant towards any future cleanfill operation site in Wainuiomata and ask that any such future decision be made in consultation with the Wainuiomata Community Board.
4. **An attractive Town Centre:** We support the Wainuiomata Streetscape project in Queen Street, which is a progressive vision that is based on community feedback. We would like Council to approve the budget required to complete this project in its entirety. In particular, we recommend that stage one (1) and two (2) be done together, which will mitigate the length of time for disruption and have a positive impact on costings. Over the next ten years, we would also like progress to be made in the improvement of the Community Hub's facilities. The residents of Parkway Rise are seeking support for a playground on land that developers gifted to council. As our community grows, there will be more of a need for improved or new recreational spaces.
5. **Community Safety and Resilience:** In terms of community safety and resilience, we ask that Council invest in community groups, such as the Wainuiomata Community Patrol and the Wainuiomata Māori Wardens who all help to make our community a safer place to live and work. Improved lighting and design in the Streetscape Project will also deter crime in our town centre. Neighbourhood Support is another initiative that we look forward to seeing thrive because a connected neighbourhood leads to better community resilience.

We thank Council for taking our submission under consideration.

Nāku noa, nā



Gabriel Tupou
Chairperson
Wainuiomata Community Board