



## Introduction

The Great Harbour Way/ Te Aranui o Pōneke is a 72 km walking and cycling route around Te Whanganui-a-tara, the harbour of Wellington, New Zealand, from Ōrua-pouanui /Baring Head in the east, to Te Rimurapa / Sinclair Head in the west. Few, if any, opportunities exist elsewhere in the world to walk or cycle the entire coastline of a major city harbour, continually touching the water's edge.

Since this beautiful route runs through both Wellington and Hutt City Council territory, and touches the coastline, much of which is Greater Wellington's responsibility, we are writing to all three Councils regarding their Long Term Plans. We will also copy both mana whenua iwi, Te Ātiawa Taranaki ki Te Upoko o Te Ika and Ngāti Toa Rangatira, to keep them informed and we welcome their continued input. Likewise, we will send this document to Waka Kotahi, the NZ Transport Agency, a significant funder, and Minister of Transport Michael Wood.

All three Councils, and the Government, have declared a Climate Emergency. Zero carbon commuting, recreation and tourism are possible with Te Aranui o Pōneke. Other benefits include greater mental and physical wellbeing from healthy exercise close to nature, less traffic congestion as commuters have a better choice, significant opportunities for local businesses in accommodation, food, and bike hire. Walkers<sup>1</sup> and cyclists<sup>2</sup> spend more locally and stay longer than cruise ship passengers, for example.

Once Te Ara Tupua is complete we envisage there will be a boom in domestic visitors like the Otago Rail Trail<sup>3</sup> or Tasman's Great Taste Trail<sup>4</sup>. Other improvements are making a difference but Te Ara Tupua will be the game-changer to make Te Aranui o Pōneke a significant destination as well as a spine connecting other walking and cycling opportunities. For a number of potential users, the flat nature of the path will be a significant attraction. We also expect events such as ultra-marathons to happen along the route although we would discourage any exclusive use.

There are several further improvements we recommend, and we would like to see these completed in the next decade, as soon as possible after Te Ara Tupua. These are listed under "Investment Required". We recommend staff utilise the excellent Boffa Miskell Report

**Request:** GHW Trust would like all three Long Term Plans to include Te Aranui o Pōneke, Great Harbour Way, as a project and for each to allocate a specific staff member as a contact for the Trust.

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<sup>1</sup> <https://www.tourismnewzealand.com/media/1768/tourism-profile-walking-and-hiking.pdf>

<sup>2</sup> <https://blog.biketours.com/2021/04/bicycle-tourism-will-show-the-responsible-way-in-a-post-pandemic-world>

<sup>3</sup> <https://www.otagocentralrailtrail.co.nz>

<sup>4</sup> <https://www.nzcycletrail.com/find-your-ride/22-great-rides/tasmans-great-taste-trail>



Diagram is from the excellent Boffa Miskell Report<sup>5</sup>

## Progress

Since the **Fix the Gap** public meeting in 2008 where the Great Harbour Way coalition, subsequently Trust, was formed, and the earlier Founder's Plan for the Great Harbour Way, there has been considerable progress for which we thank the three Councils, Waka Kotahi, volunteers, and advocates. Every improvement draws more users.

### Improvements (from East to West):

- Ōrua-Pouanui, Baring Head, in public ownership
- Baring Head lighthouse accommodation, in progress
- Resource Consent granted for the Eastern Bays (Eastbourne) shared path
- Construction started on cycling connections from Melling to Petone enabling more access
- Resource Consent and funding for Fixing the Gap i.e. Te Ara Tupua between Petone and Ngauranga
- Hutt Road walking and cycling path improvements
- Announcement of Thorndon Quay cycling improvements
- Announcement of an electric ferry from Queens Wharf to Miramar (and Days Bay)
- Opening of Te Raukura Wharewaka
- Oriental Bay walking and cycling improvements
- Paths along the coast at Te Raekaihau Head
- Tahitai
  - Work progressing on Pt Jerningham to Evans Bay and Akau Tangi / Evans Bay improvements
  - Cobham Drive section complete
- Construction started at Miramar cutting – forming a good connection to the Peninsular section
- Te Raekihau Point paths
- Widened portions of the footpath in Houghton Bay, Island Bay and Owhiro Bay
- Te Kopahou Visitors Centre

<sup>5</sup> <http://www.greatharbourway.org.nz/documents/boffa-miskell-report-on-great-harbour-way-te-aranui-o-poneke>

## Investment Required

Considerable detail is available in the original Boffa Miskell report<sup>6</sup>, commissioned in 2009 (available on the GHW website).

Greater Wellington Regional Council has several opportunities to help complete and support Te Aranui o Pōneke, particularly with their majority ownership of Centreport, role in Public transport and ownership of the East Harbour Regional Park. We would like more support for the excellent local ranger.

## Public Transport

Trains, buses, and ferries mean that sections of the Great Harbour Way can be enjoyed in either direction. We encourage GWRC to ensure access to as many points on the Great Harbour Way is possible for walkers (including those with wheelchairs or buggies) and cyclists. Limitations on bicycle transport should be reduced.

Ferry access includes Queens Wharf, Seatoun and Days Bay, all of which are on the GHW route. Miramar Wharf is in planning. We would also encourage refurbishment, maybe shortening, of the Petone Wharf if possible so ferries can support walkers and cyclists.

## Centreport

The current route from Ngāuranga to the Wellington waterfront is along Hutt Road and Thorndon Quay. While this corridor is important for commuters, we would like to see a route along the coast. This has been walked (with permission from Kiwirail). Current developments in Dunedin show how well a path could be created without the expensive reclamation work necessary for Te Ara Tupua. Recent conversations with senior management at Centreport have been promising. Access from Kaiwharawhara beach and future Ferry Terminal along to Aotea Quay could be designed in conjunction with potential work on the Aotea Quay to Ngāuranga motorway section.

The following items are from East to West and not in order of importance nor cost. The three Councils, Waka Kotahi and other organisations including Great Harbour Way Trust and Wellington Sculpture Trust have parts to play.

## General

- Māori cultural and historic information
- Later historical information e.g. Wahine memorial, F69 sinking, wrecks, wharf redevelopment
- Public Toilets/ water fountains/planting/ seats/Public Art
- Local species (seabirds, kororā, lizards, invertebrates, plants) education and protection
- Promotion through WellingtonNZ.com
- Signage: The Trust is delighted with the clarity in WCC's website that Tahitai is part of Te Aranui o Pōneke and recommend physical signage, with our logo, that makes this clear to the public along the whole route.

## Specific places

- Baring Head/ Ōrua-Pouanui: we'd like a marker to show the beginning/end of the Great Harbour Way, Te Aranui o Pōneke. This could also show the South Coast route for the Remutaka cycleway loop (that is also good for walking)
- Access from Baring Head to Eastbourne crosses private land in places and we urge GWRC to regularise this important access by lease, purchase or other agreements, potentially aided by the Walking Access Commission, Te Hīkoi Aotearoa
- Access by Seaview is unclear
- The Bridge over Te Awa Kairangi/Hutt river is inadequate for fishers, walkers, and cyclists. Please consider the addition of cantilevered fisher pods to free the existing walkway or a separate bridge in the next ten years.
- The Petone foreshore section from Te Awa Kairangi/ Hutt River to the west end of The Esplanade is in places too narrow for walkers and cyclists to share safely, especially with the increase in e-scooters and e-bikes. More safe crossings for people on foot or bike across The Esplanade would encourage residents from Petone to use the lovely foreshore on foot and for GHW users to access the Jackson Street cafés and shops.
- Ngāuranga to Wellington City: Thorndon Quay – we strongly endorse removal of angled parking and installation of 24/7 cycleways along this busy section. However, even better than the commuting route along Hutt Road and Thorndon Quay would be a seaward path from Ngauranga to Kaiwharawhara where the new

<sup>6</sup> <http://www.greatharbourway.org.nz/documents/boffa-miskell-report-on-great-harbour-way-te-aranui-o-poneke>

ferry terminal is planned. An interim and cost-effective step would be to create a flat walking path, of a tramping standard, that re-joins the Hutt Road alongside the Kaiwharawhara Stream.

- Wellington Waterfront: pinch points near Shed 5 and across bridges make this experience less than ideal. Cycling lanes along Jervis Quay for fast commuting cyclists would reduce conflict.
- Miramar peninsula. Stronger consideration of how the walking and cycling communities are served around the peninsula is necessary, including during construction at Shelly Bay. Slower speeds will help but the road space for more vehicles, cyclists and pedestrians is tight. Consider cantilevering a path as per Cromwell-Clyde<sup>7</sup>, or putting one on piers as Ōtepoti/Dunedin peninsular shared path has done recently<sup>8</sup>. Progress with the 70+ hectare Te Motu Kairangi National Heritage Park appears to have stalled despite successive three-way MOUs. We urge Central and local Government and iwi to urgently agree a plan with ecological restoration and access for walking and cycling. Is the Framework,<sup>9</sup> revised in 2016, current policy?
- Breaker Bay to Moa Point – walking access is provided off-road, but the road is narrow for cycling and motorised vehicles.
- Wellington Airport – tunnel access is restricting. A path over the top for walkers and cyclists is desirable.
- Lyall Bay – given the width of the footpath and the danger from angle parking, should either a shared path or delineated walking and cycling be formalised here?
- Lyall Bay to Te Raekihau Head: there are several road reserves to the seaward and land side that could provide more space for walking and cycling.
- Te Raekihau Head – while there are some separate paths there is little signage to indicate where cyclists can go and the bike path surface is unkind to on-road bikes. The footpath/boardwalk is insufficiently wide for sharing and the road is narrow with poor visibility. Access from the Princess Bay car park back to the road/footpath is dangerous.
- Houghton Bay to Island Bay: some car parking on the seaward side could be re-purposed for walking and cycling but this would be controversial for residents and visitors.
- An immediate step in the right direction would be to set a speed limit of 30km all along the coast from the Miramar cutting to Owhiro Bay, including Karaka Bay, Breaker Bay, Moa Point, Lyall Bay, Houghton Bay and Island Bay.
- Owhiro Bay to Sinclair Head/Rimurapa: whether fewer motorised vehicles should be allowed on more days (like Sunday where only keyholders have access) is a question we'd like to raise. The close proximity between 4WDs, cyclists, and walkers, on constrained sections is unpleasant if not dangerous.
- Rimurapa – we'd like a marker to show the beginning/end of the Great Harbour Way/ Te Aranui o Pōneke.

Thank you for your consideration.

Together we can create a world-class attraction for locals and visitors alike, embedded in the stunning natural landscape, enjoying access to the Hutt and Wellington dining and cultural amenities, accessible to the whole population, with multiple benefits for our ecological, cultural, health, social and economic wellbeings.

**He waka eke noa!**

We would appreciate a detailed response from each Council on what is feasible, in what timeframe, for their areas of responsibility and a commitment to collaborate on this exciting project.

## Great Harbour Way/Te Aranui o Pōneke Trust Trustees

*Graeme Hall (Chair)*

*Ron Beernink*

*Allan Brown*

*Simon Louisson*

*Ian Pike*

*Russell Tregonning*

*Mary Varnham*

*Celia Wade-Brown*

<sup>7</sup> See pictures at end

<sup>8</sup> See pictures at end

<sup>9</sup> <https://wellington.govt.nz/-/media/your-council/projects/files/te-motu-kairangi-miramar-peninsula-framework.pdf>



Photographs

### Ōtepoti/ Dunedin to Portobello shared path under construction 2021<sup>10</sup>

We recommend the separate path on piers for areas like the Miramar peninsula. It is less disruptive than reclamation and no change to existing roads is necessary. This must be an acceptable solution given its current construction.



### Lake Dunstan cantilevered sections<sup>11</sup> could suit Kaiwharawhara to Aotea Quay



<sup>10</sup> <https://www.dunedin.govt.nz/services/roads-and-footpaths/projects/peninsula-connection>

<sup>11</sup> <https://centralotagonz.com/tracks-and-trails/lake-dunstan-trail>



Baring Head - Ōrua- Pouanui Lighthouse<sup>12</sup>



Te Ara Tupua design<sup>13</sup>

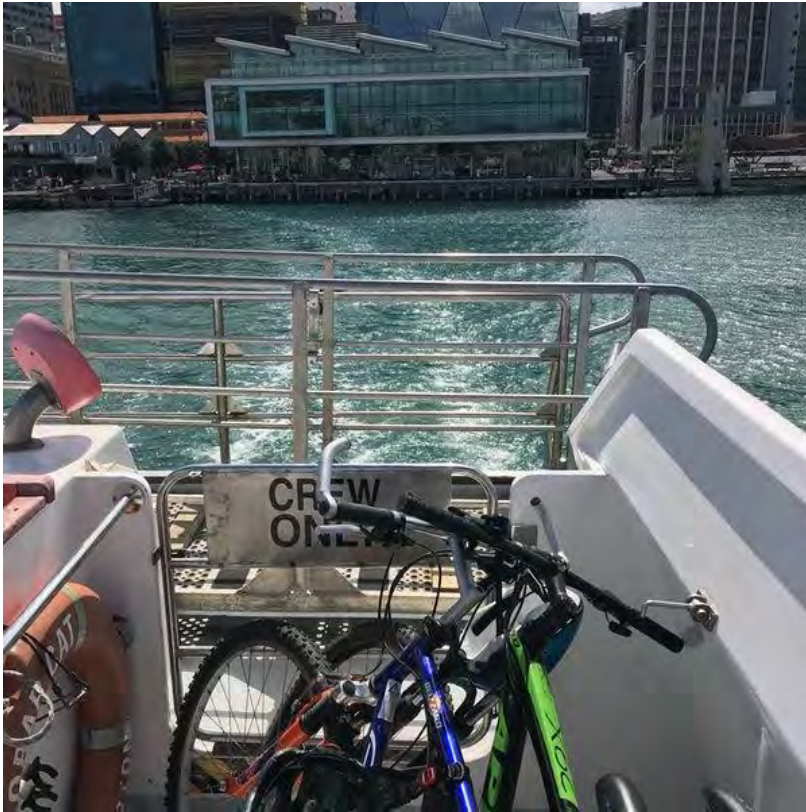


<sup>12</sup> <https://www.facebook.com/Friends-of-Baring-Head-148506125227491/photos>

<sup>13</sup> <https://www.nzta.govt.nz/projects/te-ara-tupua/gallery>



East by West Ferry



Opening of Tahitai at Cobham Drive March 2021



-: Submission ends :-

Lower Hutt 5010  
6 May 2021

Mayor Campbell Barry/  
Chief Executive Jo Miller  
Hutt City  
Lower Hutt

Dear Mayor and Chief Executive

**Submission on Hutt City Long Term Plan (LTP)**

(This submission combines the content of letters dated 11 March and 22 April)

I have taken the trouble to write to express concern over the continuing pattern of Hutt City Council planning for, and achieving, annual operating deficits. In the last 3 years (2018-2020) the operating deficits and the monies borrowed to finance those deficits have totalled \$m26.

The operating deficits worsen in the LTP with a forecast deficit of \$m19 for 2021 and \$m16 for 2022. For the years 2023 through to 2026 the planned deficit each year is \$m23 on average. The deficits are financed by increased debt and each year the deficit borrowing is equivalent to 10% plus of all revenues (excluding Central Government grants and subsidies).

**Balanced Budget**

Our elected leaders seem to have no issue with the continuing trend of deficits despite:

***Our Vision***

“Our everyday costs must be paid for within our means and borrowing for these should never be an option”.

***Our Mayor re Standard and Poor’s AA rating***

“Council is being recognised for our responsible and prudent financial management, which will ultimately enable us to invest in the basic infrastructure and services our city expects and relies on every day.”



***Our Chief Executive's report shows a better understanding***

"We must balance our books to ensure our long term financial sustainability".  
"Operating deficits have been, and continue to be, forecast in the future. We are focussed on returning to a balanced budget for our governors and our city"

***The Local Government Act says***

Section 100 (1) "A local authority must ensure that each year's projected operating revenues are set at a level sufficient to meet that year's projected operating expenses".

The Section then goes on to say that a local authority may set projected operating revenues at a different level from that required if the local body resolves that it is financially prudent to do so.

**My concern is that the continual planning for operating deficits appears to reflect a Council opposed to any increase to rates and services of sufficient magnitude to balance the books, or opposed to any significant cost reduction, or reduced services, or any combination of all three.**

If the Hutt City Council were a commercial business the rating it would receive from Standard and Poors would be much lower. The AA rating enjoyed by the City reflects the ability of Council **to strike a level of rates to cover costs and finance some of the growth, and the ability of Council to borrow cheaply from the Local Government Loans Authority.**

Prudent financial management for any organisation is for term loans to be primarily for the purpose of financing (together with the cash generated from depreciation) the City's capital expenditure for replacement of assets and infrastructure development. Term loans should not be used to finance operating deficits which arise from insufficient revenue to cover 35% (2022 - 2026 average) of the depreciation charge each year. Council actions are not being **fair and equitable as stated in the Financial Overview**

***Financial Overview***

"We spread the recovery of the cost of long term projects over their lifetime so it's shared across the generations using the assets".

Note: There appears to be an inconsistency throughout the planning document of the definition of net debt, which appears understated. The differences could well be time related in the preparation of different documents. With net debt

correctly reported Council remains within the Debt to Revenue Limit with a healthy margin.

### **Affordability**

The Plan continually refers to 'affordability' which is in contradiction to the Council providing the services which the community demands or is considered to be 'in the public good'. A commercial organisation will take into account competitive price pressure but Council's plan provides no comparison of rates struck by other councils simply because there is little risk residents will move. And if they do move to say Martinborough to benefit from lower rates for that region, the services provided are not equivalent to Hutt City like local swimming pools, libraries etc. The USA has seen population movements away from States with large unfunded pension schemes, high levels of debt and poor infrastructure; to more fiscally prudent States, but that is not the case in New Zealand.

My insurance company is not thinking about affordability when my home insurance premium increased over 100% over the 5 years from \$1275 (2016) to \$2596 (2021), it is thinking about remaining financially viable. By way of note, my total insurance bill exceeds the cost of my Hutt City rates excluding GRWC charges.

How do Hutt City rates compare to the councils of Wellington (WCC) and Upper Hutt (UHCC)? In the comparison below I have excluded the HCC rates charge 'rubbish and recycling' which for our household will be billed at \$393 (\$288 waste, \$105 recycle). The current charges total \$380 (Waste Management \$340 and \$40 recycle). I always thought the \$380 was good value compared to our former holiday home in Taupo with its bag collections and numerous visits to the tip and associated trailer hire.

The Capital Value of our home for rating purposes is \$1,040,000 (not much different from the re-modeled ex State home in Bell Road (my family home was number 61) which recently sold for \$m1.1 The following was extracted from the respective Plans 2021-2031. UHCC was calculated using the ratios given for \$950k and \$m1.150 plus GST.

<b>Council Capital value</b>	<b>HCC \$m1</b>	<b>WCC \$m1</b>	<b>UHCC \$m1</b>
<b>Residential rate</b>	\$3654	\$4294	\$4138

Why does Hutt City Council provide an 'affordability' discount of say \$500 based on a CV of \$m1? Hutt City clearly provides better services than Upper Hutt City Council.

### **Conclusion**

A step change in the revenue from rates and other services is required for the 2021/2022 year which reflects the level of services expected by the community, and as an immediate step towards achieving a Balanced Budget as required by the Local Government Act.

Council's LTP should reflect the policy statements which underpin the organisation. Presenting a LTP with hockey stick achievement of a balanced budget in the year 2028/2029 without explaining what Council is going to do differently in the future from what happens today reflects a poor planning process. And it displays a lack of intent to fix a problem.

Yours faithfully

Peter Robertson





# Waiu St. Park TrailForce Project Submission.

## **OUR DETAILS - TrailForce**

Chris & Rachael Jonker

Simon Gilbert

We would like the opportunity to appear in person at the public hearing to discuss our submission further.

## **INTRODUCTION**

We are a small group of individuals who have a big passion for mountain biking and a huge interest in the Waiu Street Park over many many years, we want to see the Park reach its maximum potential, we think it's a hidden gem waiting to be polished and adored by the community of peoples that love the sport of mountain biking.

We have community and commercial interests in the area of Waiu Street, we have connections with the community and the commercial sector in Wainuiomata, we live in the community we helped build trails on the park, we rode on the very first cycle trail and we're still riding the latest trails to be built!

We know the people in the cycling community, we know what they want, we know the Wainuiomata community, the locals, we are working in all the schools in Wainui with their cycling needs and interests, we are ideally suited to bring a new vision to the park with our knowledge and business connections.

We are confident that we can add to the existing fantastic work the Hutt City Council and the Wainuiomata Trail Project (WTP) and many others have already achieved. We believe we can add to the Park in ways that the whole community can benefit from, Children parents young people older people riders walkers dog owners, and visitors!

## **THE VISION**

Our vision is to put the Waiu Street Park on the map as a destination that is perceived as fun, complete, and well worthy of the journey from all the corners of the earth but especially Wellington!

We believe that the Wainuiomata Community will embrace a Park with features for the whole family and amenities that make the journey more inclusive. We don't only have a vision for the mountain biker community, we have a vision for the whole local community including kids and their parents that just want their children to have a place to play on a bike while parents can sit and watch from a safe vantage point while also enjoying a cup of coffee.

We think the park is great already and don't want to change it, we want to encourage its growth by adding extra interest points.

New park opportunities with a business focus, encouraging community whilst working in with the existing Park events and current supporters, including the WTP team.

We would like to see more events in the Park and training opportunities. We will also further establish the “dirts’Kool” College opportunities on the Park, a project supported by Nuku Ora (sport Wellington) which is already operating from within our group every weekday on the Park from Waiu St.

We want to put a bike hire and workshop component on the Park, a Cafe hub, play facilities for younger riders. We have businesses interested in partnering with us, it would seem that there are many who are already believers with us! We would also like to see more wetland walking trail opportunities and we believe this is possible and attractive to locals.

#### **WHAT WE WOULD LIKE TO BRING TO THE PARK,-**

- Premium Cafe & Food Refreshments
- Onsite Cycle Workshop
- Bike Hire (eBike & Mountain Bike)
- eBike & Mountain Bike Skills Training Sessions
- Bike mechanic courses - (access training)
- More opportunities for Schools (dirts’Kool already operating on the park)
- Locky Dock - keep your bike safe while you have a coffee break
- More general community endorsement
- Community Cycle Ride Center
- Mountain Bike Accadamy

#### **ANTICIPATED OUTCOMES**

- Higher visitor rate
- Overseas Marketing
- Be seen as the place to go for a ride in Wellington
- Perceived as a destination Adventure Park
- Fit with local business interests
- Attract local commerce & community growth
- Adds to recreational infrastructure in the area
- Will give the existing Wainuiomata community another premium leisure option
- Encourage general growth in the leisure community locally
- Help with the public perception of the Wainuiomata region
- Can hire a bike and get professional instruction
- Tourism destination - guided rides/day tours - cruise liners - tourist attraction destination
- More opportunities to host events on the Park - music events
- New ride facilities for young people
- A feature that will engage and unite all the leisure activities on the park

#### **IMPROVEMENTS TO WAIU ST PARK (COUNCIL)**

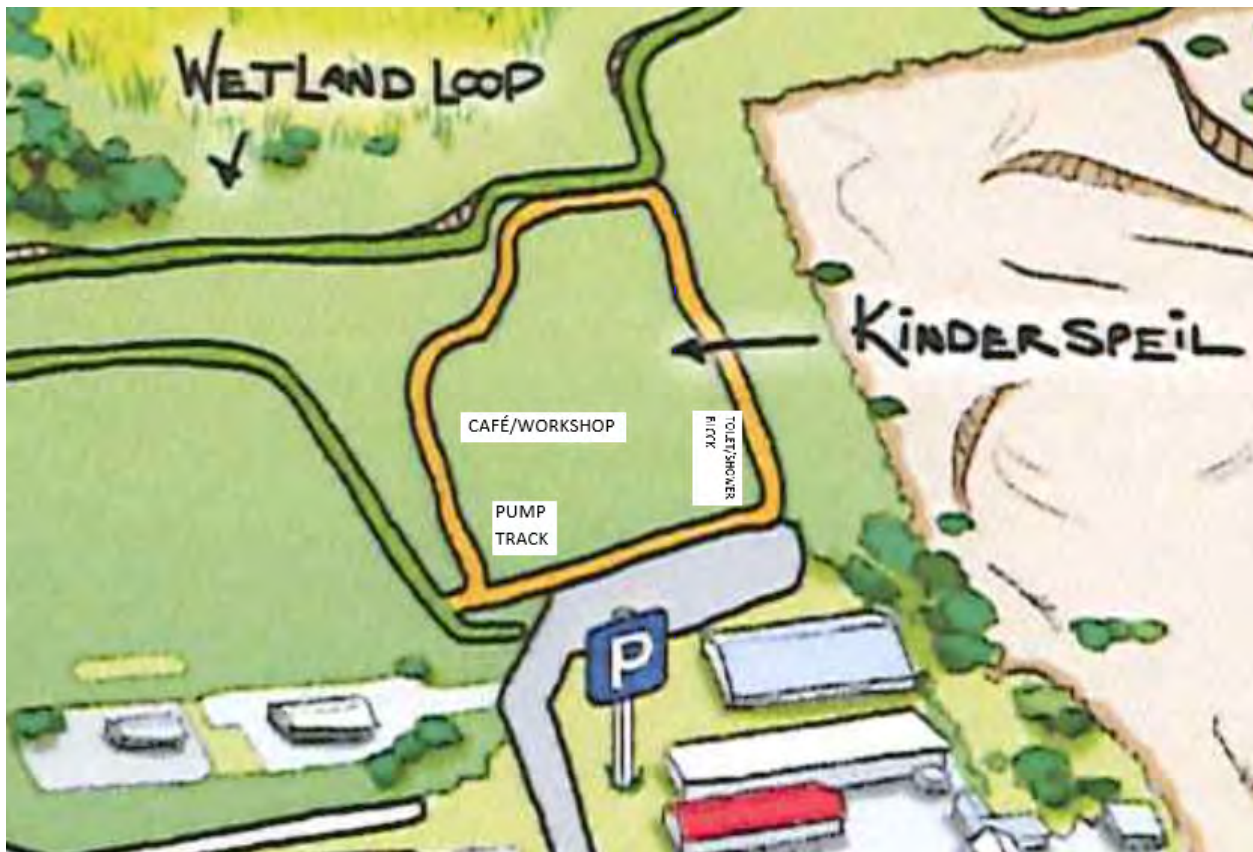
- Shower(s) (hot water!) & Toilet Block
- Pump track design and build
- Minor earthworks
- Footings/Pads
- Services

- Cafe access pathways
- Lighting - Improve for public safety and encouraging park interaction over longer hours
- Resource consents
- Assistance with planning these improvements
- HCC to Assess and increase infrastructure for increased traffic

### **IT'S THE RIGHT TIME FOR A NEW FOCUS ON THE PARK**

Presently there has been a major focus on Wainuiomata as a place of interest for increasing connection and, inspiring physical activity, the area has also become more popular as a place to live with much-increased housing infrastructure encouraging more people to come into the Wainuiomata area to live. This focus in itself is a marker of growth and as such will require more investment in the leisure aspects available to this community! We believe that there should be a greater focus and investment in the activities of the Park, this Leisure and sport pursuit is growing at a phenomenal pace all over the world! Porirua Council has already recognised this with plans to invest millions of dollars in mountain biking adventure Park facilities over the next 3 years, we believe that Wainuiomata too, is more than ready to really stand out on the map together we can build a new destination that people will talk about all over New Zealand!

We believe our vision for the Park fits well with the current interest in the area from Local body and national government initiatives in health and wellbeing and recreation and leisure and is the perfect addition to meet all these initiatives and in many ways will unite and ignite them all!







# WAINUIOMATA

## PART OF OUR CITY'S SUCCESS

SHOPS . PLAY . CAMP . SCHOOLS . KIWI . MARAE . CHURCHES . AWA

BUSH WALKS . HUNT . SEAL COLONY . SURF . BIKE . TRAILS . CLIMB . HERITAGE

CLUBS . GOLF . GROUPS . PARKS . MUSEUM . POOL . SWIM . ATTRACTIONS . EVENTS



20,000+  
LOCALS  
CALL US HOME



100,000+  
VISITORS

ADVENTURE PLAYGROUND



6000+  
HOMES

GROWING OUR CITY... FAST!



2/3 City footprint  
HILLS TO COAST

10 MIN LH, 30 MIN WEL



18% of Residents  
COMMUNITY SPIRIT

OUR BIGGEST SUBURB



# A BIG SLICE OF KIWI PARADISE

FISH . RUN . DOG PARK . PLAYGROUNDS . REMUTAKA FOREST PARK

# SHAPING OUR FUTURE

## Tēnā koutou

Since 2014 you've teamed up with *Love Wainuiomata* to do things in a new way. A way that embodies Council's commitment to *Tūhono Hapori, Connected Communities* and enables our community to shape our own future.

Together we've been rolling up our sleeves and progressing the Wainuiomata Development Plan. The productive relationships forged, valuable learnings attained, and impactful projects delivered have built a strong foundation for the important work ahead.

As we enter the next LTP, we will build on this foundation and make the most of the significant opportunities and strengths in our community. This includes the tremendous growth demonstrated with new builds, the retirement village, Mall redevelopment, and the Wainuiomata Town Centre Framework and Streetscape Plan.

Bringing our community on the journey is more important than ever, and key to our city's success. Our workplan will focus on making the most of Wainuiomata - our people, our place, our investments and assets. Together we'll deliver for our community and those who invest in us.

To leverage off this strong foundation our workplan will be largely focused on "*Bringing it Together*". This means working closely with Council, community, mana whenua and businesses. We'll focus on our strengths, and grow our opportunities to thrive, innovate and connect.

In addition we will develop "*Manaakitanga, in our Heart*", a programme of events, initiatives and activations designed to optimise the return for Council, businesses and community on the investment in our town centre.

**Ngā mihi nui, Love Wainuiomata**



# Submission on the Hutt City Long Term Plan 2021-2031 by the Petone Community Board

## Overall Priorities and Options

The feedback and sense that we are getting is that the community is generally in agreement with the direction of the Long Term Plan. When we have held open days in the past on things that people are concerned about, such as the plans to demolish the Petone Library building and replace it with a three storey 'barn', we have had 100 or so people engage in a day.

This year, at our two Community Board public drop-in sessions the community have generally been positive about what is being prioritised. Board members have also had email and face to face comments from people, and have been part of one session held by officers, and two the Mayor has had with different Petone community organisations.

## **Priority 1 Investing in infrastructure**

### *Three waters investment*

- We support Option 1, as a means of addressing existing asset maintenance, resilience, and growth challenges. We have significant issues with our water infrastructure, the proposed investment approach will start addressing these in a more sustained and consistent way.
- Option 2 is in effect kicking the issue to touch for a future council to address, we do not support this option. Option 2 opens the council and community to a greater risk of asset failures in the coming years and a potential higher repair bill.
- We have been asking for years for greater investment in the three waters on behalf of our community. Considering the age of the three-water network, we believe investment in Petone should be an investment priority, especially as the pipes in Petone are probably similar in age or even older than those causing a lot of problems in Wellington.
- In the 2020 Petone Community Board survey underground infrastructure came up high on a list of issues and concerns.
- "Expensive but essential" is a comment we have heard repeatedly from the community at our drop-in sessions.

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## ***Recommendation***

That Council invest in the three water as per Option1

### *Water meter comments*

- If the Council is going to explore rolling out metering, we recommend you undertake a detailed and robust business case as well as a communication strategy that clearly articulates why the Council wants to do so and its benefits. This is to ensure that the community fully understands the rationale for water meters; this is especially important considering the significant sum of \$36 million proposed.
- We acknowledge and support the focus on the community reducing water use.

### *Water ways Investment*



- We support the investment in Healthy Urban Waterways. Our waterways need restoring and enhancing.
- We would like to see the investment focusing on stopping overflows or contamination of waterways and the Council taking a leaf out of Porirua City Council's book and planning for major riparian and more native tree planting; especially along Te Awaikairangi River, Waiwhetu Stream, Te Mome Stream, and other waterways.

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### ***Recommendations***

- That Council invest in stopping overflows or contamination of waterways.
- That Council invest in riparian and native tree planting alongside our waterways.

### ***Waste management***

- For reducing carbon emissions, we strongly recommend any waste reduction and recycling measures the council can take or develop – such as resource recovery parks at Silverstream and/or at other sites, as are happening in Auckland.

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### ***Recommendation***

- That Council develops resource recovery parks or similar that have been rolled out successfully in other jurisdictions.

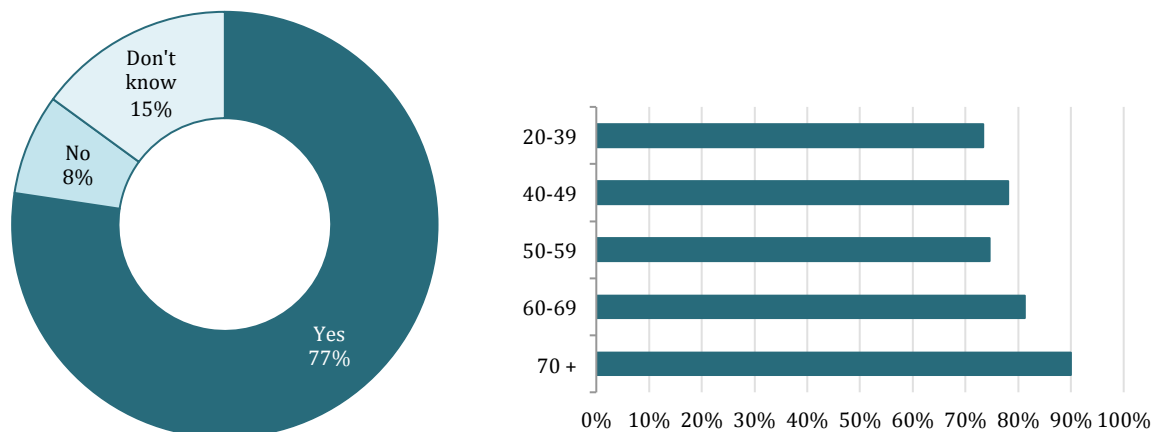
### ***Transport***

- We support the multi-modal investment focus of Option 1 on developing local connections that link key transport routes to employment, education, and transport hubs.
- A multi-modal investment package that provides safe, reliable, and connected routes is also critical for the economic, environmental, and social outcomes sought.

### ***Cross Valley Transport Connection***

- It's our expectation that work on the Cross Valley Transport Connection will be about multi modal travel. There also need to be significant environmental benefits as well.
- The route planning also needs to minimise negative impacts on those directly and indirectly impacted. For example a route using Randwick Road would lead to significantly increased traffic on this route creating a significant divide between the parts of Moera on either side of this route. It would also increase vehicle pollution such as diesel particulates with a particular impact on e.g. Randwick School.
- Below are some key Connections outtakes from the 2020 Petone Community Board survey regarding the Connection.

Figure 1: Support for the Cross Valley Link project – overall and by age group



Reducing traffic on The Esplanade (100 comments) was the most common theme amongst those who supported a Cross Valley Link (CVL) when asked why it was needed. Around a quarter of these comments also included the need to ease traffic on Jackson Street.

- *“The traffic is ridiculous. It is always congested no matter what the time of day”.*
- *“Reliance on the Esplanade is not a good idea”.*
- *“Standstill traffic on the Esplanade is preventing development and causing pollution”.*
- *“It’s the best bit of urban seashore in NZ – and we use it as a motorway!”*
- *“The Esplanade is too busy. Having a main road adjacent to the beach discourages recreational use especially for families with kids”.*
- *“So that congestion moving around the valley is eased”.*
- *“The terrible congestion on Petone esplanade is relieved”.*
- *“The Esplanade area can be properly developed”.*
- *“So that the Esplanade can be improved as a pedestrian friendly area”.*
- *“There is opportunity to really improve Petone foreshore once traffic issues have been sorted”.*
- *“The Esplanade is gridlocked and needs to service only local traffic - with a lot of traffic calming measures thrown in. A CVL would be more sustainable long term as well and could be a green corridor as proposed by P2040 and relieve the vehicle use of Petone roads”.*
- *“Too much traffic on the esplanade and Jackson St - massively impedes any improvement of these spaces and creates huge inefficiency and risk for everyone who needs to use these roads. Also restricts growth in areas like Wainui, which isn’t smart”.*
- When those who did not support a CVL were asked why the key reasons articulated were: an interest in promoting other forms of transport rather than cars (14 comments), and the cost of the project (3 comments).

*Other key themes mentioned in the survey:*

- Use of heavy/industrial vehicles and the need for better access across the valley for businesses at Seaview and Gracefield.
- Need to reduce the traffic effects on local streets in Petone through more traffic calming measures.
- Need for another or alternative route to improve resilience in times of extreme weather events.
- Each of these themes received 20 comments; examples of each are included below.

Comments from the survey about these themes include:

- *“Ease congestion and stimulate local economy. Seaview/Gracefield is a huge industrial area waiting to go off”*
- *“Connect Seaview industries with links to motorways”*
- *“Ease congestion on the Esplanade and at the SH2 intersection and also to ease heavy traffic flow ex Seaview. With Transmission Gully opening soon it would be better that heavy vehicles are redirected toward the north bound SH2 and the Haywards”*
- *“To separate heavy traffic from residential and high-pedestrian areas”*
- *“Far too much cross valley traffic clogging the current local roads”*
- *“To relieve terrible congestion on Petone Esplanade and open up access to alternative routes especially needed if a natural disaster wipes out water front side”*
- *“Alternative route during natural disasters and sea rise”*
- *“There’s currently no resilience for that route. The potential for natural disasters to impact travel is significant. Without an alternate route, you risk impacting thousands of people”*

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### ***Recommendations about the cross valley connection***

- That transport investment be along the lines of Option 1 and have a multi modal approach.
- That traffic on The Esplanade is reduced through Cross Valley Connection work and/or any other possible means.

*Other transport feedback within the Petone Community Board area*

- Our concern is that the Petone Interchange is becoming more congested and is causing a congestion ripple effect across the Esplanade, Hutt Road and Jackson Street.
- We want to see the Council prioritise multi-modal options for reducing this congestion while the Cross Valley Connection is built.
- We would like to see the Council invest in additional measures to improve the safety of people crossing in the Moera town centre. Over 20,000 cars a day use Randwick Road and with primary schools, kindergartens, and Kura nearby we believe more must be done to improve the safety for pedestrians.

- We recommend that the Council work alongside Greater Wellington Regional Council on identifying prioritising the investment:
  - Of bus priority lanes on key arterials like Hutt Road and the Esplanade.
  - Turning existing parking, in specific locations, into clearways for buses to use at peak times. Doing so will reduce runtimes for bus services and make public transport more appealing.
- We submitted on the cycling and micro-mobility programme in May 2020 and the comments made are still relevant.
  - With town centre upgrades in e.g. Naenae and Wauinuiomata it is important that accessible, reliable, and safe walking and cycling infrastructure is a top priority and that significantly more than \$9.2M is spent on cycling and micromobility.
  - With work about to start on Te Ara Tupua and the Eastern Bays shared path consented we also want to stress the need for funding for work on the Petone foreshore section from Hikoikoi to Te Honiana Te Puni to happen at the same time.
  - Other suggestions we are receiving about cycling are:
    - Make infrastructure more cycle friendly by e.g. painting cycle paths and putting up more signs.
    - Educate drivers about cyclists and have signposts for safe cycle routes.
    - Put further funding for micro mobility in the budget
    - Have a more comprehensive network that links to schools, shops and key facilities.

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### ***Recommendations about transport more generally***

- Further safety investments into Randwick Road to ensure it enables safe access for walking and cycling.
- That the budget for micro-mobility is increased.
- That cycle pathways to each school in the Board area be created.

### ***Petone Wharf***

- As stated in the Long-Term Plan document “The future of Petone wharf and its place in Lower Hutt’s history has been discussed widely for a number of years, and the wishes of residents and visitors are clear – they want the wharf to be refurbished so it can maintain its significance as a heritage site and a major feature of Petone for many years to come.”
- As well receiving strong support from responses to our 2020 community survey, we undertook further consultation on the 2021 Petone Rotary Fair Day (A summary is attached)
- A substantial majority of respondents, as well as the Board, want to see the Council progress Option 1, bringing forward the investment to refurbish the Petone Wharf.

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### ***Recommendations***

- That Council bring forward refurbishment of the Petone Wharf to 2021 – 2023 and include:
  - The building of pontoons on the refurbished Wharf to enable increased waka and other watercraft use.
  - More seating on the Wharf for people to use.
  - The restoration of focal points such as the front gates, new palings for the wharf entrance area and the return of the blue shed/s.



## Priority 2 Caring for and protecting our environment

- We agree that “we must do better to look after our natural environment and reduce our carbon footprint.” We support the initiatives outlined on page 45 of the consultation document. As well as what it is proposed that council do we would like to see some wider thinking and influencing as well as actions where possible, such as:
  - Council funded riparian and native planting by streams and in parks.
  - Environmental impacts being a key consideration in transport priorities – eg in supporting shifts to more sustainable modes and when planning new or upgrading existing transport infrastructure. Cycling in particular has been stressed to us as something which can have positive effects on the environment and on congestion and on health.
  - Encouragement of street berm plantings of fruit trees and native trees.
  - “Selling” of solar panels on e.g., the rooves and/or vertical faces of large buildings such as the railway workshops, the Weltec tower, Warehouse and PaknSave Petone as well as all suitable council buildings.
  - No water takes for water bottling purposes – work with central government and Greater Wellington Regional Council to achieve this as our aquifer is a precious resource.
  - Waka and other watercraft use of Te Awakairangi enabled and encouraged.
  - The 1<sup>st</sup> Assembly start up hub having a focus on environmental initiatives.
  - Urban design that includes living walls, roof and rain gardens and beehives.

We have already supported infrastructure expenditure that should also have some positive effects on the environment.

The last part of our 2020 survey asked people for three things that make the Petone Community Board area special. Around two hundred and twenty five people shared over six hundred reasons/things that make the Petone Community Board area special to live and/or work in. The beach/sea and the waterfront/the foreshore was the top thing that makes the Petone area special – illustrating the importance of the coastal environment for people.

There were also some interesting final comments:

*“We have a special area of significant potential and tourist value”*

*“We need to make petone beach/esplanade a special destination - not a vehicle thoroughfare”*

*“Also the wharf must be rebuilt. It provides fun for everyone in summer particularly those who can't afford the swimming pool. It is iconic and we we should perhaps provide some jumping platforms and use it in our marketing. Petone offers the best of both worlds. A relaxing time at the beach and within 100 metres, quality shopping and eateries. We need to pull it all together. Kiwis want to see their own country now. Create tourism opportunities for NZers in Petone. Tie it altogether”*

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### **Recommendation**

That everything possible is done alongside innovate thinking that helps get people excited about possibilities and adjust their behaviour at the same time.

That future traffic calming measures include the use of trees such as in Herne Bay in Auckland

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## Priority 3 Increasing housing supply

*Role of Council Urban Plus*

- With population growth forecasts outstripping previous projections, we have substantial issues regarding the availability of quality housing of all tenures and typologies.
- We appreciate that the ability of the Council to support building additional houses is limited and that the focus is on reviewing the District Plan to ensure that enables quality intensification and greenfield housing.
- We agree with Urban Plus having a broader mandate, but people tell us that they (Urban Plus) should not try and fit in as many houses as possible on sites. They should set an example of quality design that is sympathetic to the neighbourhoods being built in.
- Other feedback includes:
  - Upgrade infrastructure during the construction of new developments.
  - Many new developments have street parking only and it is too full on the streets in Petone already.
  - For a proposed new Udy Street development - all the extra parking needed will infringe on McKenzie Pool usage and Weltec parking, let alone residents.

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### **Recommendations**

- That Council mandates Urban Plus to be a champion of contemporary urban design outcomes in their developments.
- That Council operates with an urban design focus across all planning and consenting processes
- That Urban Plus model sustainable development that models how intensification can work with local heritage.

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### **District plan review**

- While we will submit on the District Plan, we do want to raise that intensification will impact communities. From our drop-in sessions, people believe more thought and consideration needs to be given to locations for intensification so that they truly have easy access to amenities and transport. There is also strong concern about the need for good/quality urban design; especially the need for quality construction and healthy living, housing that has sunshine plus access to community amenities into the future.
- Residents and people who work in the Petone Community Board area have made it clear that the review of the District Plan is important to them.
- This is highlighted in the following comments from the Board's 2020 community survey:
- Concerns about actual or possible new buildings and developments (35 comments)
  - *"Lack of concern for resident's privacy when apartments and other building now overlook yards"*.
  - *"Apartment buildings that are consented with no parking facility"*.
  - *"Too many apartments; don't see any improvement to the infrastructure to cope so more strain on existing services"*.
  - *"Infill housing/lots of small apartment complexes popping up"*.
  - *"So many apartments - it concerns me about the underlying infrastructure - water, sewerage etc. to support these"*.
- The actual or possible loss of heritage and character (28 comments)
  - *"Lack of preservation of heritage buildings"*
  - *"Retaining heritage aspects of Moera"*

- *“Densely packed housing, loss of heritage buildings”*
  - *“Loss of trees, sunlight planes, and heritage buildings if there is too much development”.*
  - *“How to preserve heritage and build sympathetic new housing whilst preserving open space for all”*
- The Board are encouraged that engagement about the new district plan is underway at an early stage of its development. Our recommendations relate to the development of the plan are set out below.

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### **Recommendations**

- That the plan set out additional heritage protections for:
  - Individual buildings on Jackson Street to provide great protection to these commercial and mixed used buildings.
  - Historic housing in Petone and Moera (greater protection for housing; like that given to Patrick Street and Riddlers Crescent).
  - Māori sites of significance.
- That rules related to development in the city are clear and enforceable, like:
  - Changes to the District Plan needing to reflect the Petone 2040 Spatial Plan.
  - Having sufficient detail in the plan that makes expectations of developers to retain overall character non-negotiable.
- That Council has sufficient staff, with the necessary skills, to ensure development applications are assessed against enforceable quality urban design rules.
- That developments support sustainable transport that reflects Council’s climate emergency declaration – e.g., support for micro mobility, car share schemes and higher density near major public transport connections.

## **Priority 5 Connected communities**

### *Community partnering and support*

- The Long-term Plan consultation documents mention a holistic approach to neighbourhoods and partnering with the community and a shift to asset-based community development and community coordination.
- We are not sure what this will mean for how council will support and work with neighbourhoods and community groups.
- The principles of community development need to be reflected in the way Council reshapes its ‘community development’ functions.
- We want to understand more about what is being proposed as do people in our communities.
- As a community board we would also like to know how a connected communities approach might work in areas that have community boards.
- We strongly agree with the proposed approach to addressing the future of the Hutt City Communities Facilities Trust.

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### **Recommendations**

- That any change in focus of the ‘community development’ functions of Hutt City Council are developed through engagement with the community.

- A greater focus on ensuring equitable funding for community activities and services across the city; especially when there is a focus on improving outcomes for residents in more deprived parts of our city.
- 

## **Priority 6 Financial sustainability**

### *Rating differential*

- We support the preferred option in rebalancing the current differential between commercial and residential ratepayers.

### *Development Contributions Policy*

- We agree to developers paying more towards the costs of their developments on the city infrastructure.
- Development contributions must be used not just for the infrastructure outlined in the Long-Term Plan, but local amenities and environmental 'pluses' such as small green spaces that support intensification and greenfield development.
- We have raised concerns in previous years about developers receiving abatements for consent and development contributions in Petone.
- We do not believe it is prudent to continue this approach for fiscal and urban outcomes (Petone is vulnerable to sea level rise from climate change and liquefaction). Instead, more focus needs to be on developers reusing existing commercial buildings or building new ones in the CBD and central Hutt suburbs.

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### *Recommendations*

- Developers pay their fair share for not only the infrastructure that supports development, but also establishing or enhancing existing amenities.
- 

He waka eke noa  
We are all in this together

We wish to speak to this submission.

Pam Hanna  
Petone Community Board Chair  
[Pam.hanna@huttcity.govt.nz](mailto:Pam.hanna@huttcity.govt.nz)

## Attachment 1 - Summary of Petone Wharf Feedback on Petone Rotary Fair Day 20 Feb 2021

Seventy nine people filled in a survey form on Fair Day and there was overwhelming support for refurbishment of the wharf in 2021-23.

### 1. Do you think the refurbishment of the Petone Wharf should be brought forward to 2021-23?

89% of responded Yes - that the refurbishment should be brought forward and another 4% also wanted the entire wharf to be refurbished. While 5% did not answer this question directly they had probably overlooked doing so as e.g. they used the wharf once and several times a week, and walking along it and watching the fishers and taking photos were their favourite things to do when visiting the wharf. This is then a total of 98% saying Yes.

One person said No because “the target for the future is more achievable and it is set” and another person said No because “we should use money for necessary infrastructure projects instead.”

People shared concerns that the wharf may not last until 2032, that we will lose the wharf if refurbishment is not done soon and made comments about how it is an important part of any family visit to Petone beach, well used, and how “it’s a much needed and much loved Petone heritage facility”.

### 2. The reasons people thought the refurbishment should be brought forward numbered 69 as follows:

Needs repairing now as it will only get worse, will cost more to refurbish later and could then be abandoned/demolished/if left will be too late to repair	34.5%
So many people use it for diving, fishing, just walking, taking family photos, the scenery and it is a part of the community’s recreation and wellbeing and needs to be used again asap	33%
It is a part of our history, a special place and it needs protection	26%
For ferry and emergency use It is a major tourist attraction (one person said they brought visitors to Upper Hutt there often)	6.5%

### 3. Any other comments?

There were 32 other comments and they fell into similar categories and percentages:

- 44% said - Just get on with it and repile/refurbish asap, it needs to be kept
- 31% said it is part of our history, special and an icon
- 25% of the comments were about it being an important food source for the community, a tourist attraction and how it should have summer ferry use
- “It is one of Hutt’s few significant features”

### 4. Do you live in the PCB area?

49.5% did, 24% gave no answer and 26.5% said they didn’t. Normandale, Wellington CBD, Alicetown, Upper Hutt and Wainuiomata were identified as places that people lived in, outside of the PCB area.

5. On average how often have you visited the wharf in the last two years?

There were 69 responses as follows:

- 31% said weekly or more
- 39% said monthly
- 20% said less than monthly
- 10% said Never and all except one of these wrote that they used to, when they lived in Petone or when they were younger

6. What are your favourite things to do when visiting the wharf?

(116 comments from 68 people)

Walking, exercise, reflection, family time, taking photos	38%
Looking at the view of the harbour, the city, the boats, the environment, the vista, the sunset	29%
Enjoying watching/chatting with the people/fishers/swimmers/divers	14.5%
Fishing	10%
Seeing it there, photography, painting	12.5%

“I love that there are so many people (a diverse range) on the wharf every time I go”

7. What would you like to see included in the wharf refurbishment that would see you use it more, or enjoy it more when you were there? (78 comments from 61 people)

Just rebuild it/get it done/make it safe	24%
Transport via ferry	19%
More seating	17%
Good paling, fencing, lights, blue shed	10%
Fishing facilities, equipment; more boat/swimmer useability	9%
Coffee cart/kiosk “Widen the end so that a kiosk can be set up there”	9%
Kayak hire, activity sheets for children, toughened glass viewing panel to see fish, shade, live music	8%

“Please fix it!!” “Just fix it fast!!”

“In addition to the historic aesthetic value it is imperative that we refurbish the wharf. There is so much potential for this to be used in various ways that enhance/support our community in daily life and emergency situations”



**Respondent No:** 41

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 14, 2021 11:05:54 am

**Last Seen:** Apr 14, 2021 11:05:54 am

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	30-39 years
Q5. Suburb	Harbour View, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Strongly agree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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 1 - significant increase
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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
Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment	
I support metering water use so households are more aware of the water they use. I support any transport improvement that improves the safety and mobility for pedestrians and cyclists in Lower Hutt. I like to walk and cycle but don't in Lower Hutt because the very first intersection from the Melling Bridge is a 2-lane roundabout that is very difficult to navigate as a cyclist or pedestrian.	



Q12. 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

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Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

Although I am not someone who uses the pool, I recognise the importance of a fit-for-purpose facility for families to use.

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Q14. Which option do you support?

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

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Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

This is an important piece of social infrastructure for the Petone waterfront and gets plenty of recreational use.

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Q16. Which option do you support?

Option 1 (preferred option): Increase investment in RiverLink

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Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

I support making the proposed changes in the RiverLink project. The improvements to safety and mobility for people, as well as the re-connection with the river will make the city a more attractive place to live and spend time (and money) in.

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

Mixed use (residential and business) areas in the city are important for creating a city with life. This must go hand-in-hand with mobility for pedestrians and cyclists to reduce the reliance on cars.

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Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust? Yes

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

Having a centralised body to manage social infrastructure like the trust is a great idea.

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Q21. Do you agree with the direction we are taking on connected communities? Yes

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

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Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

I support the initiatives.

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Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

Increasing medium and high density housing is a must.

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Q25. Which option do you support?

Option 1 (preferred option): 62% residential share of the total general rate

Q26. Which option do you support?

Option 1 (preferred option): Align rural rating category definition with the District Plan

Q27. Which option do you support?

Option 1 (preferred option): Remove the commercial accommodation category

Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general

not answered

Q29. Which option do you support?

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

Q30. Add here any other feedback on the development contributions policy

not answered

Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?

I support the increase as the changes suggested are needed.

Q32. Do you have any ideas about what you would like to see in/for the City going forward

More medium and high density housing with mixed use areas to create a more livable city. More mobility access for pedestrians and cyclists, particularly around the outskirts of the main CBD where car traffic is currently prioritised - this has created a barrier to entry to the CBD for pedestrians and cyclists. I would also like to see the availability of mixed use spaces in our suburbs (specifically Western Hills) . This would allow for the creation of "3rd spaces" such as cafes where community members can meet or just bump into each other. It would reduce the need to head into Lower Hutt CBD or Wellington city for socialisation and would help foster community connection.

Q33. Would you like to present your feedback to council in person?

Yes

Q34. Your name

Nick Brown

Q35. Contact phone number

Q36. Email or street address

Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation

not answered

## **Submission to the Hutt City Council on Long Term Plan 2021-2031**

### **Chris Bishop MP**

First, can I commend the large amount of public engagement undertaken by Councillors and the Mayor in the preparation of this Long Term Plan. I have been impressed by the large amount of activity both in person and online, and that is a credit to Council.

#### **Two big challenges**

There are many things I could comment on but I want to stress that I believe our two biggest challenges as a city are housing and transport. I am basing this conclusion on my time engaging with the community as a List MP from 2014-17, MP for Hutt South from 2017-20 and then again as a List MP from October 2020 to present. Polling, both quantitative and qualitative, supports my conclusion.

#### **Our housing challenge is enormous**

Consider these facts, based on answers to Parliamentary questions by me as well as publicly available data.

- Lower Hutt mean rents have risen from \$361 per week in October 2017 to \$580 per week in February 2021 – a rise of \$220 per week in three and a half years.<sup>1</sup>
- The social housing waitlist in Lower Hutt is at near-record levels, with 586 clients on the waitlist as at 31 December 2020 (an increase from 198 in September 2017).<sup>2</sup>
- The average Lower Hutt house price has risen from \$531,421 in October 2017 to \$891,148 in February 2021. The increase in the last year alone is nearly 30 per cent.<sup>3</sup>
- \$2.3 million was spent on emergency housing grants (which pay for people to stay in motels) in the September to December 2020 quarter alone and \$20 million has been spent on emergency housing grants in Lower Hutt since they began.<sup>4</sup>

Council has a big role to play in addressing this challenge, primarily around supply, which is the number one factor underlying all of the problems mentioned above. The Consultation Document notes that “increasing our city’s housing supply and improving housing quality are major challenges that we must invest in” but regrettably there is little more of substance in the actual document to advance this aim. I acknowledge the District Plan review is underway, but not including substantive proposals in the Long Term Plan is a missed opportunity.

#### **Wainuiomata North Development**

It is frustrating the LTP does not signal a new housing development in Wainuiomata North (Upper Fitzherbert and Wise St), with a connecting transport corridor through to Naenae (or elsewhere). This would make a large difference to housing supply. I have recently started a petition asking the Council to consider this seriously, which was signed by over 1000 people in a week. I note Councillor Hislop's public comments that the petition came too late for the LTP process; but I deliberately

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<sup>1</sup> Ministry of Business, Innovation and Employment Rental Bond Database.

<sup>2</sup> Ministry of Social Development Social Housing Register: <https://www.msd.govt.nz/about-msd-and-our-work/publications-resources/statistics/housing/index.html>

<sup>3</sup> <https://www.qv.co.nz/price-index/>

<sup>4</sup> Parliamentary Written Question 4406 (2021). Available from: [https://www.parliament.nz/en/pb/order-paper-questions/written-questions/document/WQ\\_04406\\_2021/4406-2021-chris-bishop-to-the-minister-for-social-development](https://www.parliament.nz/en/pb/order-paper-questions/written-questions/document/WQ_04406_2021/4406-2021-chris-bishop-to-the-minister-for-social-development)

waited until we had more clarity from central government about their infrastructure funding intentions. The government has recently announced a \$3.8 billion package for “investing in infrastructure required for housing developments like roads and pipes to homes.” Further details on the fund are scarce at time of writing but it seems clear that the fund is perfectly tailored to major new residential developments like Wainuiomata North, assisting Council to cope with paying for the new infrastructure for new development.

Wainuiomata North has been talked about for many years, and in my view it is inevitable. I note is identified in the Wellington Regional Growth Framework as an area for development. I realise that framework is still out for consultation but it seems unlikely it will not proceed as part of the region's growth plan into the future; and we need to get on with the planning now for a) the development itself and b) a new road (a second access into and from Wainuiomata). I will be submitting to the Wellington Regional Growth Framework encouraging them to prioritise this area for development.

### **Cross Valley Connections**

It is excellent to see the LTP allocates funding for the long-talked about Cross Valley Link (called Cross Valley Transport Connections in the documents). I commit here to lobbying government of whatever colour to make sure NZTA funding is committed for this project. In passing, I note that current National Party policy is to fully-fund this project from central government, as part of a proposed Seaview-Grenada state highway (basically the CVL plus Petone to Grenada Link Road (P2G)).

I realise there are a variety of views around the Council table about P2G but all the modelling and analysis that I have seen suggests that it is a necessary corollary to the Cross Valley Link, in fact the benefits of the latter are not fully realised without P2G. It is an expensive road but is justified on resilience grounds, and again I note it is implicitly recognised in the Wellington Regional Growth Framework (called the "Possible New West-East Growth Corridor – Johnsonville to Wainuiomata").



HUTT CITY COUNCIL  
LONG TERM PLAN

**Cricket Wellington Submission**

MAY 2021

## **CRICKET WELLINGTON SUBMISSION:**

### **Introduction**

Cricket Wellington is the regional sports organisation (RSO) for cricket in the Wellington region and one of six Major Associations that make up New Zealand Cricket. As an organisation we are responsible for the administration, promotion, and development of cricket in Wellington. We are committed to 'Creating Outstanding Experiences for the People of Wellington'. Chaired by experienced sports administrator David Howman and led by CEO, Cam Mitchell and General Manager, Liz Green, Cricket Wellington was the first RSO in Aotearoa to achieve the Sport New Zealand Governance Mark (the gold standard for governance in sport).

Cricket is New Zealand's summer game. From the beach to the backyard, from local parks to the Basin Reserve, cricket is played informally and competitively across the nation. Furthermore, the ongoing success and profile of the Blackcaps and White Ferns has seen the popularity of the game continue to grow. Locally, it has been a golden period for Cricket Wellington; this season we hosted our second consecutive Dream11 Super Smash grand final double header, with the Wellington Firebirds retaining their status as Super Smash Champions. This event achieved a record national domestic crowd attendance of 5,545, proving that cricket remains a popular form of entertainment for Wellingtonians alike.

The 2021-22 season will be one of the biggest ever, with the previously delayed ICC Women's World Cricket World Cup to be held in New Zealand during March and April of 2022. This action-packed spectacle will see 31 matches across 31 days, with Wellington hosting six games, including the White Ferns v Australia fixture on Sunday 13<sup>th</sup> of March, and the first semi-final on Wednesday 30<sup>th</sup> of March. With the best women's cricketers in the Capital, this is a once in a lifetime opportunity to create a legacy for women's sport, for participants and for fans. It will also be an opportunity to showcase the city of Wellington and all there is to offer in the capital for visiting teams, supporters, and fans.

To maximise the opportunities created by international and domestic success, Cricket Wellington and our member clubs continue to prioritise community cricket. This is evident in our Strategic Plan (2020-2023) that identifies our community priorities as youth and female cricket, while continuing to focus on our core deliverables of community player pathways, coach and umpire development and capability and capacity.

It is our responsibility to create a vibrant, integrated and participant focused environment that inspires. During the 2020-21 season, we;

- Engaged Tamariki and Rangatahi from 108 schools across the Wellington region in our School Awareness, Yeah! Girls and School Yard Smash programmes
- Developed and supported 100% of junior and youth team coaches through our coach education programme
- Developed initiatives to increase ethnic diversity, with 25% of our participants now recognised as coming from ethnic communities. We continue to strive to engage more of our community
- More people playing and loving cricket; a 9.4% increase in participation from 2019-20

As measured by the annual Voice of Participant survey (conducted by Sport New Zealand) overall member satisfaction is improving. Feedback has identified that to enhance the participant experience we must ensure facilities for training and play continue to improve.

Therefore, in our submission we seek continued support from Hutt City Council to help ensure the recommendations from our facilities strategy are achieved. In this submission we also seek Hutt City Council's support to ensure that community cricket is not adversely affected as clubs continue to manage the wider challenges and impacts of COVID-19.

## **Cricket Wellington Facilities Strategy**

Cricket Wellington developed a Facilities Strategy in 2018 to identify our facility requirements now and into the future. The strategy was developed in partnership with Visitor Solutions and set out a series of recommendations that would help support our desire to grow the game and create outstanding cricket experiences.

We thank the Hutt City Council for your support in mobilising Cricket Wellington's Facilities Strategy and we ask that there is continued investment and collaboration in improving these community assets. We have enjoyed a positive relationship over many years and appreciate the consistency in the high-quality grounds that are currently provided at the various facilities in the Hutt region. A recent highlight was seeing the Hutt Recreation Ground named Ground of the Year at our end of season awards. However, there is always more to be done and we request that Hutt City Council considers the following priorities when developing its annual plan:

1. Ensure our communities have access to an adequate number of turf and artificial facilities
2. Continue to maintain minimum standards of maintenance and upkeep for facilities
3. Partner with Cricket Wellington to identify, and upgrade facilities that require maintenance

## **Our Investment**

Cricket Wellington continues to view community cricket as our number one priority, and this was evident in the removal of affiliation fees for all of our member clubs in the 2020-21 season. This allowed clubs to navigate the financial uncertainty of Covid-19, at a cost of \$200k to Cricket Wellington. It is our hope that clubs will be in a stronger position to invest in grassroots cricket, whether it be participant programmes, coaching support, or club infrastructure.

In addition to the removal of affiliation fees, Cricket Wellington continues to invest significantly in community cricket, of which \$148,516 is spent on council ground fees, with \$48,022 specific to Hutt City Council. This season it is our intent to restore affiliation fees to clubs at the same level as the 2019-20 season and to ensure that cricket remains affordable for all and we are therefore requesting that all Councils maintain their ground fees from the 2020-21 season. This will help ensure that Cricket Wellington and its member clubs are not impacted by any additional financial burden and increases are not passed onto participants.

Ensuring that cricket remains affordable for all Wellingtonians will help maintain cricket's status as New Zealand's number one summer sport, a sport that can be enjoyed by our community in a magnitude of different settings.

## **SUMMARY:**

Sport plays a fundamental role in keeping our communities active and engaged, and Cricket Wellington looks forward to continuing to work in partnership with the Hutt City Council to offer participants the opportunity to engage with cricket in a safe and enjoyable environment.

Cricket Wellington would like to thank the Hutt City Council for your ongoing support, and we look forward to being given the opportunity to discuss our submission further.



**Liz Green**  
General Manager  
Cricket Wellington  
[liz@cricketwellington.co.nz](mailto:liz@cricketwellington.co.nz)



**Matt Wills**  
Head of Community Cricket  
Cricket Wellington  
[matt@cricketwellington.co.nz](mailto:matt@cricketwellington.co.nz)



# WELLINGTON REGIONAL HEALTHY HOUSING GROUP

Hutt City Council  
Draft Long Term Plan  
Private Bag 31-912  
Lower Hutt, 5040

E. [contact@huttcity.govt.nz](mailto:contact@huttcity.govt.nz)

## Re: Getting the basics right - Hutt City Council's Long Term Plan Consultation 2021-2031

06 May 2021

Tēnā koe,

Wellington Regional Healthy Housing Group (WRHHG) welcomes the opportunity to provide a written submission on the Hutt City Council's Long Term Plan.

Wellington Regional Healthy Housing Group (WRHHG) is a cross-sectoral group working toward the vision: *"Everyone in the Wellington region lives in warm, dry and safe housing by 2025."* Among our activities, we are supporting a significant initiative in Lower Hutt: Tuanui - Wainuiomata Healthy Homes for All partnership, led by Tū Kotahi Māori Asthma and Research Trust. WRHHG highly value the leading role that Hutt City Council continues to play through its representatives on the WRHHG Working and Steering Groups and the planning committee for the Tuanui project.

Alongside Hutt City Council, over 50 organisations are represented on WRHHG Steering Group,<sup>1</sup> including central government departments, other local councils, district health boards and Regional Public Health, industry bodies, as well as research, social outreach, health and community organisations. We operate a collective impact model and commit to upholding Te Tiriti o Waitangi principles and articles.

New Zealand's housing stock is of a very low standard compared to other developed countries. Poor quality housing contributes to carbon emissions through high operational energy use and has huge costs for whānau and taxpayers in health and education and broader intergenerational wellbeing outcomes.

Poor housing and its negative impacts disproportionately affect Māori and Pasifika people, people on low incomes, people living with disability and single-parent households.

WRHHG commend Hutt City Council for recognising the central role of housing for a thriving community with Priority 3 focused on "...ensuring an increase in housing supply and **working with organisations to ensure our people have warm, safe, dry homes to live in.**"<sup>2</sup> We recognise that Hutt City Council has a demonstrated commitment to improve housing health, and has taken action in areas such as enabling regulation, advisory and support services including through the Eco Design Advisor role, incentivising higher quality housing through inclusion of HomeFit certification on LIMs and committing to a minimum 6Homestar standard in all new builds developed by Urban Plus Ltd.

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<sup>1</sup> For details, see <https://www.wrhhg.org.nz/members-list/>

<sup>2</sup> p13 Hutt City Council LTP Consultation Document

We strongly believe that the large disparity between Māori and Pasifika people and those of other ethnicities in housing-related health and wellbeing outcomes requires a pro-equity approach to realise the vision articulated by Mayor Campbell Barry for “Lower Hutt to be the best place in New Zealand to grow up, raise a family, and thrive...”.

**For this reason we specifically encourage Hutt City Council to include in its Long Term Plan \$100,000 in financial support for Tuanui - Wainuiomata Healthy Homes for All partnership, to support the community-led and collectively supported mahi to ‘ensure every child, adult and kaumatua in Wainuiomata lives in a warm, dry, healthy home’.**

The partnership’s Year One plan will see **40 of the most unhealthy homes in Wainuiomata deep retrofitted to a healthy standard, at the same time as whānau are supported to access wrap around support** in other key areas to ensure multi-generational and transformative change in health and wellbeing.

Alongside this, a Project Steering Group will be focused on mobilising further resourcing for, and consolidating the structures, capabilities and strategies to support the scale up of the project in Years Two-Ten.

Raising the quality of housing for Lower Hutt’s most vulnerable whānau through support for Tuanui - Wainuiomata Healthy Homes for All project **addresses multiple priority outcomes areas for the Council’s Long Term Plan:**

- Improved **physical and mental health** outcomes
- Positive impact on **employment and school attendance** outcomes for whānau
- Improved **affordability of housing costs** (as ongoing maintenance as well as operational energy costs will be reduced)
- **Reduction of carbon emissions** related to household energy use, and improvement of Wainuiomata airshed quality through reduction in polluting heating sources.
- Increasing the number of whānau who are able to **access advice and advocacy support** through the ‘wrap-around’ referral support that accompanies the house improvement work

A warm dry home is the foundation of health and wellbeing throughout life<sup>3</sup>. Damp, cold and unhealthy homes and household crowding are significant risk factors for respiratory illnesses such as asthma, skin infections and acute rheumatic fever. This in turn impacts on school and employment outcomes, and on financial and mental health. In 2019, 1,539 New Zealand children aged 0-14 years were admitted to hospital with a preventable, housing related, illness. Māori children were 3 times as likely and Pasifika children 3.7 times as likely to be hospitalised as children of all other ethnicities.<sup>4</sup>

A 2019 Hutt City Council-commissioned housing needs assessment found that for people living in Pencarrow-Wainuiomata, rates of illness associated with housing-sensitive respiratory sickness and skin diseases were significantly higher than the national average, and among the highest in Lower Hutt. The report noted that these results “are consistent with both New Zealand based and overseas research that links crowding and poor housing conditions with inferior health outcomes.”<sup>5</sup>

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<sup>3</sup> New Zealand College of Public Health Medicine (2013). "Housing Policy Statement." Available from: [https://www.nzcphm.org.nz/media/120350/nzcphm\\_healthy\\_homes\\_standard\\_submission\\_2018.pdf](https://www.nzcphm.org.nz/media/120350/nzcphm_healthy_homes_standard_submission_2018.pdf)

<sup>4</sup> NDMS, MoH 2019

<sup>5</sup> Mitchell, I. & Glaudel, C., 2019, ‘Housing Demand and Need in Hutt City – Research Report’ prepared for Hutt City Council, pg 91

**COVID-19** has further highlighted the dangers of unhealthy homes and particular vulnerability of those on low incomes, younger and older people, single-parent households and Māori and Pacific people.<sup>6</sup>

On the other hand **we know improving house performance works**. Research has shown that investment in improving housing through retrofitting insulation provides a benefit: cost ratio of more than 5:1 including healthcare savings, carbon emissions reduction.<sup>7,8</sup> Research commissioned by EECA found retrofitting reduced days off school by an estimated 23% and days off work by 39%.<sup>9</sup>

In addition to physical and mental health benefits and cost savings, energy efficient homes and behaviours can provide benefits in terms of housing affordability, particularly for those on lower incomes, and contribute to reducing carbon emissions.

Hutt City Council in its LTP has reaffirmed its commitment to achieve net zero carbon emissions by 2050. Ensuring new house builds meet low carbon goals is an important step, however existing housing stock performs poorly<sup>10</sup> and if not upgraded will contribute to significant carbon emissions in the next decades.<sup>11,12</sup> It is estimated that, nationally, improving the energy efficiency of NZ homes can create \$60million worth of carbon savings, contributing to the realisation of the 2050 zero carbon target.<sup>13</sup> Support for the Tuanui – Wainuiomata Healthy Homes for All project is one way Hutt City Council can do its part to reach this goal.

WRHHG is happy to provide further information and welcomes the opportunity to discuss the points made above, and/or to provide further information about the Tuanui – Wainuiomata Healthy Homes for All partnership, via email or in person.

*Please contact:*

Dr. Roger Blakeley, Chair Wellington Regional Healthy Housing Group, Chair Tuanui – Wainuiomata Healthy Homes for All Project Steering Group

**Email:** [Roger.blakeley@outlook.com](mailto:Roger.blakeley@outlook.com)

**Phone:** 021 229 6928

Amanda Scothern, Executive Officer Wellington Regional Healthy Housing Group

**Email:** [info@wrhhg.org.nz](mailto:info@wrhhg.org.nz)

**Phone:** 0223 196 313

Nāku noa, na



Dr. Roger Blakeley, Chair Wellington Regional Healthy Housing Group

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<sup>6</sup> Labour 2020 Election Factsheet on Housing

<sup>7</sup> Cost Benefit Analysis of the Warm Up New Zealand: Heat Smart Programme. <https://tinyurl.com/yxg68gif>

<sup>8</sup> The impact of retrofitted insulation and new heaters on health services utilisation and costs, and pharmaceutical costs. Evaluation of the New Zealand Insulation Fund. <https://tinyurl.com/y555towc>

<sup>9</sup> The impact of retrofitted insulation and new heaters on health services utilisation and costs, and pharmaceutical costs. Evaluation of the New Zealand Insulation Fund. <https://tinyurl.com/y555towc>

<sup>10</sup> BRANZ House Condition Survey 2015

<sup>11</sup> Dowdell, D, 2020. Build 176: <https://www.buildmagazine.org.nz/articles/show/cutting-carbon-is-a-material-issue>

<sup>12</sup> Noting that emissions levels will also be dependent on the carbon intensity of future grid electricity

<sup>13</sup> The case for energy efficiency action - Concept Consulting report for EECA 2018

<http://www.concept.co.nz/uploads/2/5/5/4/25542442/concept-electricity-efficiency-report.pdf>



**Respondent No:** 67

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 20, 2021 12:20:09 pm

**Last Seen:** Apr 20, 2021 12:20:09 pm

**IP Address:** n/a

- 
- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 70-79 years
- 
- Q5. **Suburb** Kelson, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Strongly disagree
- 
- Q7. **Which option do you support?** not answered
- 
- Q8. **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.**
- 
- Q9. **Which option do you support?** not answered
- 
- Q10. **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.**
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**  
not answered
- 
- Q12. **Which option do you support?** not answered
- 
- Q13. **Please add here any other ideas or comments you have about the rebuild of Naenae Pool**  
Don't build at all. There are plenty of public pools in the Hutt Valley. This is purely a political decision and is financially irresponsible.
- 
- Q14. **Which option do you support?** Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years
- 
- Q15. **Please add here any other ideas or comments you have about the Petone Wharf refurbishment**  
not answered
-

Q16. Which option do you support?

not answered

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Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

not answered

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

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Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

not answered

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Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

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Q21. Do you agree with the direction we are taking on connected communities?

not answered

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Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

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Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

Money spent on Climate Change is a waste. The Council is misled by hysteria. The science doesn't support Councils view of this topic.

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Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

Council are wholly to blame by not moving with the times and freeing up land with artificial zoning provisions and over restrictive planning and building rules.

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Q25. Which option do you support?

not answered

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Q26. Which option do you support?

not answered

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Q27. Which option do you support?

not answered

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Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general

not answered

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Q29. Which option do you support?

not answered

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**Q30. Add here any other feedback on the development contributions policy**

Disagree totally. Councils should not extract excessive fees from developers. This is a major problem. For example the reserves contribution DOES NOT have to be 7.5% of value. This is a disincentive and gouging. Three percent is adequate.

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**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

This is a totally FALSE percentage. Council need to be HONEST and include the targeted rubbish rate and other hidden costs. The public should be informed NOW that the true figure will be over 10%.

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

A Council that listens to the public would be a good start.

---

**Q33. Would you like to present your feedback to council in person?** Yes

---

**Q34. Your name** Grant Birkinshaw

---

**Q35. Contact phone number**

---

**Q36. Email or street address**

---

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation** not answered

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**Respondent No:** 121

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 30, 2021 15:14:10 pm

**Last Seen:** Apr 30, 2021 15:14:10 pm

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	50-59 years
Q5. Suburb	Hutt Central, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Disagree
Q7. Which option do you support?	not answered
Q8. 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.	
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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 2 - reactive approach
Cycle and Micro-mobility	Option 1 - proactive approach
Road resurfacing	Option 2 - reactive approach
Traffic safety	Option 1 - proactive approach

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

The busines rating differential should be based on proper economic analysis of the benefit each sector receives, not a % figure pulled out of the hat by Councillors.

**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

**Q30. Add here any other feedback on the development contributions policy**

not answered

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

You are not being upfront about the reason for this increase. Employee costs are budgeted to increase by \$3m this year, that's 8%. No reason for this increase has been given. Employee costs should be reduced by \$2m, which would leave the increase in line with existing employee levels.

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

Stop telling the community the Council has not been maintaining a balanced budget. It's not true.

**Q33. Would you like to present your feedback to council in person?**

Yes

**Q34. Your name**

Max Shierlaw

**Q35. Contact phone number**

**Q36. Email or street address**

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

not answered



**Respondent No:** 121

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 30, 2021 15:14:10 pm

**Last Seen:** Apr 30, 2021 15:14:10 pm

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	50-59 years
Q5. Suburb	Hutt Central, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Disagree
Q7. Which option do you support?	not answered
Q8. 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.	
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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 2 - reactive approach
Cycle and Micro-mobility	Option 1 - proactive approach
Road resurfacing	Option 2 - reactive approach
Traffic safety	Option 1 - proactive approach

**Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**

Business cases and plans for infrastructure normally include the following options: - Enhance : make it better than it is already - Maintain: do what is needed to keep the service as the current level. - Depreciate: do what is needed to reach the planned end of life. - Transform: do something completely different. The options presented in the HCC Plan do not follow any recognisable pattern or logic. As a result, the selection of options presented in this survey don't make sense. Cycling infrastructure costs less, is faster to install, and longer lasting than vehicle roads. Full funding (~\$100m) and implementation of the micro-mobility network would reduce traffic congestion and road wear and tear. Ultimately, the micro-mobility network would reduce transport infrastructure costs to rate payers while at the same time Enhancing the overall level of service. A decision to Transform by implementing the micro-mobility network will reduce traffic congestion throughout the entire valley. This may be enough to reduce the need for the cross valley connection to enable a decision to Maintain the existing route along Petone Esplanade. There is still a need to Enhance the Eastern Bays route for both vehicles and cyclists. Safety for all road users should automatically be a priority. This especially applies to cyclists. During the Covid 19 lock down, the absence of vehicles on the roads suddenly made it safe for cyclists. There was a significant increase in cycle traffic throughout the valley. This ceased overnight at the end of lock down. This proved that if safe infrastructure is made available, cyclists will use it.

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**Q12. 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

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**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

not answered

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**Q14. 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

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**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

The test for the decision to fund Petone Wharf is answered by the following questions: Q1. If Petone Wharf did not currently exist, would a decision be made to build it? A1. The answer is almost certainly no. The only reason there is any desire to repair the wharf is because it is already there. Q2. If the Petone Wharf was destroyed (fire, earth quake, tsunami etc), would it be rebuilt? A2. There would be those that called for the wharf to be rebuilt, but the benefit to cost ratio would be too low when compared against other higher priority projects. Q3. Has the Wharf reached the end of its economic life? A3. The deterioration of the wharf is an expected outcome given the building materials. The Wharf no longer serves its original purpose. It is clear that the wharf has gone well beyond its expected and economic life. The only rational decision is to Depreciate the wharf. That is to complete minimal maintenance until it is scheduled for demolition.

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**Q16. Which option do you support?**

Option 1 (preferred option): Increase investment in RiverLink

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**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

The Riverlink project needs to include cycle safe routes to connect the east and west sides of the river to the key roads. On the east this includes Knights Rd, Waterloo Rd, High St and Woburn Rd. On the west it includes SH2, and Hutt Rd. At present the Riverlink design does not have any cycle safe infrastructure through the CBD. This will make the CBD a dangerous place for cyclists because of the design. The routes through the CBD will be dangerous-by-design. In addition, there is no safe bicycle parking shown on the plans. Cyclists will not be able to stop and shop in the CBD. Businesses will miss out on customers and business. Without cycle safe connections through the CBD, cyclists will avoid the area (as they do now) and businesses will suffer lost income.

**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

Increasing the housing supply will only generate a greater need for more transport. There is no more space for roads, so the existing space needs to be better used. Building a safe connected cycle network will improve transport at the least cost and greatest benefits.

**Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?** Don't know

**Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

**Q21. Do you agree with the direction we are taking on connected communities?** Don't know

**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

not answered

**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

Vehicle emissions and noise are a major source of pollution. Moving to a bicycle focused transport system will reduce pollution and improve community health and well being.

**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

Allow for high rise housing with limited car parking and mandated bicycle storage.

**Q25. Which option do you support?** Option 1 (preferred option): 62% residential share of the total general rate

**Q26. Which option do you support?** Option 1 (preferred option): Align rural rating category definition with the District Plan

**Q27. Which option do you support?** Option 1 (preferred option): Remove the commercial accommodation category

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

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**Q29. Which option do you support?**

Option 2: Fund part of Council's planned growth costs from development contributions and financial contributions, and the remainder from another funding source, such as rates

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**Q30. Add here any other feedback on the development contributions policy**

not answered

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**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?**

not answered

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

More funding and priority for cyclist infrastructure. It is a fast and cheap form of transport with low environmental impact. Door to door, I can beat the train to travel from Central Hutt to the Wgtn CBD. Investment in cycle infrastructure would have a high benefit to cost ratio.

---

**Q33. Would you like to present your feedback to council in person?**

Yes

---

**Q34. Your name**

Darren Conway

---

**Q35. Contact phone number**

---

**Q36. Email or street address**

---

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

Member of Hutt Cycle Network

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**Respondent No:** 127

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 01, 2021 11:20:10 am

**Last Seen:** May 01, 2021 11:20:10 am

**IP Address:** n/a

- 
- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 40-49 years
- 
- Q5. **Suburb** Hutt Central, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Neither agree nor disagree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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.**
- 
- Q9. **Which option do you support?** Option 1 (preferred option): Proactive approach to transport investment
- 
- Q10. **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.**
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**
- The ten year plan recognises the benefits of active transport to the health of the community, the protection of our environment, and the economy of our city. Given the significant challenges of population growth and climate change, achieving mode shift is of vital importance. However the level of funding allocated to active modes does not reflect the importance of increasing active transport provision. I request the council to specifically commit to mode shift as a high priority objective with increased funding and measurement. Please amend the ten year plan to: Add mode shift KPIs and targets for Environment (increased use of active transport modes) and Health (number of children walking to school). Add provisional funding of \$49m over ten years to fund the recommended program of investment outlined in the Draft Micromobility SSBC (single stage business case).
- 
- Q12. **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
-

**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

not answered

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**Q14. 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

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**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

Given the challenges of climate change for coastal communities, including the likely need for managed retreat, rebuilding the Petone wharf seems like throwing good money after bad. Yes, it is a nice thing to have, but it is just not a priority in the overall scheme of things.

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**Q16. Which option do you support?**

Option 1 (preferred option): Increase investment in RiverLink

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**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

My support is conditional on ensuring the whole project has a mode-shift focus; and the council find ways to work better with the other agencies involved.

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**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

Mode shift (getting people out of private cars and walking, cycling and using active transport), has economic benefits: Moving and storing cars requires a lot of space. As our population increases so does the pressure on space for housing, roading and recreation. Mode shift will enable more people to live, work and play in our finite amount of space. This is a key enabler for higher density housing strategies. It will mean that rather than congestion increasing with the population, it will actually become quicker and easier to get around and that is good for people and for business.

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**Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?** Yes

**Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

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**Q21. Do you agree with the direction we are taking on connected communities?** not answered

**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

An important way of helping our communities thrive and connect is to ensure people can move safely around and between neighbourhoods, work, education, training, and leisure. Whilst most of our population are dependant on cars for transport, this reduces their options for participation, as well as having financial and health impacts on their individual and whanau wellbeing. Providing alternatives to car use helps our people be more healthy, have more money for food and housing, feel more connected to their community, and safer.

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**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

The ten year plan focuses on EVs as a core way to reduce the 56% of emissions that come from private vehicle use. This is important but not enough. Mode shift (moderate increases in walking and cycling) could result in 7-27% reduction in CO2 emissions

**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

This is an issue that needs to be tackled in conjunction with central government: how do we get older couples residing alone in four bedroom houses to downsize and create space at that end of the market for families? We also need to do everything we can to avoid sprawl into greenfields development, and if we go there, ensure there is full provision for active and public transport so we don't end up with far-flung car-dependant neighbourhoods increasing pressure on our transport corridors.

**Q25. Which option do you support?**

Option 1 (preferred option): 62% residential share of the total general rate

**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

**Q30. Add here any other feedback on the development contributions policy**

not answered

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

not answered

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

Hutt City has the opportunity to improve the health of its people, its economic status, and its attractiveness and amenity as a place to live, work and play. And it has the opportunity to improve its action on climate change and carbon reductions. This opportunity is mode shift and we implore the council to both fund and measure it, and support the submission of the Hutt Cycle Network in this matter.

**Q33. Would you like to present your feedback to council in person?**

Yes

**Q34. Your name**

Jo Clendon

Q35. **Contact phone number**

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Q36. **Email or street address**

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Q37. **Organisation name - only fill this out if you are** not answered  
**giving feedback on behalf of an organisation**

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**Respondent No:** 161

**Login: Email:**

**Responded At:** May 03, 2021 12:07:22 pm

**Last Seen:** May 02, 2021 05:19:37 am

**IP Address:**

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	40-49 years
Q5. Suburb	Hutt Central, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Agree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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 1 - significant increase
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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 2 - reactive approach
Cycle and Micro-mobility	Option 1 - proactive approach
Road resurfacing	Option 2 - reactive approach
Traffic safety	Option 1 - proactive approach

**Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**

The ten year plan recognises the benefits of active transport to the health of the community, the protection of our environment, and the economy of our city. Given the significant challenges of population growth and climate change, achieving mode shift is of vital importance. However the level of funding allocated to active modes does not reflect the importance of increasing active transport provision. The Hutt City and Micro-mobility Study was a substantial and costly study concluded in September 2020 – after incorporating comments from Waka Kotahi. The recommend programme of cycling improvements (option 4+) was costed at \$88 million – in a range of options from \$45 to \$121 million. In comparison, this 10 Year Plan includes \$9.4 M for walking and cycling – described in HCC’s contribution to the Regional Land Transport Plan as: “Complete the network of connected cycleways and share pathways in Hutt City...” (p 95). There is a profound discrepancy between the stated aim of “completing the network” and the trivial amount provided for in this plan. This 10-year plan does not envisage – or in any way provide for – the degree of mode shift that will be required to prevent gridlock, make meaningful reductions in CO2 emissions, or mitigate our diabetes and cancer epidemics. I request the council to specifically commit to mode shift as a high priority objective with increased funding and measurement. Please amend the ten year plan to: Add mode shift KPIs and targets for Environment (increased use of active transport modes) and Health (number of children walking to school). Add provisional funding over ten years to at least start funding the recommended program of investment outlined in the Draft Micromobility SSBC (single stage business case).

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**Q12. 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

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**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

not answered

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**Q14. Which option do you support?**

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

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**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

not answered

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**Q16. Which option do you support?**

Option 1 (preferred option): Increase investment in RiverLink

---

**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

not answered

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**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

Mode shift (getting people out of private cars and walking, cycling and using active transport), has economic benefits: Moving and storing cars requires a lot of space. As our population increases so does the pressure on space for housing, roading and recreation. Mode shift will enable more people to live, work and play in our finite amount of space. This is a key enabler for higher density housing strategies. It will mean that rather than congestion increasing with the population, it will actually become quicker and easier to get around and that is good for people and for business.

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Q19. **Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?** Don't know

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Q20. **Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

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Q21. **Do you agree with the direction we are taking on connected communities?** Don't know

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Q22. **Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

An important way of helping our communities thrive and connect is to ensure people can move safely around and between neighbourhoods, work, education, training, and leisure. Whilst most of our population are dependent on cars for transport, this reduces their options for participation, as well as having financial and health impacts on their individual and whanau wellbeing. Providing alternatives to car use helps our people be more healthy, have more money for food and housing, feel more connected to their community, and safer.

---

Q23. **Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

The ten year plan focuses on EVs as a core way to reduce the emissions that come from private vehicle use. This is important but not enough. Mode shift (moderate increases in walking and cycling) could result in significant reductions in CO2 emissions.

---

Q24. **Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

We need to do everything we can to avoid sprawl into greenfields development, and if we go there, ensure there is full provision for active and public transport so we don't end up with far-flung car-dependent neighbourhoods increasing pressure on our transport corridors.

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Q25. **Which option do you support?** Option 1 (preferred option): 62% residential share of the total general rate

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Q26. **Which option do you support?** not answered

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Q27. **Which option do you support?** not answered

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Q28. **Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

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Q29. **Which option do you support?** Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

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Q30. **Add here any other feedback on the development contributions policy**

not answered

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Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.

What are your thoughts on this increase?

not answered

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Q32. Do you have any ideas about what you would like to see in/for the City going forward

Hutt City has the opportunity to improve the health of its people, its economic status, and its attractiveness and amenity as a place to live, work and play. And it has the opportunity to improve its action on climate change and carbon reductions. This opportunity is mode shift and we implore the council to both fund and measure it, and support the submission of the Hutt Cycle Network in this matter.

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Q33. Would you like to present your feedback to council in person? Yes

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Q34. Your name Gene Clendon

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Q35. Contact phone number

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Q36. Email or street address

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Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation not answered

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**Respondent No:** 355

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 06, 2021 20:44:25 pm

**Last Seen:** May 06, 2021 20:44:25 pm

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	50-59 years
Q5. Suburb	Waterloo, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Agree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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.	
Q9. Which option do you support?	Option 2: Reactive approach with reducing service levels over time
Q10. 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 2 - reactive approach
Cycle and Micro-mobility	Option 1 - proactive approach
Road resurfacing	Option 2 - reactive approach
Traffic safety	Option 2 - reactive approach

**Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**

The ten-year plan recognises the benefits of active transport to the health of the community, the protection of the environment, and the economy of the city. Given the significant challenges of population growth, an ageing population, and climate change, achieving a modal shift is of vital importance. However, the level of funding allocated to active modes does not reflect the importance of active transport provision, or indeed the recognition that an ageing population may move to mobility scooters from motor cars - and that pathways throughout the city are in a shocking state of repair and are actually a hazard to users of wheelchairs, mobility scooters and walking frames. I call upon the Council to specifically commit to mode shift as a high priority objective to increased funding and measurement. Please amend the ten year plan to: Add mode shift KPIs and targets for Environment (increased use of active transport modes, including increased cycle parking across the city, a decrease in on-street parking in residential areas, and reduced speed limits across the city) and Health (number of children walking, cycling and scooting to school; and an increase in adults walking, cycling, and scooting either to their work places or local public transport hubs). Children will follow their parents and caregivers. We cannot expect our tamariki to use active transport modes whilst adults continue to sit in cars - it's hypocrisy and ridiculous. Add provisional funding of \$49 million over ten years to fund the recommended programme of investment outlined in the Draft Micromobility Single Stage Business Case.

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**Q12. 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

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**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

Firstly, put accessible by design into the centre of consideration. Limit the number of steps within the building ie getting to the pools from the changing room was extremely difficult for those with mobility issues and users of wheelchairs. Secondly, definitely keep the multi-use purpose of the main pool ie 50 metres, including the diving facility. Thirdly, add a splash water feature (as at McKenzie Pool).

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**Q14. Which option do you support?**

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

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**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

Improving Petone wharf provides the opportunity to get back a ferry crossing to Petone, reducing cars and increasing alternative public transport modes.

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**Q16. Which option do you support?**

Option 1 (preferred option): Increase investment in RiverLink

---

**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

not answered

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**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

On the High Street and Queens drive, extend the pavements out to make them a shared walk way, remove all curbs to bring the pavement level with the road, creating a boulevard feel. Keep the car parking but remove all street signs and traffic lights and make them twenty plenty zones. Reduce the speed of cars and pedestrians and active transport options will come. Add in bicycle parking areas, and do the same along Bunny Street to Daly Street. You could undertake similar radical changes in the Queen Street area of Wainuiomata, Jackson Street, Petone, the roads around Hilary Court, Naenae, Waterloo, shops, Epuni, Maungaraki and Taita etc In doing this, you increase the attractiveness of a mode shift (getting people out of private cars, and walking, cycling, using active transport and enable those with mobility issues to traverse safely), which has economic benefits as moving and storing cars requires lots of space. As the population increases, so does the pressure on space for housing, roads and recreation. Mode shift, combined with a rescaping, and sharing of spaces will be a key enabler for higher density housing and enable more people to live, work and play in these spaces. It will mean that congestion will decrease, whilst the population increases. It will become quicker and easier for people to get around and that is good for small local businesses.

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**Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?** Don't know

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**Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

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**Q21. Do you agree with the direction we are taking on connected communities?** Yes

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**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

But we can all do better! An important way of helping communities thrive and connect is to ensure everybody can move safely around and between neighbourhoods, work, education, training and leisure. Too many of Lower Hutt's population remain dependent on cars for transport, which reduces the opportunities for participation, and increasing health outcomes from active transportation mode. It shouldn't be more expensive for families to use public transport per kilometre than to drive, but that's the situation currently. If we really want to create equitable outcomes, and decrease household expenditure then we have to break the reliance and belief that cars are the cheapest and easiest option. Walking and cycling needs to become the norm to increase health benefits, create real household savings that can be spent on food, housing or leisure, and create really connected, safe communities.

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**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

The ten-year plan focuses on electric vehicles (ie electric cars) as a core way to reduce the 39 percent of emissions that come from private vehicle use. This is not enough. Mode shift (moderate increases in walking and cycling) could result in a seven to 27 percent reduction in CO2 emissions.

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**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

We need to avoid everything we can to avoid sprawl into the greenfield areas. On the one hand the intensification of two level housing is great, especially in fully established suburbs such as Waiwhetu, Waterloo, Fairfield and Epuni, but the danger of the intensification is the loss of single storey dwellings that may be needed by less able / less mobile people. If it's truly necessary to build out into greenfields, there has to be proper provision of multi-modal transport options ie walking, cycling, scooting, or else we're increasing dependency on private transport, and increasing pressure on the already over-crowded existing transport corridors.

**Q25. Which option do you support?**

Option 1 (preferred option): 62% residential share of the total general rate

**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

**Q30. Add here any other feedback on the development contributions policy**

not answered

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

Government's announcement this week that there's to be a three-year public sector pay freeze for staff earning over \$60,000 could impact on the community's willingness to stomach the increase. The ongoing economic uncertainties from COVID-19 may limit room for wriggle room in individual's budgets, Council's budget or commercial budgets.

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

Hutt City has the potential to improve the health of its people, its economic status and its attractiveness as a place to live, work and play. And it has plenty of opportunities to improve its actions on climate change and carbon reductions. Encouraging mode shifts in transport in areas around Taita, Naenae, Pomare, Epuni and Moera will have a real impact on social, economic and environmental wellbeing. Without mode shifts, funding, KPIs and measures, you're going to continue to get what you've always got. Use this ten-year plan as a catalyst for change.

**Q33. Would you like to present your feedback to council in person?**

Yes

**Q34. Your name**

Jade Badcock

**Q35. Contact phone number**

Q36. **Email or street address**

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Q37. **Organisation name - only fill this out if you are** not answered  
**giving feedback on behalf of an organisation**

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**Respondent No:** 93

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 26, 2021 16:59:26 pm

**Last Seen:** Apr 26, 2021 16:59:26 pm

**IP Address:** n/a

- 
- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 60-69 years
- 
- Q5. **Suburb** Petone, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Agree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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.**
- 
- Q9. **Which option do you support?** Option 1 (preferred option): Proactive approach to transport investment
- 
- Q10. **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.**
- Cycle and Micro-mobility Option 1 - proactive approach
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**
- The three waters needs fixing. I support water metering to identify where water is being used or leaking. Cycling and micromobility need funding and staffing resource within Council so that mode change can happen as soon as possible. There are generations of young people who need this change before they are lost to active transport. This is vital for people's health and the environment i.e. combatting climate change.
- 
- Q12. **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
- 
- Q13. **Please add here any other ideas or comments you have about the rebuild of Naenae Pool**
- not answered
-

Q14. 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

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Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

Although I live in Petone, I see the wharf as a nice to have rather than essential. What will happen to it with rising sea levels?

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Q16. Which option do you support?

Option 1 (preferred option): Increase investment in RiverLink

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

This needs doing well, including better provision for cycling

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

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Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust? Yes

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

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Q21. Do you agree with the direction we are taking on connected communities? Don't know

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

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Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

I think the Council needs to lead the way more strongly with Climate change action - think the Government's action in abolishing single use plastic bags which immediately led to behaviour change. We need incentives to waste less, drive less and disincentives for waste and pollution so that we can reduce carbon and methane emissions. Some of this could be through education and some through legislation.

---

Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

New housing is important but minimum standards in the District Plan plus other effects (Wellington Water ground level requirements and National Policy statement re intensive housing not needing parking) have the potential for unintended effects on neighbourhoods with dwellings too close together, dominating neighbouring properties and all parking overflowing onto busy streets.

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Q25. Which option do you support?

Option 1 (preferred option): 62% residential share of the total general rate

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Q26. Which option do you support?

Option 1 (preferred option): Align rural rating category definition with the District Plan

---

Q27. Which option do you support?

Option 1 (preferred option): Remove the commercial accommodation category

---

Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general

not answered

---

Q29. Which option do you support?

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

---

Q30. Add here any other feedback on the development contributions policy

not answered

---

Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.

What are your thoughts on this increase?

not answered

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Q32. Do you have any ideas about what you would like to see in/for the City going forward

not answered

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Q33. Would you like to present your feedback to council in person?

Yes

---

Q34. Your name

Merran Bakker

---

Q35. Contact phone number

---

Q36. Email or street address

---

Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation

not answered

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# Doctors for Active, Safe Transport



## Submission to the Hutt City Council on the 10 Year Plan

Dr David Tripp

Doctors for Active, Safe Transport (DAST)

April 2021

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**I would like to present orally on this submission.**

### Overview

This submission advocates for a much greater share of current investment to be allocated to active transport, particularly cycling. The health benefits of active transport (cycling and walking) are substantial.

DAST recommends that the HCC:

- Note the significant health benefits from increased active transport, including cycling.
- Note that these benefits will only be realised if there is a significant modal shift from private motor vehicles to active transport modes.
- Note that this shift is contingent on development of safe cycling infrastructure, which is not possible with the modest funding planned over the next 10 years.
- Agree to increase planning and investment in safe cycling infrastructure.

## Who is DAST

We are a network of over 130 Wellington and Lower Hutt Hospital doctors advocating for the benefits of active transport.

In our roles as specialist doctors, we are often the ambulance at the bottom of the cliff. We daily see the debilitating and painful – often fatal - health consequences of a national that gets far too little exercise.

We aim to promote the health benefits of active transport for all the people of our region and want to help people make healthy choices.

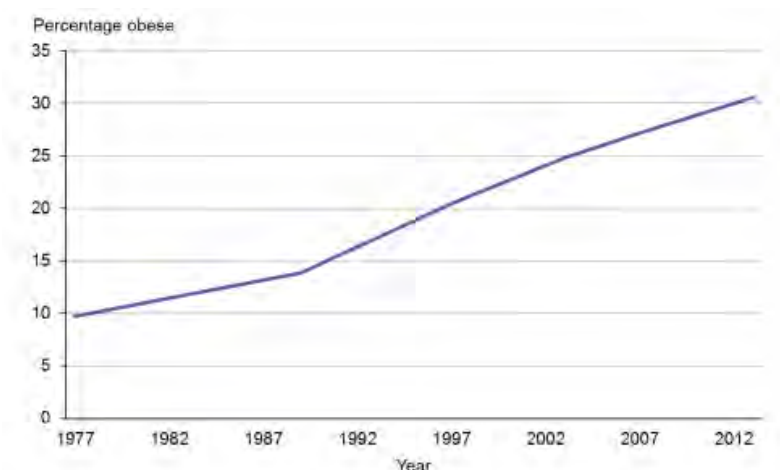
As local political leaders, you can build a fence at the top of the cliff – by leading a paradigm shift from a transport infrastructure focused on private motor vehicles to one which facilitates and promotes active transport.

Despite good intentions, provision for active transport is glacial in terms of progress and consumes a tiny fraction of the budget.

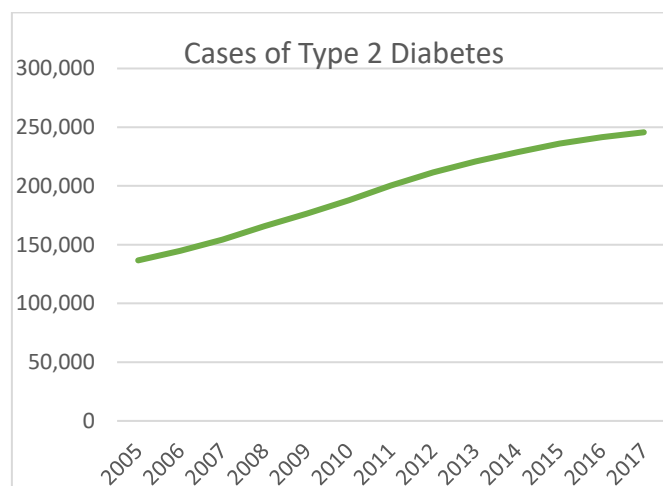
For the sake of the health of the people you lead, and that we care for, this must change.

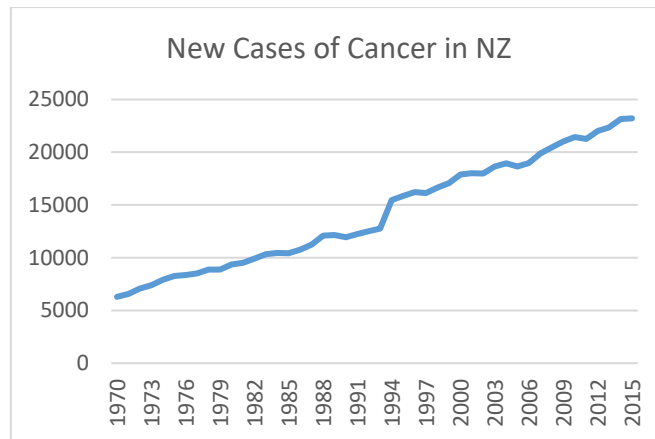
## A Snapshot of Health in NZ

New Zealand faces a dramatic increase in obesity, and the consequent health problems:



Similarly, NZ faces dramatic increases in the number of people with diabetes and cancer:





### Health Benefits of Active Transport

In high- and middle-income countries physical inactivity has become the fourth leading risk factor for premature mortality.<sup>1</sup> Declining rates of functional active travel have contributed to this population-level decrease in physical activity, and evidence suggests that rising levels of obesity are more pronounced in settings with greater declines in active travel.<sup>2,3</sup>

Evidence for the considerable health benefits of cycling continues to grow.

A recent 5-year prospective study of over 250,000 people (median age 52)<sup>4</sup>, published in the British Medical Journal, found cycling reduced:

- The risk of all-cause mortality by 41%
- The risk of any cancer by 45%
- The risk of cardiovascular disease by 46%

Commenting on this study, the Guardian said, *“If a magic pill were invented that could generate all of these benefits, we would be falling over ourselves to buy it.”*<sup>5</sup>

A summary of 174 individual studies have given us insight into how the risk of cancer, diabetes, and ischaemic heart disease reduces with exercise. The message is clear: the more the better<sup>6</sup>:

<sup>1</sup> UK Department of Health. Start active, stay active: a report on physical activity from the four home countries’ chief medical officers. DoH, 2011.

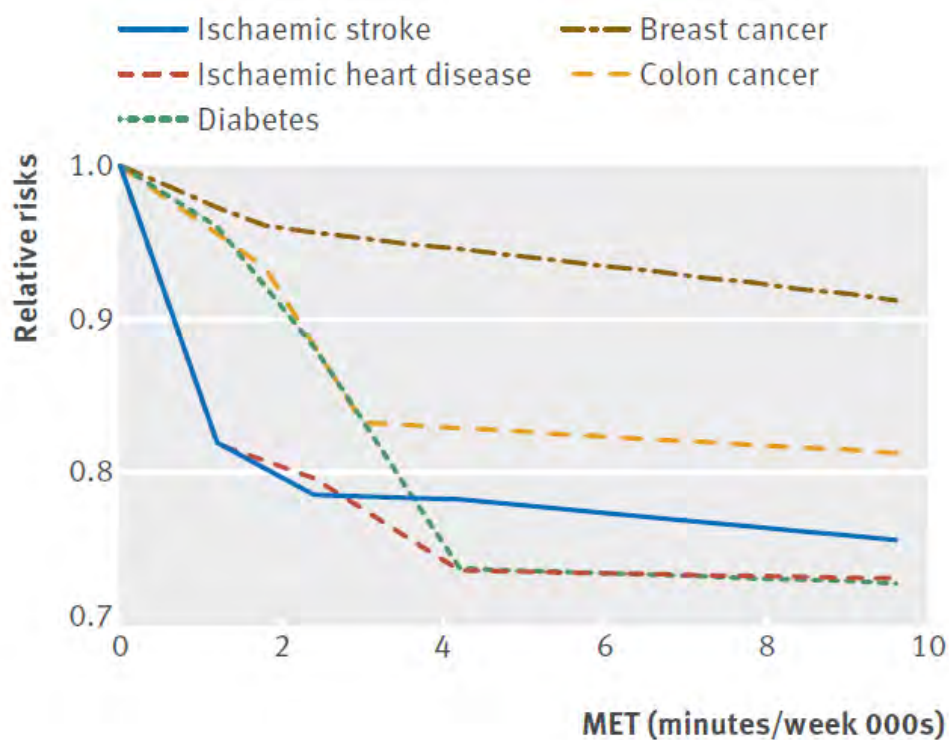
<sup>2</sup> Pucher J, Buehler R, Bassett D, Dannenberg A. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health* 2010;100:986-1992

<sup>3</sup> Bassett D, Pucher J, Buehler R, Thompson D, Crouter S. Walking, cycling and obesity rates in Europe, North America, and Australia. *J Phys Act Health* 2008;5:795-814.

<sup>4</sup> Celis-Morales CA, Lyall DM, Welsh P, et al. Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study. *BMJ* 2017;357:j1456. doi: 10.1136/bmj.j1456

<sup>5</sup> <https://www.theguardian.com/environment/bike-blog/2017/apr/20/its-good-to-hear-cycling-to-work-reduces-your-risk-of-dying-but-thats-not-why-i-do-it>

<sup>6</sup> Kyu HH, Bachman VF, Alexander LT, et al. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *BMJ* 2016;354:i3857. doi: 10.1136/bmj.i3857



Exercise in general has been shown to reduce the risk of stroke by 25%.<sup>7</sup>

Cycling has clear benefits to business. A 3-year study in Cambridge, UK, found a 54% in sickness absence from work each year<sup>8</sup>.

A recent, large study published in the British Medical Journal examined the effect of active transport (cycling and walking) on the obesity epidemic and compared this affect with sport involvement.<sup>9</sup>

	Reduction in BMI		Reduction in Percentage Body Fat	
	Men	Women	Men	Women
Attributable to active transport	-0.97	-0.87	-1.35	-1.37
Attributable to involvement in sport	-0.10	-0.26	-0.19	-0.34

These findings show a robust, independent association between active commuting and two objective markers of obesity, BMI and percentage body fat. Those who used active modes had a lower BMI and percentage body fat compared with those who used private transport.

<sup>7</sup> Lee CD, Folsom AR, Blair SN, "Physical Activity and Stroke Risk", Stroke. 2003;34:2475-2482

<sup>8</sup> Mytton OT, Panter J, Ogilvie D. Longitudinal associations of active commuting with wellbeing and sickness absence. Prev Med 2016;84:19-26. doi: 10.1016/j.ypmed.2015.12.010

<sup>9</sup> Associations between active commuting, body fat, and body mass index: population based, cross sectional study in the United Kingdom, BMJ 2014;349:g4887 doi: 10.1136/bmj.g4887 (Published 19 August 2014)



These differences are larger than the effect sizes seen in most individually focused interventions based on diet and physical activity to prevent overweight and obesity.<sup>10</sup> They are also approximately four times larger than the reductions in obesity due to involvement in sport.

Active commuting to work has been strongly recommended by the UK National Institute for Health and Care Excellence (NICE) as a feasible way of incorporating greater levels of physical activity into daily life.<sup>11</sup> Policies designed to effect a population-level modal shift to more active modes of work commuting therefore present major opportunities for public health improvement.

Studies consistently suggest that use of active commuting modes translates into higher levels of overall individual physical activity.<sup>12 13 14</sup> A recent UK study provided 103 commuters with accelerometers for seven days and found that total weekday physical activity was 45% higher in participants who walked or cycled to work compared with those who commuted by car, while no differences in sedentary activity or weekend physical activity were observed between the two groups.<sup>9</sup>

### **Is Cycling Safe?**

A New Zealand study of ACC injury risks of road cycling 3 times a week, compared to various other activities, found cycling had similar risks to DIY twice a month, 140-fold fewer injuries than skiing 4 – 5 times a year, and 530-fold fewer injuries than playing rugby every 3 weeks.

The study concludes that fear of cycling in car-dependent NZ arise from causes other than the actual risk of injury.<sup>15</sup>

### **The Hutt Context**

You have the political will – this has all been agreed in policy statements by council for some years – in particular the Cycling and Walking Strategy 2014 - 2019. You even have the budgets. However, it's still not happening. This is a complex process and a “new way of doing business” for council staff, engineering consultants and contractors, community consultation processes, and local businesses.

This is about much more than capital works projects. It is about changing culture and behaviours. It is about changing the choices each of us make each time we leave our homes to go anywhere.

Council has a key role in leading this change. Council must give their internal and community champions real influence. It must review its processes for the commissioning and design of all roading works to ensure they enhance the safety and attractiveness of cycling.

---

<sup>10</sup> Stephens K, Cobiac J, Veerman J. Improving diet and physical activity to reduce population prevalence of overweight and obesity: an overview of current evidence. *Prev Med* 2014;15:167-78.

<sup>11</sup> National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (public health guidance 41). NICE, 2012. [www.nice.org.uk/guidance/ph41](http://www.nice.org.uk/guidance/ph41).

<sup>12</sup> Faulkner GE, Buliung RN, Flora PK, Fusco C. Active school transport, physical activity levels and body weight of children and youth: a systematic review. *Prev Med* 2009;48:3-8.

<sup>13</sup> Ogilvie D, Foster CE, Rothnie H, Cavill N, Hamilton V, Fitzsimons CF, et al. Interventions to promote walking: systematic review. *BMJ* 2007;334:1204.

<sup>14</sup> Audrey S, Procter S, Cooper AR. The contribution of walking to work to adult physical activity levels: a cross sectional study. *Int J Behav Nutr Phys Act* 2014;11:37

<sup>15</sup> Chieng M, Lai H, Woodward A. How dangerous is cycling in New Zealand? *Journal of Transport & Health* 2017 doi: 10.1016/j.jth.2017.02.008

This requires leadership – looking at this evidence and making our cities and roads the best they can be for everyone – not just motorists.

### **The Hutt Vision**

The 10 year plan envisages a 10 – 20 % increase in population over the planning horizon (p 18). This is – quite simply – a lot more people moving around the Hutt.

The 10 year plan aims for “investments in our transport infrastructure that will allow all our road users to enjoy a well-functioning transport system” (p 26).

This is a recipe for disaster and is a pitiful response to several growing crises:

- We already face gridlock on our streets – while the Cross Valley Link (if it is ever funded) may ease East-West congestion along the Esplanade – many other areas (including North - South flows through Petone) are already heavily congested. Population increase will simply lead to more gridlock.
- We face a climate crisis. Transport is second only to agriculture in NZ for emissions causing climate change.

These, together with the profound health benefits of active transport, mandate that Hutt City Council should encourage every car possible off our streets.

We need to – urgently – *reduce* our dependence on private motor vehicles – they are the key driver of congestion, they are bad for our fragile environment, and they are bad for our health. This plan does little more than support the status quo.

Instead, the heart of our transport plan must be to facilitate and promote modal shift.

Put simply, we must change. And quickly.

### **The Hutt Plan**

The Hutt City and Micro-mobility Study was a substantial and costly study concluded in September 2020 – after incorporating comments from Waka Kotahi. 6 months later it remains in “draft” and has not been presented to Council.

The recommend programme of cycling improvements (option 4+) was costed at \$88 million – in a range of options from \$45 to \$121 million.

In comparison, this 10 Year Plan includes \$9.4 M for walking and cycling – described in HCC’s contribution to the Regional Land Transport Plan as: “Complete the network of connected cycleways and share pathways in Hutt City...” (p 95).

There is a **profound** discrepancy between the stated aim of “completing the network” and the trivial amount provided for in this plan.

The plan states: this long-term plan “proposes funding other measure to encourage our people to get out cars and walk, cycle, or use other micromobility modes”. The example given is the Eastern Bays shared path. This one initiative, in one suburb (and consuming the majority of funding), is far from sufficient to make meaningful mode shift a reality across the city.

This 10-year plan does not envisage – or in any way provide for – the degree of mode shift that will be required to prevent gridlock, make meaningful reductions in CO2 emissions, or mitigate our diabetes and cancer epidemics.

## Submission to Hutt City Council (HCC) 2021-31 LTP Consultation

**Contact:** Karyn Burgess, Regional Coordinator, Enviroschools Te Upoko o te Ika a Māui [karyn.burgess@gw.govt.nz](mailto:karyn.burgess@gw.govt.nz) ph 021 133 2569



### We would like to speak to our submission.

Thank you for the contribution Hutt City Council has made over many years to supporting a thriving Enviroschools Network in Te Awakairangi ki Tai/Lower Hutt City.

We fully support Hutt City Council's commitment to putting the environment front and centre in everything the council does.

We request continued funding for the Enviroschools and World of Waste programmes into the next trimester to be able to support this goal and help bring the community on board.

We also request a regular increment of \$5000 per annum to meet the increasing demand from schools to participate actively in the network and to enable us to work with schools at the depth needed to make a difference appropriate to the size and scope of the environmental challenges before us.

### Significance of Enviroschools Kaupapa in creating a sustainable future

Hutt City Council declared a Climate Emergency in 2019, acknowledging the gravity of sea level rise, coastal erosion, flooding, and other global issues such as biodiversity loss, decreasing water quality and waste management.

In order to continue to thrive under these conditions it is essential that we grow a generation of empowered and environmentally aware citizens ready to contribute actively in their community.

Enviroschools provides schools and early childhood centres with a framework and support system to help grow these citizens.



### Hutt City Council is not alone - A nation-wide movement for positive change

Enviroschools in Te Awakairangi is based on a strong collaborative model nationally, regionally and locally. Such collaboration is essential if we are to address the complex challenges we face as a society. Central government, other regions and all the councils of the Wellington region are working together to support a network that provides knowledge and inspiration to its participants who find it highly valuable to be part of.

The funding partner collaboration in the Wellington region is outlined in the attached *Regional Statement of Collaboration, Enviroschools in Te Upoko o te Ika a Māui*.

## Enviroschools in Te Awakairangi ki Tai

Schools and early childhood centres in Te Awakairangi continue to do incredible environmental mahi. The role of Enviroschools is to support the teachers and students to maintain momentum and depth of practice. We help schools and centres to reflect on and celebrate what they have achieved, identify next steps and support them to make connections that will help them to take those steps.

Despite COVID-19, seven Te Awakairangi schools and centres progressed to the next stage of reflection on their sustainability journey during 2020 and five more are preparing to do so this year.

Enviroschools Facilitators also play a role in bringing schools and centres together to connect with one another, with local people and with local places. This enriches and energises their sustainability journeys. A wonderful example of this took place in February when students from the Western Hills came together in Percy's Reserve, "bringing it to life". Students from Korokoro School led a native plant scavenger hunt, Jononathan the Park Curator enthusiastically shared his knowledge of rare and endangered plants, Riba the Park Ranger assisted students with pest tracking and trapping, Lillian from Hutt City Library engaged students with local biodiversity focusing on bee life and Michelle from Enviroschools helped students explore local invertebrates such as cave weta and the creatures found in the leaf litter.



## Funding for Enviroschools in Te Awakairangi ki Tai/Lower Hutt City - why increase the value of the contract?

The majority of those in the Enviroschools Network are early childhood centres and primary schools. When students leave their Enviroschools to head to intermediate school, the sustainability principles that they have been brought up with are no longer modelled.

Disgruntled students have begun approaching their teachers at the intermediate schools in the Hutt and as a result both Naenae and Hutt Intermediate schools have approached us to be part of the Network.

This is an opportunity not to be missed. However, new schools require in-depth support to be able to put in place the foundations of an ongoing journey. Intermediate schools are particularly big schools and we will need additional resourcing if we are to be able to work meaningfully with these schools.

We currently have an Enviroschools Facilitator working approximately three days a week in Te Awakairangi ki Tai. Increasing the Enviroschools contract by \$5000 per annum over the next 3 years would build capacity of the Te Awakairangi ki Tai facilitator role to four days per week. This type of increase is appropriate given the significance of our work and the significance of today's environmental challenges.

## **Future of the Enviroschools Network in Te Awakairangi**

In the environment we find ourselves in, there is significant advantage to communities from a growing Enviroschools Network. The kind of work we do amplifies and adds value to local action and spreads important ideas more widely in communities. This is exactly what is needed to respond to climate change.

If we are serious as a community about putting the environment at the front of everything we do and responding appropriately to the climate emergency we all need to invest more in things like Enviroschools to take advantage of what they can bring to our communities.

Over the next three years we want to work with our funding partners and Toimata Foundation to explore a much stronger and better resourced model for providing Enviroschools in our communities. Work is underway at the national level to build the national contribution and we need to also consider what we can contribute at the local level.

Hutt City Council has always been a leader in this field. Please put our children's future first and give staff the mandate to work with us to bring lasting change to our communities as they put the environment front and centre in everything they do.



**Respondent No:** 340

**Login:** Annual Plan Engagement

Adviser 2

**Email:**

z

**Responded At:** May 06, 2021 16:07:59 pm

**Last Seen:** May 11, 2021 20:20:33 pm

**IP Address:**

- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 60-69 years
- 
- Q5. **Suburb** Epuni, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Strongly disagree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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 2 - maintain current levels |
| Healthy urban waterways          | Option 1 - significant increase    |
| Reducing carbon emissions        | Option 2 - maintain current levels |
- 
- Q9. **Which option do you support?** Option 2: Reactive approach with reducing service levels over time
- 
- Q10. **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 2 - reactive approach  |
| Cycle and Micro-mobility          | Option 1 - proactive approach |
| Road resurfacing                  | Option 2 - reactive approach  |
| Traffic safety                    | Option 1 - proactive approach |
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**
- Quality work ie correct resurfacing (poor quality of work a waste of money), encourage cycling but respect property access encourage ride share increase public transport
-

Q12. Which option do you support?

not answered

Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

No Pool! There are other things we need. If the rate payers are being made to pay for this plan we cannot afford a pool that costs so much

Q14. Which option do you support?

not answered

Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

Demolish. It will be of no use in an earthquake of significance A few fishermen do not warrant cost

Q16. Which option do you support?

Option 2: Maintain funding to RiverLink at current level

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

Level of investment be maintained, protect area from flooding. We do not have the climate for a pedestrian development of such a costly nature. Why should citizens be denied the use of all the area which would be the situation if housing was developed to waters edge + flooding a danger to housing

Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

This will be a huge cost. All these costs add up. that will be very hard on ratepayers and there is a real risk of it being higher. This needs to be reduced to a realistic level. No housing by the river, it is too risky and cuts out access

Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

No

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

Give community a chance to run the facilities

Q21. Do you agree with the direction we are taking on connected communities?

No

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

Why does the Council need to be involved with all facilities. Is there going to be no clubs with their own facilities in the end. If not being managed efficiently and honestly by community groups then look at it again

Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

EVs are an expensive option for Council vehicles at the present time. Wait for them to be less expensive. Sustainable yes but it needs to be economical as well. Are there the numbers of EVs to warrant cost of increased charging stations Share pathways around harbour are too expensive. Yes we need to protect the environment but these policy's are so radical we can't afford them. They are driven by zealots and inexperienced members and employees of Council



**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

Yes there is a need for increasing the housing but 6 story apartment building in suburban areas is not the way forward if we want to retain the character and quality of life for citizens of lower hutt. All houses should have their own driveway and green space. The council officers are actively encourage developers not to provide parking

**Q25. Which option do you support?**

Option 1 (preferred option): 62% residential share of the total general rate

**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

**Q30. Add here any other feedback on the development contributions policy**

not answered

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

This is a large increase and we would be better to lower it and not have such a big wish list

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

Care of notable trees and gardens No properties built with out a thought to the type of housing already available All new developments to have green space and most with parking

**Q33. Would you like to present your feedback to council in person?**

Yes

**Q34. Your name**

Kathryn Irvine

**Q35. Contact phone number**

**Q36. Email or street address**

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

not answered



**Respondent No:** 277

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 05, 2021 19:01:30 pm

**Last Seen:** May 05, 2021 19:01:30 pm

**IP Address:** n/a

- 
- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 50-59 years
- 
- Q5. **Suburb** Wainuiomata, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Strongly disagree
- 
- Q7. **Which option do you support?** Option 2: Maintaining current levels of service with modest additional investment
- 
- Q8. **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 2 - maintain current levels |
| Sustainable water supply         | Option 2 - maintain current levels |
| Healthy urban waterways          | Option 1 - significant increase    |
| Reducing carbon emissions        | Option 2 - maintain current levels |
- 
- Q9. **Which option do you support?** Option 1 (preferred option): Proactive approach to transport investment
- 
- Q10. **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 2 - reactive approach  |
| Road resurfacing                  | Option 2 - reactive approach  |
| Traffic safety                    | Option 2 - reactive approach  |
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**
- Make developers pay for not just on their property but also the additional upgrades to the existing network downstream of their development. Get on with the criss valley connection and the melling interchange. Get started on a second wainui access road.
-

Q12. Which option do you support?

Option 2: Rebuild the pool with a lower level of facility and services

---

Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

Dont move it just knock down the building and fence it off. Turn it into an outdoor pool the same as wainuiomata pool. Save \$50 mil

---

Q14. Which option do you support?

not answered

---

Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

Dont demolish any of it. Make it a foot access only wharf and only upgrade to that level.

---

Q16. Which option do you support?

not answered

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

Stop wasting money on it. Upgrade the flood banks and leave the rest to private developer's.

---

Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

Stop wasting our money on this garbage. This fluffy stuff is not important, the city will grow regardless of what you do, so do nothing and stop wasting your time and our money.

---

Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

No

---

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

---

Q21. Do you agree with the direction we are taking on connected communities?

No

---

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

---

Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

Our environment is doing just fine without you interference. Leave people alone to look after the environment themselves. Stop trying to create work for yourselves to justify the money you're wasting on trivial things.

---

Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

Stay out of it. Leave it to developers. Set the height m2 cover etc fairly and evenly in the DP then stop trying to manipulate the market. Your just screwing it up and turning our great city into a slum with no of street parking and skyrocketing crime.

---

Q25. **Which option do you support?** Option 1 (preferred option): 62% residential share of the total general rate

---

Q26. **Which option do you support?** Option 2: Maintain the current rural category definition

---

Q27. **Which option do you support?** Option 2: Retain commercial accommodation category

---

Q28. **Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

Stop trying to manipulate zoning. Your planing to chang rating to general residential on land that is clearly not. Some of it is commercial some is rural and some probable should be general residential. However you should be negotiating with the individual property owners to make these changes, not trying to short take a shortcut and sneak something through without the landowners agreement. There also seems to be unmentioned consequences that you are not being forthcoming about.

---

Q29. **Which option do you support?** Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

---

Q30. **Add here any other feedback on the development contributions policy**

not answered

---

Q31. **The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

Get forked. Start living within your means like the rest of us have to do. We've all had pay cuts and redundancies, while you muppets have been leaching off us and wasting in on rubbish like upgrading offices and employing more staff to do god knows what.

---

Q32. **Do you have any ideas about what you would like to see in/for the City going forward**

A realization that you work for us and right now I'm not seeing value for money.

---

Q33. **Would you like to present your feedback to council in person?** Yes

---

Q34. **Your name** Chris

---

Q35. **Contact phone number**

---

Q36. **Email or street address**

---

Q37. **Organisation name - only fill this out if you are giving feedback on behalf of an organisation** not answered

---



**Respondent No:** 21

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 04, 2021 11:45:42 am

**Last Seen:** May 04, 2021 11:45:42 am

**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.**

Q3. **Which option do you support?** not answered

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.**

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

We are concerned about the timing of implementation of the increase in development contributions. A large increase is proposed for some areas, this has had the reactionary approach from developers to seek resource consents prior to 1 July which has put extraordinary pressure on consultants to submit resource consents. In turn it will put extraordinary pressure on Council to process the applications. Council may seek external consultants to assist with processing but already there is a shortage of professional planners to assist as nationally there is a high demand for this work. We would ask that the increases are staggered over a period of time at smaller increments to give everyone involved time to plan for the increase whether it is financial planning or workload planning. In a post covid environment work place stress is high and Council should have a responsibility to its own staff and those in the community to help provide relief if a practical alternative is possible such as staggering the implementation of any increase.

Q6. **Which option do you support?** not answered

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

not answered

Q8. **Which option do you support?** not answered

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

not answered

Q10. **Suburb** Hutt Central, Lower Hutt

Q11. **Age** 50-59 years

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

Q13. **Your name** Colin McElwain, Cuttriss Consultants Ltd

# Puka whakahoki kōrero



## Feedback form

### Privacy Statement

We collect, use and disclose your personal information in accordance with the Privacy Act 2020 and our privacy statement. We will use your personal information, including your age and your suburb of residence, to help us understand the feedback you provide and inform our decision making. We will only use and disclose the contact details you provide for the purpose of contacting you about your feedback, or if you request a copy of your feedback. If you choose not to provide your contact details, we will not be able to contact you for these purposes. We will publish a summary of submissions online via the Hutt City Council website with any personally identifiable information removed.

### Demographics

Which suburb do you live in?

Wainuiomata

What is your age?

- |                                      |   |
|--------------------------------------|---|
| <input type="checkbox"/> Under 20    | <input type="checkbox"/> 20-29 years            |
| <input type="checkbox"/> 30-39 years | <input type="checkbox"/> 40-49 years            |
| <input type="checkbox"/> 50-59 years | <input checked="" type="checkbox"/> 60-69 years |
| <input type="checkbox"/> 70-79 years | <input type="checkbox"/> 80 years or over       |

Do you own or rent the home you live in?

- Own     Rent

Do you own a property in Lower Hutt that you do not live in e.g a rental or commercial property?

- Yes     No

### Priorities and options

The following questions ask for your feedback on the 6 priorities and the options and direction outlined in the Consultation Document for each.

Please rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021-2031:

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> disagree       | <input type="checkbox"/> neither agree nor disagree |
| <input type="checkbox"/> agree             | <input type="checkbox"/> strongly agree | <input type="checkbox"/> don't know                 |



# Investing in infrastructure

## Three Waters infrastructure

Do you support:

**Option 1 - Preferred option**  
Significant increase in Three Waters investment

OR  **Option 2**  
Maintaining current levels of service, with modest additional investment

Is there another way the investment in Three Waters could be put together?  
Let us know what your preferred investment combination looks like

Investment	Preferred option	
	Option 1	Option 2
Managing existing infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sustainable water supply	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Healthy urban waterways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Reducing carbon emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Transport

Do you support:

**Option 1 - Preferred option**  
Proactive approach to transport investment

OR  **Option 2**  
Reactive approach with reducing service levels over time

Is there another way the investment in transport could be put together?  
Let us know what your preferred investment combination look like

Investment	Preferred option	
	Option 1	Option 2
Cross Valley Transport Connection	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cycling & Micro-mobility programme	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Road resurfacing	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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## Naenae Pool

Do you support:

**Option 1 - Preferred option**  
A new Naenae Pool built that provides a similar facility and services as the existing pool

OR

**Option 2**  
A new Naenae Pool built with a lower level of facility and services compared to the existing pool

Please include here any other ideas or comments you have about the rebuild of Naenae Pool

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## Petone Wharf

Do you support:

**Option 1 - Preferred option**  
Bring forward budget to demolish part of the head and refurbish wharf to the 2021-2023 financial years

OR

**Option 2**  
Budget to demolish part of the head of the wharf and undertake maintenance in 2021-22. Leave the budget for the refurbishment in the 2032 financial year

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

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## Caring for and protecting our environment

Please share with us your thoughts and ideas on the proposed projects

- \* Agree with resource recovery area at Silverstream tip
- \* Public electric vehicle charging stations should be paid for by the user eg charge for electricity and private upkeep of charging unit by a separate cost recovery way
- \* Improve the carbon sink and well being of our forested public reserves by possum / rat bait stations to prevent browse that damages the biogenic ability to uptake carbon
- \* Use carbon credit funds to protect and expand our native bush areas.

## Increasing housing supply

Add here any thoughts or ideas relating to increasing the housing supply in Hutt City

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## Supporting an innovative, agile economy and attractive city

### RiverLink project

Do you support:

**Option 1 - Preferred option**  
Increase investment in RiverLink

OR

**Option 2**  
Maintain funding of RiverLink at current level

Add here your thoughts on the level of investment in this project and the approach to delivering this project

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Add here your thoughts or ideas relating to supporting an innovative, agile economy and attractive city

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## Connecting our communities

Do you agree with the direction we are taking on connected communities?

Yes  No

Add here your thoughts on the approach outlined and any other approach you feel would work better

Increase the number of street trees to increase our urban forest that is being lost by clearance for new home builds.

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# Development Contributions Policy

## Development contributions policy

Do you support:

**Option 1 - Preferred option**  
Retain a policy of meeting 100% of the Council's planned growth costs from development and financial contributions

OR

**Option 2**  
Fund part of the Council's planned growth costs from development contributions and financial contributions, and the remainder from another funding source, such as rates.

OR

**Option 3**  
Fund 100% of the Council's planned growth costs from a funding source other than development contributions and financial contributions, such as rates

Do you have any other feedback on the Development and Financial Contributions Policy?

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## Final thoughts

The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9 per cent in 2021/22. This equates to about \$2.50 per week per residential property (based on an average house value of \$629,000) or \$15.00 per week per commercial central property (based on an average value of \$1.6M).

What are your thoughts on this increase?

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Do you have any ideas about what you would like to see in/for the City in the future?

- \* more street trees that are native
- \* Walking tracks along Black Creek, Wainuiomata.

## Contact Information

Name:

Gary JAMES

Organisation name (only fill this out if your feedback is on behalf of an organisation):

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Email (or street address):

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Would you like to present your submission to Council in person?

Yes  No

(If yes) Daytime telephone number (so we can contact you to arrange a time)?

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**Do you agree with the approach to addressing the future of the Hutt City Communities Facilities Trust?**

Yes  No

Add here your thoughts on the approach outlined and any other approach you feel would work better

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**Financial sustainability and affordability of rates**

**Rates policy - Allocation of general rates between rating categories (residential and commercial ratepayers)**

Do you support:

**Option 1 - Preferred option**  
62% residential share of the total general rate

OR

**Option 2**  
63% residential share of the total general rate

**Rates policy - Changes to rating category definitions**

**Rural differential rating category**

Do you support:

**Option 1 - Preferred option**  
Align rural rating category with the District Plan

OR

**Option 2**  
Maintain the current rural category definition

**Remove the commercial accommodation rating category and merge these properties either into commercial suburban or central differential rating categories**

Do you support:

**Option 1 - Preferred option**  
Remove commercial accommodation category

OR

**Option 2**  
Retain commercial accommodation category

Add here any thoughts or comments about the proposed changes and/or financial sustainability in general

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**Respondent No:** 7

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 06, 2021 10:51:51 am

**Last Seen:** May 06, 2021 10:51:51 am

**IP Address:** n/a

**Q1. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

Has Hutt City have a plan to address light pollution? I have made previous submission which were ignored and this is a concern for many reason. The use of misuse of lighting impacts people's health, wastes energy, alters wildlife behavior and obscures the beauty of the night sky

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Q2. **Age** 40-49 years

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Q3. **Would you like to present your feedback to council in person?** Yes

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Q4. **Your name** Andrew Fuller

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Q5. **Contact phone number**

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# Development Contributions Policy

## Development contributions policy

Do you support:

**Option 1 – Preferred option**  
Retain a policy of meeting 100% of the Council’s planned growth costs from development and financial contributions

OR

**Option 2**  
Fund part of the Council’s planned growth costs from development contributions and financial contributions, and the remainder from another funding source, such as rates.

OR

**Option 3**  
Fund 100% of the Council’s planned growth costs from a funding source other than development contributions and financial contributions, such as rates

**Do you have any other feedback on the Development and Financial Contributions Policy?**

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## Final thoughts

The overall rates revenue rise needed to cover Council’s preferred options is proposed to be 5.9 per cent in 2021/22. This equates to about \$2.50 per week per residential property (based on an average house value of \$629,000) or \$15.00 per week per commercial central property (based on an average value of \$1.6M).

**What are your thoughts on this increase?**

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**Do you have any ideas about what you would like to see in/for the City in the future?**

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## Contact Information

Name:

**Steve Flaunty**

Organisation name (only fill this out if your feedback is on behalf of an organisation):

**Wainuiomata Trail Project**

Email (or street address):

**wainuiomatatrailproject@gmail.com**

Would you like to present your submission to Council in person?

Yes

~~No~~

(If yes) Daytime telephone number (so we can contact you to arrange a time)?

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6 May 2021



## Wainuiomata Trail Project submission to Hutt City Council 10 Year Plan 2021-2031

### What do we want?

Wainuiomata Trail Project (WTP) is working on the expansion of the shared trail network at Waiu Trail Park by creating a multi-use loop trail that encompasses the extremities of the park and links Wainuiomata to Lower Hutt via the very successful Te Whiti Riser.

This loop fits WTP's trail building strategy of creating loops of increasing difficulty the further you ride from significant hubs. In this case the trail will be easy grade (Grade 2) due to the width, surface and gradient but will be more difficult because of the total distance to complete the loop. Intended users are mountain bikers, walkers/hikers and runners which fits with current user groups on existing trails in this loop.

Sections of this loop can also be used to access existing trails within the park's network and areas identified for future trails.

The completed loop will be accessible from several entry/exit points between Te Whiti Park, Waiwhetu and Parkway, Wainuiomata which includes 3 existing carparks in Wainuiomata and Hutt Valley, and easy links to existing public transport routes. This allows users to complete the loop by starting and finishing at the same hub, or to enter and exit the loop at any of the other hubs and return to the start point by bus. **(See Map- Appendix 1)**

Existing major trails in the loop include:

- Te Whiti Riser
- ECNZ Road
- Wainuiomata Hill shared path and Pukeatua Bridge

We have broken the required future work into two major components being:

- Waiu Trail Park carpark, Waiu Street, Wainuiomata, to the intersection of ECNZ Road/Konini firebreak
- Intersection of ECNZ Road/Konini firebreak to top of Te Whiti Riser, South Exit

### Submission

Completion of component 1, WTP carpark to intersection of ECNZ/Konini, will enable users to complete the loop by using the existing ECNZ road from the intersection with Konini firebreak to the top of Te Whiti Riser.

Trail building has already begun on component 1 by dividing the project into 3 stages. The first 3.6km is made up of 1.1km of existing trail and 2.5km of new trail named Mohaka Meander (Stage 1). Of the remaining 4.5km of this trail, Stage 2 (2km) has been surveyed and quoted and Stage 3 (2.5km) is in the proposal stage. If full funding is made available at the start of 2021-2022 financial year this project would be completed early in the 2023-2024 financial year. **(See Timeline- Appendix 2)**



## **WTP is seeking \$180,000.00 from Hutt City Council to build 4.5km of multi-use trail**

- Starting at the end of Mohaka Meander (existing trail)
- Ending at the intersection of ECNZ Road/Konini firebreak
- 0.9m wide
- finished with a compacted gravel pavement surface for long term durability
- for use by walkers/hikers, runners and mountain bikers
- to compliment and connect with Te Whiti riser trail (existing)
- to connect Wainuiomata and Waiu Trail Park with Lower Hutt
- to allow for future expansion of the trail network at Waiu Trail park
- has current resource consent and is ready to start in the 2021-2022 financial year
- completed early in the 2023-2024 financial year

### **(See Cost Breakdown- Appendix 3)**

Component 2 is a concept only at this stage that has not been assessed for construction cost and is outside the scope of this submission.

### **Who is it for?**

Wainuiomata Trail Park has 3,355 total follows and 3166 total likes on Facebook.

Hutt City Council trail counter information from Te Whiti Riser for the period 2018-2020 shows an average of 3495 bikes using the trail per month, across all seasons. February is the most popular month with an average 4624 bikes using the trail. Two thirds of bikes entering the Te Whiti Riser do not return to the start of the trail but continue on the ECNZ Road.

User comparison data for Te Whiti Riser is not currently available but historic trail counter information shows that walkers outnumber bikers on this trail.

WTP installed bike counters in Waiu Park show that an average of 1465 bikes per month pass through the Wetland Loop, a short, close to carpark beginners trail that follows the Waiu Wetland (currently under restoration).

Stage 1 of Mohaka Meander, currently a dead-end trail, recorded an average of 332 bikes per month since installation on 8 December 2020.

Observations at Konini firebreak carpark, Parkway, revealed that the Konini firebreak is a popular walking trail. Completion of Stage 2 and Stage 3 of Mohaka Meander will offer walkers in this area an alternative short loop and an easier grade trail to ascend to the ECNZ Road.

The park area at the Waiu Street entrance to Waiu Trail Park is an attractant of various events including MTB race events (local and national), orienteering events, local harriers, X-Terra trail running series and mountain bike promotional days.

Continuous trail access to Waiu Trail Park from Te Whiti Riser via Mohaka Meander will make the park more attractive to the current user groups and grow participation.

## **Why should Hutt City Council invest in our vision?**

WTP believe that this project fits with these priorities of the Hutt City Council 10 year plan:

### **Connected communities**

- a) Enabling neighbourhoods and communities to shape their own futures- WTP has been working with HCC and GWRC since 2004 to create 40kms of multi-use off road trail. This has been complemented by HCC initiatives like the Wainuiomata Shared Pathway, Pukeatua Bridge and Pukeatua/Wainuiomata Hill lookout.
- b) Activating shared spaces to support wellbeing with a focus on physical and mental health, culture and heritage, and civic participation- WTP trails are well used by residents of Hutt City for mountain biking, walking/hiking, and running. Organised groups, including schools, are regular users of the trails to provide learning opportunities outside the classroom which include our natural culture and heritage. Mohaka Meander is one of the few trails in the Wellington region that provides access for all user group to vulnerable hard beech forest and critically endangered Kahikatea, pukatea forest (Ref- GWRC Forest Ecosystems of the Wellington Region 2018)

### **Supporting an innovative, agile economy and attractive city**

- a) To attract businesses and talent we have to make Lower Hutt an attractive city- WTP ranks as the 5<sup>th</sup> most popular New Zealand mountain bike destination as voted by users of Trailforks.com, the “go to” app for mountain bikers worldwide being built on a crowd-sourced data bank with over 250,000km of trails across the globe. The top 4 NZ parks are Whakarewarewa Forest, Rotorua, Woodhill Forest, Auckland, Mākara Peak, Wellington and Victoria Park, Christchurch, a mix of private funded (pay for ride) public funded parks that have received significant local authority funding.
- b) The 10 year plan proposes investing in economic growth- In a 2018 WTP survey, 60% of responders who used Waiu Park live outside Lower Hutt. Waiu Park hosted the 2019 North Island Schools Championships and 2020 NZ Schools Championship, both multi day events attracting families from around the country and resulting in accommodation and purchases made in Lower Hutt.

### **Investing in infrastructure**

- a) The 10 year plan proposes investing in high-quality infrastructure to help our people move around the city and enjoy community facilities- HCC currently invests \$50,000 per year in WTP. Construction methods used on the original trails did not provide the resilience required for modern, high use trails and now require remedial work to maintain their condition. WTP has agreed to use 40%, \$20,000 per year minimum on trail maintenance. 2020-2021 will see over \$35,000 spent on maintenance alone leaving only \$15,000 to be spent on new trail.

WTP's 2021-2022 funds have been assigned to completion of major restoration of the original, and most used, climbing trail and completion of a new family trail already under construction.

An average of \$10,000 per year is fundraised by WTP and is spent on tool replacements, supporting volunteer trail building and minor repairs/upgrades such as replacing damaged signs.

Current trail construction methodology requires a higher capital investment in the build phase but produces sustainable, low maintenance and ecologically sensitive trails with greater resilience to changing environmental exposure.

\$180,000 for 4.5km of all weather, multi use, sustainable low maintenance trail represents good value when compared to projects such as Te Whiti Riser.

b) Housing and population growth

As the number of dwellings, density of housing and population grow within Lower Hutt we need to invest in recreational infrastructure to support healthy lifestyles. Parkway rise development is one of the access points to the proposed stage 2 and stage 3 of Mohaka Meander. Stage one of Parkway Rise created 69 new family sized houses and stage two, nearing completion will see a further 66 new family homes in the immediate area.

Waiwhetu/Waterloo, near the Te Whiti Rise, is seeing an increase of housing density with several current projects creating up to 6 dwellings per site previously occupied by a single dwelling.

## Ngā oranga e whā

c) Oranga taiao- Environmental Wellbeing

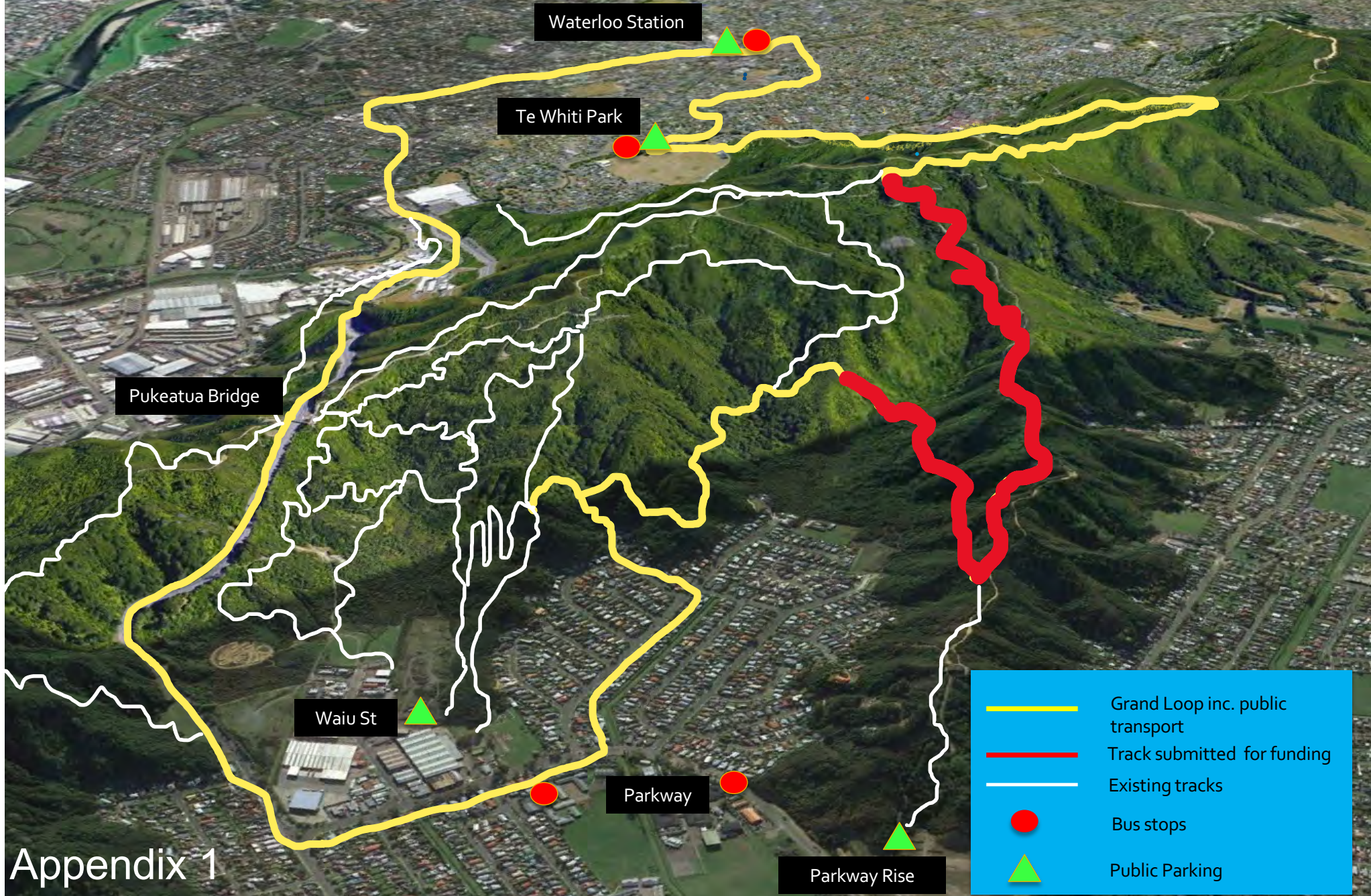
This proposal intends to create sustainable access through some of Lower Hutt's premium natural environment and to make our natural environment accessible to all.

*A healthy and accessible natural environment has direct positive effects on our health and wellbeing. It provides opportunities to participate in physical activity and facilitates the development of social capital through connections made and restorative effects (From DOC publication The Contribution of Natural Environments to Our Health and Wellbeing- Also quoted in the HCC draft 10 Year Plan 20210-2031)*

Wainuiomata Trail Project is requesting \$180,000.00 to build 4.5km of multi-use off road trail by January 2024 to the immediate benefit of those living and working in Hutt City.



# WTP Submission for funding to complete the Mohaka Meander track 2021



Appendix 1





2021-Qtr 3 Commence building of Stage 2

2021 –Qtr 4 Survey Stage 3

2022- Qtr 1 Final gravelling of Stage 2

2022- Qtr 3 Commence building Stage 3

2023- Qtr 3 Final gravelling of Stage 3

**OPEN TO PUBLIC JAN 2024**

# Track Build Timeline

Appendix 2

# Mohaka Meander

Completed in 2019 -2020

	Survey	Build	Gravelling	Total (ex GST)
Stage 1 2.50km	Finished	\$66,958.50	\$22,083.50	\$89,042.00

To be built – Submission to Council

	Survey	Build	Gravelling	Total (ex GST)
Stage 2 1.83km	Done	\$57,030.00 Quoted	\$16,335.50 Estimate based on Stage 1	\$73,865.50
Stage 3 2.66km	From WTP Annual allocation	\$82,885.60 Estimate based on quote of Stage 2	\$23,480.00 Estimate based on Stage 1 actual	\$106,365.60
				<b>TOTAL (ex GST)</b> <b>\$180,231.10</b>

## The Cost Breakdown

Appendix 3



**Respondent No:** 63

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 19, 2021 18:11:28 pm

**Last Seen:** Apr 19, 2021 18:11:28 pm

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	not answered
Q3. What type of property do you own?	not answered
Q4. Age	70-79 years
Q5. Suburb	Eastbourne, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Strongly agree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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 1 - significant increase
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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.	
Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment	
Transport..suggest that the development of a system of small feeder buses to take commuters to the Rail Hubs. Park and Ride even if charged for is a poor option we need to remove cars from the roads. to an extent the Cross Valley Link and River Link are not consistent with this. In combination with this increased load on SH2 including Transmission Gully will have a disastrous effect on Central Wellington. Also this suggestion is consistent with a "Climate Emergency"..we need a mode shift.	



Q12. 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

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Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

not answered

---

Q14. Which option do you support?

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

---

Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

not answered

---

Q16. Which option do you support?

Option 1 (preferred option): Increase investment in RiverLink

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

See previous....we are stuck with existing decisions...we need the flood protection and City development but could do with out the increased traffic load... so a less ambitious traffic option would be preferable.

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

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Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

Yes

---

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

Very supportive - essential

---

Q21. Do you agree with the direction we are taking on connected communities?

Yes

---

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

The governance would be improved by increasing the role for Community Boards - these have become minor appendages and could be a lot more valuable.

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Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

Proposal are sound enough - but note comments under Transport.

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**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

Support the proposals....note a policy to provide infrastructure including public transport should be in place in advance of development.

**Q25. Which option do you support?**

Option 1 (preferred option): 62% residential share of the total general rate

**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

**Q30. Add here any other feedback on the development contributions policy**

not answered

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?**

Sadly because of previous negligent policies increase are necessary...actually a combination of increased debt and modest rate increases may be necessary to achieve the progress necessary to get on top of performance problems.

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

I support the continued progress towards the Hutt being a nice place to live with a progressive, aware council. We can be very proud of our city but must continue to upgrade our Infrastructure and City planning to eliminate disparities in our Social Structure.

**Q33. Would you like to present your feedback to council in person?**

Yes

**Q34. Your name**

Derek Wilshere

**Q35. Contact phone number**

**Q36. Email or street address**

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

Common Sense Solutions

The Mayor and Councillors

## GENERAL RATES AND UNIFORM ANNUAL GENERAL CHARGES

### Introduction

In 1988, the passing of the Rating Powers Act enabled Councils to obtain up to one third of rating revenue from uniform annual charges (UACs). A UAC is a standard rate that is applied to each title, unit title or separate rentable space. It is commonly referred to as a targeted rate. Since the passing of that legislation, Hutt City has always applied the maximum proportion of one third of revenue collected to a uniform annual charge. As a result, Council's rating revenue is configured as follows:

YE 2020	General Rates:	\$72.57m
	Uniform Annual Charge or Targeted Rate:	\$35.3m
	Total Rates collected:	<u>\$107.8m</u>

The existing Targeted Rates applying to each title is \$519 (wastewater) and \$433 (water) which is a total of \$1008 on each residential title. (There is also a modest targeted rate for solid waste, but this will be altered by Council's proposed changes to solid waste collection if approved by the consultation process).

In the consultation document, Council proposes to increase the wastewater rate from \$519 to \$559 and the water rate from \$489 to \$501 per title per annum.

### A uniform Targeted Rate Increases Inequality

In this submission, it is considered that targeted rates are a regressive contribution to inequality and that the proposed increase will exacerbate this regression. This is not to say that the rates and proposed increases should be reduced – all the evidence suggests that they are too low anyway – but to argue that the general rate in the dollar should be increased and the targeted rates reduced.

The effects of this can be quite startling. Consider for example, the rates on a small one-bedroom unit titled apartment valued at \$300,000:

Targeted rate: (wastewater \$519 plus water \$433)	\$1008.00
General rate: $\$300,000 \times 0.00257546 =$	\$754.05
Total Rates (excluding GWRC)	<u>\$1762.05</u>

Consider the same property in Wellington City:

Targeted Rate: (wastewater \$116.36, water \$167.38) =	\$283.74
General rate: $\$300,000 \times .00376 =$	\$1130.70
Total Rates (excluding GWRC)	<u>\$1414.44</u>

As is apparent, the rates on the Wellington City property are some 25% lower than the Hutt City property of the same value, although both municipalities may be raising the same proportionate revenue. The reason for this is that the targeted rates in Wellington City are lower while the general rate is higher. The opposite is the case for Hutt City.

The Local Government Act requires Local Authorities to consider the matter of the ability of ratepayers to pay the rates applied to them. Hutt City is on the edge of that principle by distributing the highest proportional impost on those with the least ability to pay, in the sense that people on lower incomes will (predominantly) reside in lower valued properties.

It is presumed that people living in smaller, lower valued properties consume less water and sewerage than those living in larger more valued properties, yet an equal impost is applied in both cases. In addition, there is no necessary connection between the amount of revenue raised by the targeted rates for water and sewerage and the money spent on those items.

### **Conclusion**

This submission asks Council to consider reducing the targeted rates and increasing the general rate on the grounds that it is not equitable that a property with several bedrooms and ablutions should pay the same for water and sewerage as a bed-sit apartment. If, for example, the targeted rate was reduced to say, \$200 and the shortfall applied to the general rate, some two thirds of the properties in Hutt City would be reduced and one third increased.

It is obvious that deliberations on this matter would be significant and it is not suggested that there could be an immediate response.

I would like to present this submission in person.

R. J. (Dick) Werry

4<sup>th</sup> May 2021

Neill Bryce & Rachel Monerasinghe

Belmont  
Lower Hutt 5010

Simon Edwards  
City Wide Councillor  
Hutt City Council  
Private Bag 31-912  
Lower Hutt 5040

Dear Simon,

We are writing to you regarding the proposed changes to our rating category. We are the owner-occupiers of one of the 54 properties that will be subject to a rates increase should the rural differential rating category proposal be adopted as part of the 10 year plan. We agree with the general concept/model of the proposal which is fair and reasonable in most cases and therefore we will not be making a submission on the proposal itself, however we believe that in our case the model does not reflect the reality of our situation as for all intents and purposes we are rural.

While our land area is less than one hectare we do not have access to any town services (drinking water, waste water & storm water). There is no footpath within a few hundred metres, no off-street parking and no fibre internet.

Should we be caught up in the proposal we will find ourselves in a situation where we are paying more rates than neighbouring properties of higher value and which are closer to public transport and in some cases with town services.

We invite you to visit our property so that you can see the reality of our situation first hand. We will make ourselves available to a time of your convenience.

Kind regards,



Rachel Monerasinghe

**Submitter name:** Geoffrey Coleman

**No physical submission**



**Respondent No:** 369  
**Login:** Engagement Advisor  
**Email:**  
vt.nz

**Responded At:** May 08, 2021 13:06:19 pm  
**Last Seen:** May 11, 2021 23:42:47 pm  
**IP Address:**

- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 70-79 years
- 
- Q5. **Suburb** Avalon, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Disagree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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.**
- 
- Q9. **Which option do you support?** Option 2: Reactive approach with reducing service levels over time
- 
- Q10. **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 2 - reactive approach  |
| Road resurfacing                  | Option 1 - proactive approach |
| Traffic safety                    | Option 1 - proactive approach |
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**

Three Waters: Like Wellington CC, I note the qualification by the Auditor regarding the quality of the information provided by Wellington Water. I do not support the installation of water meters as planned until there is sufficient reliable / credible data to support the saving of water by all parties - suppliers, distributors and all users including industrial, recreational etc, Transport: I do believe it does not go far enough as no mention is made of easing congestion in the northern part (over 25% of the population) of the HCC domain. The recent survey in the whole HV areas as to what the greatest concern for residents was traffic congestion. This proposal does not any of that at all. The main arterial routes are becoming more congested and with the recent hour building programme regarding no off street parking this current congestion will only significantly increase.



Q12. 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

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Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

I would question the over design of the pool - I do not see the advantages of including a gym in the facility when there are ample facilities already.

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Q14. 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

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Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

I would provide to fully refurbished it in the highly likely vent that East-West Cross Valley link does not proceed in the later part of this Plan.

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Q16. Which option do you support?

Option 2: Maintain funding to RiverLink at current level

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Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

Project has significant risks in relation to 'turning CBD toward river'. This project element should be extended beyond the 10 year plan period. I support the the Melling Interchange and adjustments of HCC linked roads. Also the river straightening and the pedestrian / cycleway over the river. However this project has a number of risks attached to it - none so more than the proposal to change the CBD to move towards the river. The extension of the Queensgate Mall will make it even more difficult to achieve the objective for the CBD. Also at the moment the indicators are that the gross cost will be \$120M for HCC - this is before the QS has actually fully costed the project which his likely to be of the order of \$200M - can HCC really commit to this level of expenditure for 1 project. This risk is also increased when the taxpayer / ratepayer recognises that this project will cost something like \$500M. It will signify the end of any other projects of this nature - e.g. Kelson / Kennedy Good Bridge interchange. Perhaps even the Cross Valley Link?

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

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Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

No

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Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

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Q21. Do you agree with the direction we are taking on connected communities?

Yes

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**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

Takeover of Hutt City Facilities Trust should not be at a rate payers expense

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**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

not answered

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**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

Urban Plus profits (per house) should be made more visible

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**Q25. Which option do you support?**

Option 1 (preferred option): 62% residential share of the total general rate

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**Q26. Which option do you support?**

not answered

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**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

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**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

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**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

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**Q30. Add here any other feedback on the development contributions policy**

not answered

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**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?**

Still to high increase given CPI etc. Council should prioritise its spending i.e. remove some of the activities that are vote catching only. While the HCC is obliged under the Local Authority Act to submit a "Balanced Budget" - to submit a plan that shows that this will take place in year 2028/29 (year 8 of the Plan) is a bit misleading to ratepayers-the probability of this happening is zero. I would go to say that the HCC has done this purely to satisfy its statutory obligations. The HCC has had the benefit of falling interest rates since the last 10 year Plan was submitted-this in turn has allowed the current Council some latitude in its operating expenditure. The HCC revalues its assets on a regular basis and this adds to the deficits that must be funded by the ratepayer-this aspect is not revealed to the ratepayer.

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

Seaview Marina-why does the HCC continue to invest in an organisation which has a non-commercial return to the shareholders (3.4%) and a very low dividend policy. Could not the investment be better utilised by the HCC? Urban Plus.In addition to its other activities, Urban Plus develops “affordable” housing on behalf of the HCC. Yet according to its latest Annual Report the 2 major projects (Central Park-34 houses and Waterloo-27 houses) are generating some \$125k profit per house. Why does the HCC as 100% shareholder seek a dividend payment from UPL. In 2024 the projection is for UPL to have a net surplus of \$13m.While I note that the Plan states that there are no Ratepayers Funds involved-profits are about returns to shareholders-they carry the RISK-and their representatives are responsible for managing the HCC on behalf of the Ratepayer Prior Decisions: I note the absence from the detail Draft detail plan of any reference to the financial outcome of previous decisions made by the HCC. Eg that cost/investment relating to a projection for the change in the Rubbish collection systems and the Beltway (Pomare to Waterloo). Perhaps someone could point me to these items.

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**Q33. Would you like to present your feedback to council in person?** Yes

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**Q34. Your name** Gary Quirke

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**Q35. Contact phone number**

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**Q36. Email or street address**

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**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation** not answered

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Level 3  
15 Daly Street  
Lower Hutt  
Wellington 5010

6 May 2021

Hutt City Council  
30 Laings Road  
Lower Hutt  
Wellington 5010

Dear Mayor and Councillors

**RE: LONG TERM PLAN SUBMISSION**

The Hutt Valley Chamber thanks you for the opportunity to provide a written submission on the Long Term Plan.

Our submission is based on the extensive engagement we have had with the business community in the last 4-5 months since the draft Long Term Plan was released for pre-engagement and engagement. We thank Hutt City Council for its support in communicating the key aspects of the Long Term Plan where it relates to the business community.

As a Chamber we were pleased with the response from the business community, hosting approximately 75 people at a Mayoral Breakfast on 14 April and another 30 people at a specific workshop focused on the Draft Development and Financial Contributions Policy. We have also run a five-month programme communicating details of the RiverLink project to the business community. The very constructive Spotlight on RiverLink event held in March provided an effective forum for discussion and feedback. Thank you to the Mayor, Councillors and officers who attended these events, presenting relevant and useful information, answering wide-ranging questions and discussing the various aspects of the Long Term Plan and RiverLink.



While the discussions and events themselves served to provide direct feedback to Council from across the business spectrum, the Chamber is pleased to supplement those direct engagements with a written letter to outline key aspects. This letter is provided in addition to the pre-engagement letter and presentation provided on 9 February 2021 and 21 December 2020 respectively. To avoid duplication, we kindly request Council to reconsider the points made in that letter and presentation in conjunction with this submission.

### **Commercial Rating**

There has been little response from the business community on the proposed changes to the rating differential. The Chamber considers that as the information presented is based on averages and percentages, this does not provide the full picture of what the impact will be on some individual businesses.

Clearly the impact will be felt differently across the commercial sector, with some businesses experiencing little differences and others with increased rates over the next few years. This will only be clear to those businesses when they receive their rates invoice using the new proposed differential.

In this current economic climate, the business community continues to face ever-increasing costs. This is still being reflected in our local business confidence surveys, with interim data from the current survey showing almost 60% of local businesses are seeing costs increasing. They also expect to see this continuing for the next 3-12 months.

The fact that between 68% and 80% expect profitability to stay the same or worsen over the next 12 months indicates the cost pressure that businesses are under. They are continuously being squeezed by increasing costs relating to employment, compliance and very strained supply lines. The ongoing negative economic impact of COVID-19 also remains the single biggest barrier for business at a local and national level.

The Chamber would like to see a more detailed analysis of the rating differential based on actuals rather than averages, along with consideration of various different segments of the business community. This analysis would give businesses a clearer picture of the impact of the rating differential decisions proposed in the Long Term Plan.

While the staged increase softens the blow of the actual business rates increase, it is a substantial increase that business people will not welcome.

Business is in a far from resilient place right now and unable to keep absorbing rapidly increasing costs. Already the business community is facing wage rises, a new sick leave entitlement and increased supply costs, along with more uncertainty and risk than they have ever considered. Business takes a very long time to recover. It is not just a matter of a few more sales. Many “big” decisions for businesses have been on hold – training, new recruitment, investment in plant, premises improvement, product development, etc. These factors all slow growth and a return to profitability and replacing financial reserves are depleted.

As COVID-19 is now understood to be with us for several years, these rate increases further add to the pressure on local businesses. It does nothing to support existing businesses that support the

local community and employ locals. It is also counterproductive in encouraging new businesses to move to Lower Hutt.

## **Development and Financial Contributions Policy**

From our numerous meetings, conversations, and events with the business community, the proposed new Development and Financial Contributions Policy in the Long Term Plan has attracted the most attention and interest.

The business community desperately needs investment in infrastructure and supports Council's focus in this area. However, exactly what the infrastructure is and how it is funded has been much debated. The proposed Development and Financial Contribution Policy will certainly drive up the cost of local developments, both housing and commercial. These increased costs will be passed on to the homeowner, residential tenant and the commercial tenant right from the time of occupancy. This all serves to make housing more unaffordable. As a business community, it is equally important that employees find affordable homes and employers find affordable commercial premises.

Our previous pre- engagement letter dated 9 February outlined the potential loss of local business with the option to relocate further north along SH1. This is an ongoing concern that is turning into reality. Areas such as Horowhenua are looking to unlock new land for greenfield commercial and industrial developments. We are now seeing local manufacturing/distribution businesses pursuing this option, having already moved in the last few months or preparing to do so.

As costs increase in Lower Hutt, businesses are seeking larger commercial spaces in which to develop new sites. They are also looking for areas where housing for staff is more affordable and accessible.

While many neighbouring regions are experiencing significant growth across both commercial and residential sectors, not all are implementing such significant financial contributions to fund infrastructure investment immediately. While the Chamber is in support of some contribution from developers, the current programme is being implemented with a large fee being charged in a very short space of time. This is causing a major demand spike on local businesses to get developments secured before the fees come into place. Many businesses in the industry are experiencing considerable pressures in delivering services.

It was also very clear in the engagements across the business community that there was very little knowledge and awareness of the Development and Financial Contributions Policy and the extent of the proposed changes. Given the focus of the business community being largely on COVID-19 recovery this is perhaps not surprising, along with the short time frame for implementation. More engagement and education is needed. Despite Council's efforts to engage much of the feedback following the Workshop on 28 April was that most people had little idea of what this policy was or how it affected them, and that many more businesses needed to know about it. There was a widespread concern that the policy was a fait accompli with their input not valued or genuinely sought. While the Chamber reassured them this was not the case, it is a sentiment that Hutt City Council should be aware of.

In our workshops it was clear there were other options that should also be considered, alongside development and financial contributions, such as joint infrastructure development agreements where local council and local developers worked together to upgrade the infrastructure. This could be especially effective for a combined approach to dealing with the impacts of climate change. Such a joint infrastructure development agreement could include rain water collection from each building, transport infrastructure, parking and other community services such as green spaces.

Other councils across New Zealand are considering a range of combined funding mechanisms for much needed infrastructure investment, including a combination of:

- Financial contributions
- Development contributions
- Targeted rates
- Special purpose vehicles (finding from homeowners for specific developments)
- Development agreements (where Council and developers jointly fund key infrastructure, and development contributions are reduced to reflect infrastructure costs met by the developer)
- User charges
- Asset sales
- Rates revenue
- Loans
- Subsidies and grants

The Chamber would like to see Hutt City Council consider a more balanced funding regime. This would soften the current pressures on local business, reduce the initial costs and provide a wider range of options for dealing with new funding pressures in the future as well. A mixed funding model would help futureproof the funding of much need infrastructure by providing a range of levers to pull as needed over time.

Local businesses are frantically working with developers “to get in” before this policy comes into effect. Ongoing labour shortages and other pressures on business are exacerbating the situation. We recommend Council considers extending the timeframe, adding in additional stages over time, phase the fee increases in smaller increments and consider a more diversified funding programme. We would also like to see additional engagement opportunities with the business community taking place.

### **Parking and Transport Infrastructure**

Access to affordable and convenient car parking remains a primary concern for business. This is a topic that dominates all discussions in the business community concerning local infrastructure. The current Long Term Plan provides no acknowledgement of this issue or potential solutions.

While roading transport may not be fashionable amongst government it is a core aspect of infrastructure which supports the business community. It is as important to employers as it is to employees. From a business perspective, Lower Hutt public transport infrastructure is not an effective option given its unreliability, very limited network and a lack of options for most businesses. The Hutt Valley Chamber is currently undertaking research into the use of private and public

transport in our business community and it is very clear we are heavily reliant on our roading and parking network to enable productive business.

Interim survey results show the following:

- 93% of businesses have staff using their car to commute
- 75% of local Lower Hutt businesses have people travelling from outside of the city for work
- 38% have people commuting from Upper Hutt
- 46% have people commuting from Wellington city
- 26% have people commuting from Porirua
- 28% have people taking a bus to work
- 25% have people walking to work
- 24% have no private parking for staff
- 48% have people using free on street parking
- 58% have people using some on-premise parking.

The current state of local roading and parking infrastructure is causing extensive frustration and cost and is making Hutt City an uneconomic and unpleasant location for business. In our post COVID-19 working environment, people are clearly choosing to no longer venture into the previously bustling CBDs of Auckland and Wellington and this is a trend we are now seeing the world over. Congestion, traffic frustration and the increasing cost of business and cost of living drive people to make new choices. Lower Hutt could easily be seen in the same light as Wellington CBD, with more suitable lifestyle and business options being found elsewhere.

#### *RiverLink*

The Hutt Valley Chamber would like to acknowledge the engagement the Hutt City Council has undertaken with the business community to discuss and understand the short-term impacts of this project during its build phase.

We are very pleased to see new energies being put into assessing carparking options, new traffic flow analysis and an interest in considering some local business involvement in the build. The Hutt Valley Chamber of Commerce remains an avid supporter of this project which is clearly needed by the business community.

Recent media reports are concerning however, bringing some doubt around the central government funding of the SH2/Melling interchange aspects of the build. The Chamber has expressed these concerns directly with the Minister of Transport and requested a meeting with him to ensure Melling is not overlooked in the reassessment of central government-funded infrastructure developments. (A copy of the Chamber's letter to the Minister is attached for reference.) We are pleased to also see similar concerns being raised with the Minister by Hutt City Council.

Any doubt raised as to the delivery or delay of this project is detrimental to our business community, not only in Lower Hutt but across the Hutt Valley and wider Wellington region.



### *Transmission Gully*

While we acknowledge this project is not the domain of Hutt City Council, we would like to raise with Council the need to plan for the opening of Transmission Gully. While the actual date of this road may not yet be confirmed, when it does open it is likely to have a significant impact on the local city roading network in Hutt City.

The Chamber is acutely aware that commercial operators, trucking companies and other heavy transport operators intend to use the Transmission Gully/SH58 connection extensively to move their products from SH1 to the Hutt Valley.

Traffic modelling reports we have reviewed for Transmission Gully/SH58 seriously underestimate the expected traffic flows from Transmission Gully to the Hutt Valley. We are expecting to see a significant increase in traffic from the Haywards/SH2 intersection extend through to Petone, with increased congestion at Kennedy Good Bridge, Melling and Dowse interchanges. Of particular note is the Kennedy Good Bridge intersection. This will become the shortest route for heavy traffic from SH1 through to Seaview/Gracefield which will increase traffic, including hazardous loads, through the residential areas between Kennedy Good Bridge and Seaview/Gracefield.

Transmission Gully also potentially opens up some new opportunities for commercial development on the Lower Hutt side of SH58.

The Chamber would like to see Hutt City Council undertake an up-to-date analysis of the change to traffic flows, commercial zoning, housing and infrastructure demand that Transmission Gully will have on the Lower Hutt business community.

### **Conclusion**

Lower Hutt is very well served by its business community. Together with Upper Hutt, the Hutt Valley is the engine room of the Wellington region. Our strong business community is one that many new businesses would be pleased to become involved with. In this post COVID-19 environment, there are numerous opportunities for the city.

Going forward, the Chamber would like to see the long term planning process include new ways that we can help make this city a more attractive and productive place to do businesses, strengthening investment and commitment from local business. We would like to see such planning include more information targeted at the business community specifying how Council supports the health and resilience of the business community and in doing so, supports the whole community.

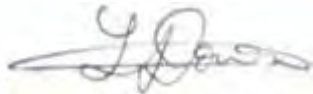
An innovative, agile economy and an attractive city is not enough. Lower Hutt needs to be a city where business is welcomed and encouraged. We can attract businesses from all over the region and we already are, but congestion, increased costs and lack of available premises are already making it difficult for businesses to base themselves here. Other regions are actively encouraging our larger businesses to relocate.

The Chamber wishes to be heard in support of our submission (and our aforementioned previous letter and presentation) when that opportunity is available.

If you would like to discuss any of the issues raised, then please contact Helen Down at [ceo@hvchamber.org.nz](mailto:ceo@hvchamber.org.nz).

We welcome further engagement with Hutt City Council on the planning process and we look forward to working with you to help you incorporate the needs of the local business community in this Long Term Plan.

Your sincerely

A handwritten signature in black ink, appearing to read 'H Down', with a long horizontal flourish extending to the left.

Helen Down  
**CEO, Hutt Valley Chamber of Commerce and Industry**

Submission,

I am writing to support the Queen Street upgrade. My name is Linda Olsen and I manage Wainuiomata Marae.

Queen Street is long overdue for a full makeover. It has gotten very run down and it needs to match the new Countdown. We need a place that kaumatua and whanau can gather and the civic square is perfect. Wainuiomata has nearly 19,000 people and the town centre is in a terrible state. We want a centre that we can all be proud of and is safe.

The civic square looks wonderful and should include the café and the seating and deck is good.

I would like to be included in an oral submission

Linda Olsen

Wainuiomata Marae

Wainuiomata@xtra.co.nz

## TEAM Naenae Trust

### Submission to the Hutt City Long Term Plan 2021-2031

6 May 2021

TEAM Naenae Trust (a registered charity since 2004) has the purpose of promoting, establishing and coordinating community based initiatives and resources that develop; appreciation of different cultures, environmental concern and action, community safety and crime reduction, youth programmes, and access to community information and facilities. This submission was presented to the Naenae Community Meeting of 5 May 2021.

The Trust acknowledges the work the Council has put into this LTP, and the efforts made to produce a Plan that seeks to meet the immediate post-Covid situation while also considering the impact climate change will have in future – all within the needs of the City here and now.

#### Community Facilities Trust

- We agree with the proposal that the Council transfers the Community Facilities Trust to Council to reduce administrative duplication and simplify the relationship between Council and the communities the facilities are in.

#### Community connection

The Trust has always supported the involvement of Council in a co-development / partnership role with community partners. This has not always been easy to do, but when Council assists the community to carry out community-oriented programmes, the results are more satisfactory to all parties.

The formation of the Whakatupu Ngaengae Community Advisory Group (for Naenae projects) is an example of this refreshed approach and the Trust is eager to see how well Whakatupu Ngaengae brings the communities' voices and views to projects in Naenae – the most significant being the Pool and the Spatial Plan (see later).

We support Council's programme of monitoring and smoothing footpaths and related infrastructure to enable people of all mobilities to actively get around their neighbourhood and city as much as possible. We also support the cycleway and shared path programmes for the same reason.

- The Trust requests Council evaluate, with intentional community engagement, the state of bus stop curbing and camber for fitness for purpose, and engage in remedial works to improve bus access for all bus users.

There are many examples on the 130 route alone where the curbing is relatively low to the bus's step (even if it kneels), or the curbing is the high point of a grassy slope away from the road. Stop 9165 (Waterloo Stop A) has horrific camber and stop 9166 Waterloo Road is an example of the grassy slope – treacherous when wet. The Naenae terminating stop dumps passengers into a narrow, curbed off, grassy island – totally off-putting for less-than-able-bodied passengers. These situations are disincentives to using the bus. We ask Council to evaluate identified stops with a view to making them friendlier to all bus users. Involve the community in this identification process, and Council may achieve a lot more engagement with the bus system as a result. (If you're open to naming electric rubbish trucks through community involvement, you can involve us in improving the bus infrastructure.)

## Naenae Pool

- The Trust supports the allocation of the \$68million upper limit for the Naenae Pool project.
- We also support the intention that it is built as a Green Star building which maximises its climate and quake resilience, its self-sufficiency and reduces its environmental impact both as it is built and in operation.

These attributes should lead to a more efficient (cheaper) facility to operate. With an intended lifespan of at least 70 years, and the impacts of climate change over that time, it makes sense that we build a facility where our mokopuna can look at it in 2090 and say “I’m glad they built a resilient, future focussed facility that meets our needs and still gives us enjoyment and satisfaction” rather than “why didn’t they spend that little bit extra and do [x]?!”

## Naenae Hillary Court community facilities / Spatial Plan developments

- The Trust supports the retention of the \$9m previously allocated for the Naenae Hub project to develop community facilities as part of the rejuvenation of the Naenae Hillary Court, and to set the framework for the implementation of the Naenae Spatial Plan (NSP).

**The use of the funding for community facilities is a critical part of building the resilience of the community.** The Trusts views the opening of these facilities as something to achieve as soon as practicable. The trust recommends funding of other community projects, roading, footpaths, lighting, etc. could be found from other sources.

One of the reasons for this reservation on this allocation is that Naenae, unlike other suburbs like Moera, Taita-Pomare, Stokes Valley, does not have a community house as such. The Trust and other community service organisations occupied publicly accessible spaces in the now-closed Naenae Hall. The absence of this public service space in the centre of Naenae is a significant loss of community amenity that can be remedied with careful use of this allocation. This would enable The Trust, Naenae Community Cinema, Wesley Rata Village, other service groups such as Plunket (who was in the Hall too), or co-working groups could create a synergy of activity and energy – especially while the Pool is being re-built.

The Trust views the NSP as an essential piece of the City’s growth, climate change response and resilience planning – one that dovetails nicely with the Wellington Regional Growth Framework and Plan Change 43. If the City is to grapple with the twin challenges of increasing population and reducing land in low-lying areas to house new people, the main response must be intensification of already established areas - such as Naenae.

- With the NSP already under active development, the Trust encourages Council and the community to progress it as a pilot to inform similar local spatial plans now under consideration.

## Resilience

As recently demonstrated by the Covid-19 emergency, and the growing awareness of a future that may have increasing numbers of disruptions as well as no significant change in the general population’s socio-economic mobility, **it is important that Council supports communities as they seek to increase their self-reliance and resilience** – both in response to ‘shocks’ but also day-to-day.

The Trust urges Council to consider how it can use local/community reserve green spaces to achieve these resilience goals while also enhancing neighbourhood connectedness, belonging and health outcomes **by supporting the development of neighbourhood community gardens**. There are many examples both in Aotearoa and overseas, and one or two in the Hutt, where plots of land can be

activated for this purpose. The Trust already has a gardening group, and some ideas for community gardens sites. We doubt we are alone in this, and the Council recognises this is a worthwhile form of day-to-day and shock-event social insurance.

- We request Council to allocate a resource for the City to call upon to seek advice, provide seed funding, gain access to materials and stock, and develop a network of local community gardens to re-build the knowledge of how to grow good things in the Valley.

The Trust also has the Naenae Village Market as an outlet for any surplus once the gardens are established. We note one side benefit of giving reserve land over to gardens is that council's mowing contracts can be reduced – reducing the carbon and litter footprint from mowing.

Finally, “a city where everyone thrives” is a worthy vision. Living in Naenae (but not peculiar to it at all), we are aware of the ongoing impact of our past destruction of the natural environment, and our current activities. We have recently begun to hear kiwi in our eastern hills again; we now regularly see karearea passing through. Flocks of tui, some bellbirds and kereru are present near the bush margins. However, there are also increasing numbers of deer, possums remain an ongoing issue, and the rodent and wasp populations are still an ever-present danger to bird life and nuisance to human health and property.

- The Trust urges Council, in collaboration with other regional partners (DOC, GWRC), to implement focussed pest eradication campaign/s that engages local communities in this worthwhile long-term objective.

Eradication of pest mammals in our environment would enhance our enjoyment of this place, reduce ongoing costs from their damage, increase engagement with our natural world, enable our very stressed endemic species to thrive again, and enable our bush and soils to help us by sequestering many additional tonnes of greenhouse gasses. (If the land-locked Canadian province of Alberta can be rat-free – then why can't we?)

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**From:** Sarah O'Neill  
**Sent:** Thursday, 6 May 2021 8:41 AM  
**To:** haveyoursay  
**Cc:** Sarah O'Neill  
**Subject:** Proposal from Wainuiomata High School students.

06/05/2021

The Mayor and Councillors  
30 Laings Road  
Private Bag 31912  
Lower Hutt 5040

**For the 2021 Long-term plan submissions.**

Tena koutou katoa,

Our group of Wainuiomata High School are submitting a proposal for the development of a new skatepark in Wainuiomata to the E whakatika ana i ngā mea matua - Getting the basics right, Long-term Plan 2021-2031.

**Background of the korero:**

- The current skatepark is in a very poor state and is not used by many.
- Within the *2015 Te Hā Rangimārie o Wainuiomata, Breathe easy Wainuiomata* development plan there are multiple references that state *“the current range and quality of activities were not meeting their [the communities] needs. In particular, a lack of family, youth and child-friendly activities was identified.”* (p.32)
- Within the document it is suggested that in phase 3 (years 4-5+) that a concept plan be developed for the Wainuiomata skatepark (p.56). And, further in the document, the current underutilised skatepark is identified as one of the challenging things in Wainuiomata (p.65) and one of the areas identified by the community as something they want to see in the town centre (p.68).

This is in line with the community aspirations to increase awareness of Wainuiomata as an attractive and affordable lifestyle choice, connect all communities to a vibrant town centre, foster our arts and culture and develop Wainuiomata as even more of a destination.<sup>i[1]</sup>

Our support and affiliations for this project has grown to include:

1. List of different support received so far.
  - Linda Olsen (Wainuiomata Marae)
  - De Boar Building Services LTD
  - The Sign Team
  - Greenstone Concrete and Ashplat Ltd
  - NZ Native Nursery
  - Sarah O'Neill Wainuiomata High School



- Dallas Serj – Youth Service Union
- Matt Markland – local professional skateboarder
- Gerald Wilstone – Wainui News
- Chris Bishop – National list MP
- Estelle – Art Inspire
- Alison Burden – Wainuiomata Primary Principal
- Wayne Paaka
- Ben Wylie -Van Eend – Top Party Correspondent
- Sarah Royale – Head of LEC
- Alex Voutratzis – Deputy of NZLP Environment Sector
- H and H construction
- Queen Street Shops
- Fruit and Vege co-op
- Estelle (Inspire Gallery)
- Community support (3000approx)



**In summary** We are asking for our project to be considered for funding, either as part of the Long-term plan or as part of the streetscape plan for Wainuiomata’s Town Centre.

**We would like the Council to consider the following:**

1. That council consider funding and building a skatepark, developed alongside Wainuiomata High School and the Lower Hutt community.<sup>ii[2]</sup>
2. That Wainuiomata High School will commit to and be responsible for supporting this project through fundraising, promoting
3. That the Council note that Wainuiomata High School students have put together this proposal as part of their personal learning day project and have, of their own intuition, collected the material, approached the supporters, affiliates and local councillors in order to collect this information to present to the Long-Term Plan committee.

Wainuiomata High School students look forward to meeting and discussing this kaupapa with council members.

If you wish to contact us regarding this letter, please email me at [redacted] or call us on

Nga mihi nui,

Sarah O’Neill

## 1. Why we (Wainuiomata High School Students) believe we need a new skatepark

- In Wainuiomata there are lots of new houses and developments (shopping center, Retirement village, dog-park, walkway on Wainui Hill) bringing more people and family's to Wainuiomata.
- This is bringing more attention to the lack of entertainment and facilities in Wainui.
- This leads to people having to travel over the hill which includes parent's participation as many kids do not have the ability to get there alone. Having a skatepark in Wainui would mean kids could be more independent and would save petrol reducing carbon emissions. So, building a new skatepark would be widely used by the citizens of Wainuiomata due to fact that there is nothing else to do.
- Lower Hutt already has three main skateparks Melling, Avalon, Hutt CBD. Whereas Wainui has one skatepark that is dangerous and as one of the largest suburbs in Wellington deserve something.
- The Wainuiomata skatepark is currently unsafe in the way that the concrete is dangerous and how the community around there is unsafe. However, if we were to make it more family orientated in would bring more parents to the area helping others to feel safer.
- Having a skatepark would help with people's wellbeing as kids will want to go to the skatepark. This will improve kid's social skills as they will have somewhere else other than school to hang out with friends and meet new people. This will also help with kid's physical activity as they are using the skatepark.
- A lot of money has gone into the housing in Wainuiomata and many of these new homes don't have back yards for kids to play in so parks are going to be very important in the future.
- The area proposed (old skate park) is unused at the moment with most of the ground being too wet in the winter. This wont matter if its developed into native gardens and a play area.
- With the retirement home near by it would be a nice place for the residence to have a place where they can interact with the youth in a positive way, watching them play on the park.
- The new mall development will bring a nice look to the area but it isn't a play for youth to hang out, its for shopping and relaxing. Taking the kids over the road would help stop the youth causing trouble for shoppers.
- For many years Wainuiomata has been left out when it comes to development and improvements. The population is growing but our town is lacking.

## 2. Wainuiomata High School MPLDs Vision for Skatepark

Our team here at Wainuiomata High School brainstormed what we want and came up with our vision.

Our vision for Wainuiomata is a place of harmony and unity. A place where families, local and from over the hill want to come to. A place where native trees and plants are planted in clusters around the park with informative information displayed and local native birds are encouraged. A place where small children can learn road safety on the mini road, while being watched and encouraged by their parents and caregivers. A place where water play is encouraged and interactive equipment is available for all age groups. A place where bigger kids feel safe to be outside and learn skills which could someday get them into the Olympics. (Matt Markland).

Avalon Park Lower Hutt is a park which is already established and many parents from Wainuiomata travel over the hill to visit. It has features which are interactive and educational and can be enjoyed by many age groups. This is what we want for our Valley.

For our vision to work we need spaces where our youth can move and work on their Taha Pou, or to elaborate Taha Wairua( spirit ) Taha Tinana( Physical health ) Taha Hinengaro ( Mental Health )Taha Whanau( Family Health ). A well lite place at night where families can feel safe and welcomed. We walk through the entrance and see a bench facing a little kids quarter pipes with a bigger half pipe next to it targeted to older kids, across from the pipes is a ramp with stairs leading to the top and seats all around it in a semi-circle motion, then next to it a road for kids to learn to bike, skate and socialize. A place for the whole family.

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## **This submission to the Lower Hutt City Council's Long Term Plan 2021-2031**

**is made on behalf Te Awakairangi Hutt Zero Carbon Network.**

**The Network requests the opportunity to speak to the submission.**

---

### Introduction

Thank you for the opportunity to submit on the [Hutt City Council's Draft Long Term Plan 2021-2031](#). We write on behalf of the Te Awakairangi/Hutt Carbon Zero Network. The Network is a diverse collection of individuals collaborating to support and initiate policies and actions that enable our communities to swiftly reduce greenhouse gas emissions and adapt to the effects of climate change.

The Network has its genesis in the work of School Strike 4 Climate Hutt Valley. It was formed in 2019 as a community response to support our tamariki and rangatahi and worked alongside the School Strike team in their mahi to encourage our local authority to declare a Climate Emergency. This the Council did in June 2019. We thank our young people for their leadership, their calls for more ambitious action are wholeheartedly supported by our Network.

At the time, Mayor Wallace remarked that “declaring a climate change emergency will mean all decision-making by council will take into consideration impacts on climate change including the need to achieve emission reductions.” He continued, “I’m proud that we have made this a priority as it brings this important inter-generational issue to the forefront of planning and decision-making undertaken by our council. Taking responsibility for unsustainable practices by making changes now will play a part in safeguarding our city in the future.”<sup>1</sup>

According to AECOM (2020)<sup>2</sup>, in the 679 days since that declaration, Hutt City has emitted greenhouse gases equivalent to well in excess of 900,000 tonnes of carbon dioxide (tCO<sub>2</sub>e).<sup>3</sup>

### How well has Council prioritised Climate Change in the Plan?

We acknowledge, as Council has done, that there are many pressing challenges: population growth, infrastructure and assets, housing, COVID-19 pandemic effects, climate change, and financial sustainability. We also note the tagline “E whakatika ana i ngā mea matua Getting the basics right.”

While we recognise the Council may be missing central Government leadership on this matter due to the timing of the Climate Change Commission's Advice, the Council has had several Greenhouse Gas Inventory reports prepared since 2001, and has a very clear idea of the volume of GHGs being emitted, the tracking of those emissions (an average 0.58%pa decline over 19 years), the sources of those emissions, and the impacts of land use change over that time.

At 0.58% reduction per year, it will take us about 170 years to reach our net zero by 2050 goal.

For the purposes of the submission, we accept 2050 as the net zero goal year, but we absolutely commend that Council consider how the City aims for a 50% reduction in gross emissions (the actual polluting) by 2030 – at a straight line rate of 6.25% reduction per year – i.e. *reductions at a rate*

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<sup>1</sup> <http://heart.huttcity.govt.nz/environment/hutt-city-council-declares-climate-emergency/>

<sup>2</sup> AECOM, 2020: Lower Hutt City Greenhouse Gas Inventory (15 May 2020) <http://www.gw.govt.nz/assets/Climate-change/GHG-Summary-Report-Wellington2019LHCCFinal.pdf>

<sup>3</sup> based on 2018/19 reporting – roughly factoring Covid Levels 3 and 4 restrictions

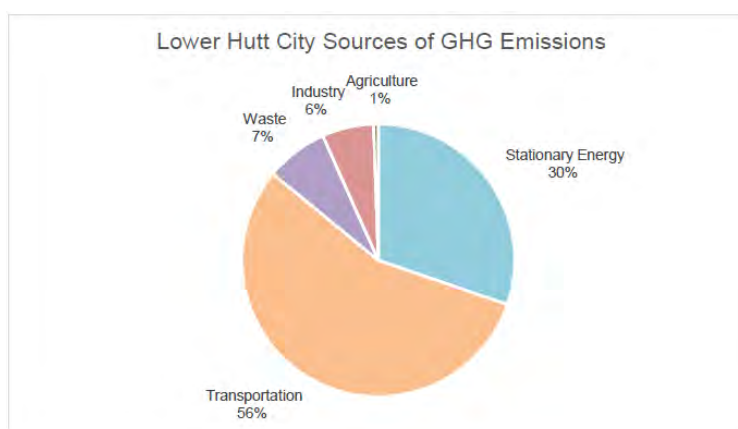
**11 times greater per year than annual reductions of the last 20 years.** Is this rate of reductions, this urgency our School Strikers protest for, reflected in the Plan?

It is clear on reading the Long Term Plan that, while mentioned often, climate change and emissions reductions are only a part of the Plan, not a priority against which “...all decision-making by council [takes] into consideration impacts on climate change including the need to achieve emission reductions.” We conclude this because there are no numbers attached to any climate change intentions in this plan, only vague intentions expressed as “decreasing” (e.g. p27).

Hutt City Council is not short of data to make some serious, evidence-based, plans to reduce emissions from specific sources within the City (not just its own operations) that it could engage different communities (business, suburb, demographic) in to make specific, measurable and meaningful changes – with clear funding and accountability in the LTP.

Context for what we can do

Figure 1 (p8) is the starting point for the City’s tCO2e accounting. Even before the community co-creation process is fully started, let alone completed, this Plan could outline a rudimentary direction for emissions reductions that the co-creation process can then figure out how to achieve. At present there is no satisfactory evidence that the Plan will help achieve the annual emissions goals required for a liveable future – a future the rest of the Plan assumes will be the case.



This pie chart (from AECOM, 2020, p3) needs tonnage to make sense:

Source (2018/19) (AECOM, 2020)	Proportion	Tonnes CO2e (rounded)	Significant Contributors
<b>Transportation</b>	56%	295,000	42% Petrol 27% Diesel 18% Jet Kerosene 10% Marine fuels 0.2% Rail
<b>Stationary energy</b>	30%	162,000	44% Electricity 35% Natural Gas
<b>Waste</b>	7%	39,000	93% Solid waste (landfills) 7% Wastewater
<b>Industry</b>	6%	33,000	
<b>Agriculture</b>	1%	3,000	
<b>Gross Emissions</b>		532,000	<i>This tonnage is the pollution we need to reduce</i>
<b>Forests</b>		-74,000	-87% Native bush
<b>Harvest emissions</b>		23,000	
<b>Nett Emissions</b>		<b>481,000</b>	<i>This is the value the City has committed to get to '0' – Zero – by 2050.</i>

Reviewing the table and comparing the actions in the Plan, it is clear there is a significant mismatch between planned activity and their relative impacts.

The Plan makes much of the work planned for Silverstream dump.

- The Network commends the work to capture, manage and destroy as much of the landfill's methane as practicable – especially with co-generation. However, while this is significant for Council, but in terms of the City's contribution to the Net Zero 2050 goal, it does not tackle a major chunk of the City's emissions.

This contrasts with the massive footprint of fossil fuel powered road transport, to which the Council is implementing a programme of EV charging stations, tweaks to the bus system road infrastructure, cycle-ways and active transport projects – again commendable, but without any emissions reductions targets attached, or measurable impact assessments, it is difficult to state how efficacious these will be at reducing the behemoth that is the City's roading emissions.

What we recommend:

- Council to prioritise 'Tiaki Taiao Caring for and protecting our environment' as the 'Primary Lens Priority' through which the five other priorities are evaluated against the question:

*What is each priority's emissions reduction contribution towards a 50% reduction by 2030 and therefore how well does it set us up for the Net Zero 2050 goal?*

- a reporting line is added to identify the net tCO<sub>2</sub>e emissions from activities in that priority – which will in turn enable the Council to track progress to the net zero goal. The Council and the City will understand the impact of each priority for each year on the City's future liveability.

It is then reasonable for Council, having evaluated a project, activity or application's emissions impact, to decline to approve it on the basis that it takes the City, and the country, (and human civilization on planet Earth) in the wrong emissions direction, or to request revision to reduce its emissions impact.

With this set up as the context for Plan action:

1. Ensure sufficient operational budget and personnel for creating the most effective plan possible (in terms of both cost and maximum positive environmental impact)
2. Set specific and aspirational goals relating to both decarbonisation/mitigation and adaptation and ensure that we have the ability to both measure and achieve them.
3. Assess all of council's activities through a carbon emissions viewpoint and include analysis of how the council's actions will impact the emissions of the residents. This should be done with the same rigour that all activities are assessed for financial impact and be included as a reporting line.
4. Specifically ensure that any new roading project has a positive effect on our reduction goals or it is not approved.
5. Apply the findings from the organic waste methane and carbon emissions reduction research (including sludge, food waste, organic rubbish and industrial organic waste and the associated potential solutions including but not limited to Renewable Natural Gas generation and composting both local and commercial) to most effectively reduce our emissions. These emissions must be measured and not just estimations. At the bare minimum - Council should commit to composting commercial and residential food waste.

6. Public transport, last mile, cycle ways HCC and regional council need to work on a regional spatial plan that slashes the petrol and diesel related emissions, both for council, but more critically for the residents and businesses. This has a number of subsequent action plan points:
  - a. River Link- The footbridge to connect the station should be a much higher priority if this plan is to align with our climate change goals and help the south end of the city centre. The construction of the bridge should coincide with the moving of the railway station.
  - b. River Link - Hutt City Council should be working with GWRC and central government to expedite the construction of the Melling spur and investigate the light rail loop as proposed in 2019
  - c. Ensure that full micro mobility is planned for, rather than the current fractured approach. A fuller network will actually see change occur, but the small amount currently drafted only allows for sections, and isolated sections will mean that the overall usage is significantly reduced and make the plan look like a failure.
  - d. Plan to review the potential impact of Autonomous Electric Vehicles on our emissions profile and road use by 2025 (This is delayed as the potential impact and risk velocity is still unknown. The date of review may need to be brought forward if some predictions prove accurate.)
  - e. Explore making areas of the city car-free, initially through car-free days.
  - f. Use its powers to ensure that new residential developments provide residents with good access to public transport. Developments should take place with easy access to the public transport network, residents should have good pedestrian access to local amenities, EV charging stations and bike-storage units should be provided.
7. Conduct a focussed trial of free Hutt City Metlink bus services and assess the community, transport and emissions impacts.  
Using 2019 Metlink data for 120-170 Lower Hutt bus services:
  - a. If the trial was for the 12 Saturdays of Christmas 2021 (2-Oct to 18 Dec), the farebox revenue lost would be approximately \$48,000. However, this is offset by the possible reduction of congestion within Hutt Central on Saturdays, improvement in air quality, increased equity of mobility for those days, and if it led to the removal of 10% of vehicle kilometres, could reduce emissions by 34 tCO<sub>2</sub>e each day – or 407 tCO<sub>2</sub>e. At an ETS price of \$35/tCO<sub>2</sub>e – that equates to a modest \$14,257. However, if it reduced 20% of Saturday vehicle movements in the pre-Christmas period, that comes in at \$28,514.
  - b. If the trial was for 4 to 24 December, then the lost revenue would be around \$113,000, but the benefits would accrue as above, and the emissions reduction for those days in December would be approximately 712 tCO<sub>2</sub>e (10%: \$24,950; 20%: \$49,899 @ \$35/tCO<sub>2</sub>e).

While these may not sound overwhelmingly convincing at this point in time, the ETS price for CO<sub>2</sub>e has to only go to \$63 per tonne for a financial breakeven point. This is the kind of thinking that needs to be exhibited in LTP priority thinking.
8. Council should work with central and regional government to develop renewable generation and storage options. Wind and or solar generation in places like Belmont Park, council buildings and other local renewable electrical generation. Battery storage along with solar generation should especially be used for community hubs and buildings used for emergency response. After these are rolled out, access to the same systems should be made available



for businesses and residence how are also willing to be the focus of an emergency response on a more local scale.

In conclusion, there is significantly more work to do in order to put the city on track for carbon neutrality by 2050. That work needs to form a central plank of the long-term plan.



**Respondent No:** 29

**Login:** Anonymous

**Email:** n/a

**Responded At:** Apr 11, 2021 18:46:42 pm

**Last Seen:** Apr 11, 2021 18:46:42 pm

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	30-39 years
Q5. Suburb	Alicetown, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Agree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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 1 - significant increase
Q9. Which option do you support?	Option 2: Reactive approach with reducing service levels over time
Q10. 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 2 - reactive approach
Cycle and Micro-mobility	Option 1 - proactive approach
Road resurfacing	Option 1 - proactive approach
Traffic safety	Option 1 - proactive approach
Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment	
Please do not invest so much money in the cross valley link - please prioritise active transport. In a number of years when this is built - the Hindsight of building an expensive new road will make this look like a terrible idea during a climate crisis. If we need a east - west connection then can we look at public transport options. It has been proven time and time again that building new roads encourages more car usage and in this instance will just contribute to more congestion elsewhere in our network.	

Q12. 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

---

Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

not answered

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Q14. Which option do you support?

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

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Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

not answered

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Q16. Which option do you support?

Option 1 (preferred option): Increase investment in RiverLink

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

not answered

---

Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

Please continue to prioritise and push public and active transport. Our reliance on cars to get around is terrible compared to similar cities and Lower Hutt is being left behind on this front.

---

Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

Don't know

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Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

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Q21. Do you agree with the direction we are taking on connected communities?

Don't know

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Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

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Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

Can we please work with Nz ta on how to expand and improve the rail network? This is a real asset for the hutt. Also please increase investment in cycleways - particularly to/from schools. It would be lovely for our daughters to be able to safely cycle the short distance to their local school

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**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

Extend the rail corridor

---

**Q25. Which option do you support?**

Option 2: 63% residential share of the total general rate

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**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

---

**Q27. Which option do you support?**

Option 2: Retain commercial accommodation category

---

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

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**Q29. Which option do you support?**

not answered

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**Q30. Add here any other feedback on the development contributions policy**

not answered

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**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

What would it be with cross valley link?

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

not answered

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**Q33. Would you like to present your feedback to council in person?**

Yes

---

**Q34. Your name**

Adam McLoughlin

---

**Q35. Contact phone number**

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**Q36. Email or street address**

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**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

not answered

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# HUTT CITY LONG-TERM PLAN

*Submission proposing support for Western Hills Community Precinct in Maungaraki*

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**MAUNGARAKI  
COMMUNITY  
ASSOCIATION**

**This submission is made on behalf of the  
Maungaraki Community Association**

in partnership with Maungaraki School and supported by all  
community and educational organisations in the area

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*The submitters would like to present in person*

**Primary Contact:**

Paul Matthews |

Deputy Chair, Maungaraki Community Association

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# PROPOSAL IN SUMMARY

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1. Maungaraki and the Western Hills are changing, with a significant increase in the number of families and children on the hill. This is a generational change and is placing significant strain on the schools and community facilities in the area.
2. This is exacerbated by the fact that there are very limited active play opportunities for children in the southern western hills and no facilities where children can learn to ride bikes safely.
3. Also, the current Council-owned entrance to the school and community precinct has some **very serious child safety issues** for children travelling to and from school and recreation activities. Our community is adamant this needs to be addressed urgently and the proposed solution will address this.
4. Maungaraki Community Association, in partnership with Maungaraki School and with support from schools, kindergarten, scouts, and residents' associations in the area, are proposing the completion of a Community Precinct on Council and School land. This will serve the western hills community for a generation.
5. This LTP submission is for the following, both on Council land:
  - a. **Entrance/parking improvements** to the community precinct area to resolve significant safety issues.
  - b. **Rejuvenated the Maungaraki playing field to resolve drainage** and enable construction of a bike track.
6. Through the Long-term Plan we are asking the Council to partner with us and contribute \$100,000 to resolving the entrance issues and \$100,000 to address the significant drainage issues on the field and to enable the bike track to be constructed, **a total Council contribution to the precinct of \$200,000 +GST**. This sits alongside well over \$1M of investment in the precinct from the school, community and Ministry of Education.



7. The vision is to grow and develop a “precinct” that belongs to the community and is used by people of all ages. Other components of the community precinct include:
  - a. **500m of specialist bike/scooter/skate track** (funding 50% raised already, 50% approved “in principle” if field drainage issues resolved)
  - b. **3 playgrounds, 2 of them new** (new playgrounds funded via the Ministry of Education (MOE) and now complete)
  - c. **Flying fox** (funded via MoE, design stage)
  - d. **New School and Community Library** (funded by MoE and School and underway)
  - e. **Multi-sport surface** (funded via community fundraising, school and MoE, complete)
  - f. **Community Gardens** (in place, funded and constructed by the school and community)
  - g. **Community Hall improvements** (owned by Council, improvements funded by the school and community)
  
8. The Western Hills are also underserved for library services. As part of the overall project, the Maungaraki School Board of Trustees has agreed to design and open up the new school library building, funded and in the design phase and at the front of the precinct, as a **shared school and community library** after school hours.
  
9. With Council’s contribution to the precinct, the Bike Track can then proceed and the community will have access to a fantastic community precinct with collective partner investment from the community, council, school and Central Government of over \$1.5M.
  
10. Due to other funding constraints, we would ask that this funding be made available in the **2020/2021 financial year** so this can proceed before other committed funding expires.
  
11. The precinct is a joint initiative between our community, Council, the Ministry of Education and the school. With the Council’s support through the LTP, we can complete the precinct, resolve significant safety concerns and create a fantastic community asset.

# THE VISION FOR THE COMMUNITY PRECINCT



Over a period of several years, the school and community have been working towards significant improvements and development of the **Community Precinct** in Maungaraki, including the Community hall, surrounding area, large field and school.

This has included a series of improvements to the hall, new playing surfaces and artificial turf for netball and multi-sport surfaces at the school, 2 new playground areas including a large new playground and a smaller younger-kids playground, new shared school and community library, new community garden, plus a number of other new and improved classroom spaces to meet the changing demographics.

For the most part, these have all been funded by the community, school, and central Government (via the Ministry of Education).

These developments have become necessary as a result of significantly changing community demographics. Maungaraki and the Western Hills are going through a major change and revitalisation, with the number of families with younger children moving into the area increasing markedly. This has placed serious strain on both the school and community assets.

**As an example, the roll at Maungaraki School has risen from around 260 four years ago, to just over 400 by the end of 2021.** Ministry of Education predictions see this role continuing to rise to over 600 over the next few years.

Most of this growth is from changing demographics: more families with children moving into the western hills and especially Maungaraki.

The vision is to grow and develop a “precinct” that belongs to the community and is used by people of all ages. From junior playgrounds, to “adventure” style play areas for larger kids, a large bike track with bikes kids in the community can use to safely learn to ride, multi-sport surface, Flying Fox, community library, community garden, the community hall and meeting spaces for community groups, clubs and sports and more.

Our community has worked hard on this and we’re almost there.

This LTP proposal will complete the major phase of the Community Precinct by resolving some long-standing issues that have been recently exacerbated as a result of the increased number of children in the area.

# ENTRANCE AND PARKING PROJECT

---

There are significant safety concerns with the current entrance to the school and community precinct, located on Council-owned land.

The community and school have worked together with Council officers and the Ministry of Education to devise a proposed solution that would resolve all safety issues, while also creating a far superior, safer and more usable entrance to the precinct.

Through this proposal, the Council would be covering the cost of changes on Council property, with the Ministry of Education and school covering the cost of changes on Ministry property, as well as design and project management costs for the whole project.

## Background and current status

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The current entrance, on Council land, fails to separate cars from children and the school and community have had several potentially serious near-misses with children almost hit by vehicles.

This has been an issue for some time, however the school is powerless to address the issue as the shared entrance is on Council land.

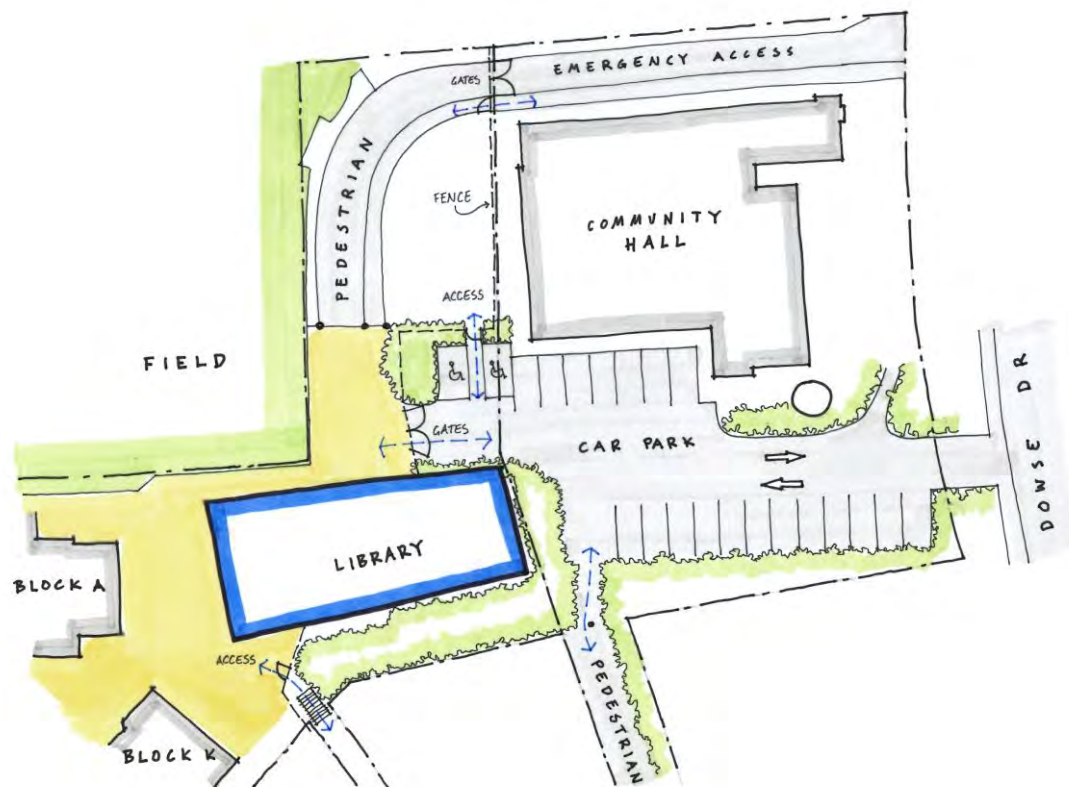
Our community was extremely saddened to hear of the death of a 5 year old girl in a similar school entrance-way in Bucklands Beach in March this year and given the near-misses here, are adamant this needs to be addressed immediately.

The school is temporarily blocking off the entrance during high-volume times, but given this is a shared entrance with the school, community hall and other facilities, it's not a viable long-term solution.

In addition, fire trucks and other larger vehicles cannot use the current entrance, meaning they must drive over the grass area to access the school or hall. This can cause delays if cars are parked in those parks.

Officials from the Council, Ministry of Education, school and community have been working together on a solution and have an agreed way forward, however this can only proceed with an investment of approximately \$100,000 from the Council.

The solution involves creating a new entrance to both the school and community hall on the other side of the hall (see below) and blocking the existing entrance to become pedestrian-only. This separates cars from kids, while having a secondary impact of significantly improving the precinct entrance:



*Design of new entranceway and parking. Note the position of the new school and community library adjacent to the new entrance*

Timing-wise, the Ministry of Education is in the design process of a new **school and community library** building within the precinct, on school land. This would involve moving some car-parking, and there is an opportunity to deal with the safety issue and entrance challenges together.

The timeliness of funding and implementation is paramount to take advantage of this build, commencing later this year. This would enable the work to be coordinated as an overall project, with Council's contribution covering the component on Council land.



# Land ownership

Part of the historical challenge with resolving this issue is that there are 3 titles at play:

- School/Ministry title (figure 1 below)
- DP 57090 LOT 1 (more or less the land the hall itself is on)
- DP 57090 LOT 2 (figure 2 - owned by the Council)

Figure 1: School/Ministry title (new building approx. in red):



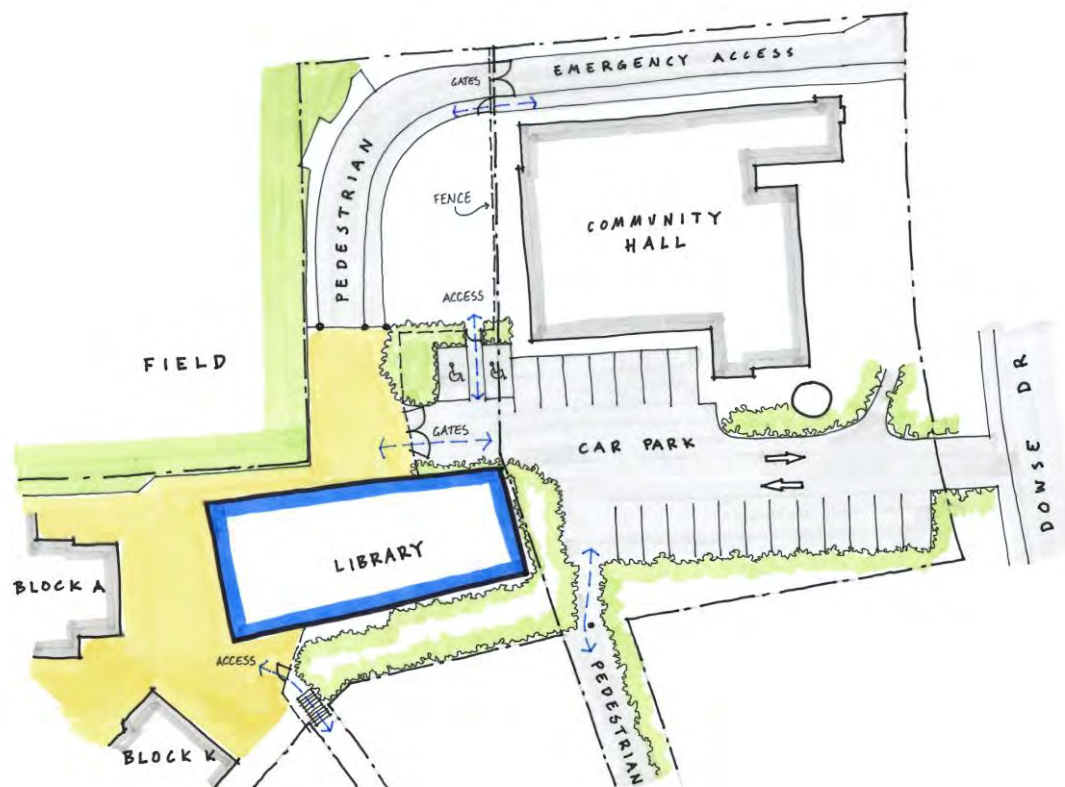
Figure 2: Lot 2, Council-owned as current (new building approx. in red):



## Proposed Solution

Figure 3 shows an approximation on the preferred outcome, subject to final details. It separates kids and cars and resolves the major safety issue, enables more parking, is far better use of space and opens the whole community precinct up.

*Figure 3: Concept design of proposed new layout*



We are asking the Council, via the LTP process, to commit to a contribution of **\$100,000** for this work which is the initial estimate.

In addition, the Ministry of Education and school have agreed to manage the design and project management of this component, and cover this cost of approximately \$20,000-\$25,000 of doing so.



# FIELD AND BIKE TRACK PROJECT

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The Community Precinct includes a large playing field, owned by the Council, and used by both the school and wider community.

The field has been a hive of activity in the afternoons and weekends. However, many of the school and local sports teams and clubs will no longer use the field for their practices due to the uneven nature of the field and the risk of injuries from the condition of the field.



*Aerial photo of the field*

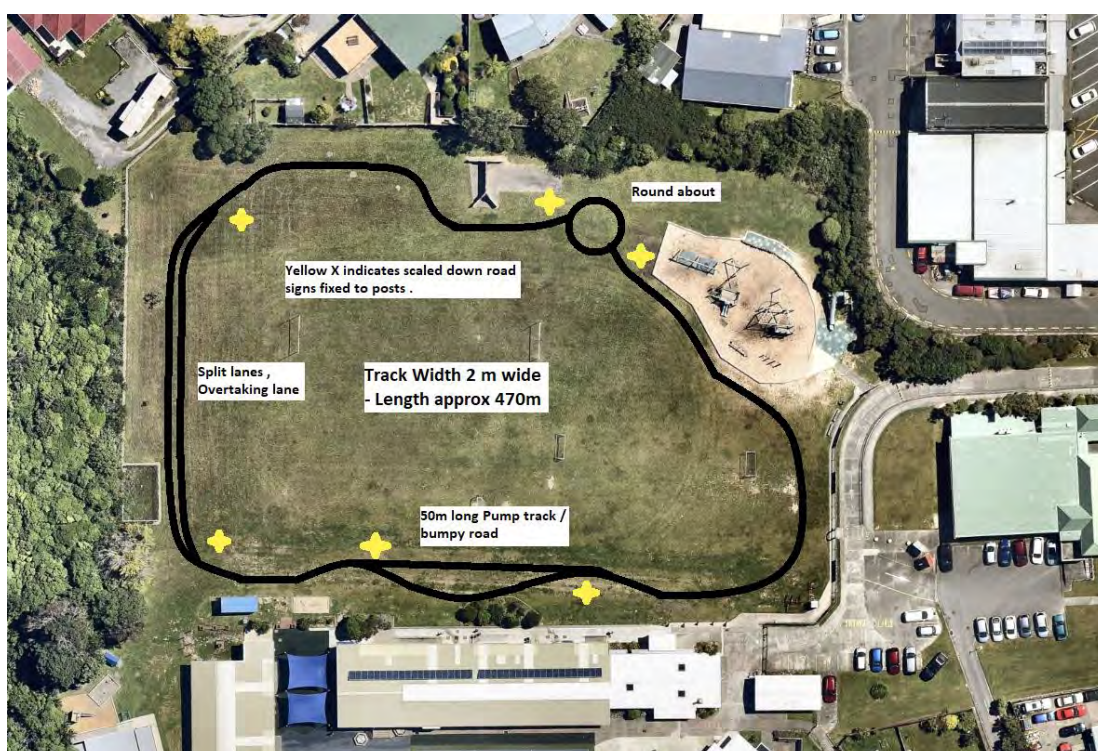
# Bike track proposal

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The Maungaraki Community Association and Maungaraki School have been jointly working on a significant bike track and skills track project for some time, including planning, community consultation and fundraising.

*While funding for the bike track itself is not being requested, we felt it important for Council to understand the wider project and what assets the community will gain access to should the drainage project proceed.*

The current vision for the bike track is as follows. Note there is room spare for the addition of cricket nets in future, and it has been designed to not interfere with other uses of the field:



*Proposed bike track design*

This isn't just an asset for Maungaraki; it's a recreational asset for the whole of this end of the Western Hills and will provide a safe place for children from across the hill suburbs to learn to ride.

We've undertaken significant community consultation, amended the design based on feedback, obtained permission from Council to build it on the reserve and completed the design and quotation process. We can commence this project alongside the drainage project immediately.



## Why a bike track?

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The main driver of this and similar recreational projects is the significantly changing demographics in the western ward, particularly Maungaraki and Normandale. As outlined earlier, we are seeing significantly more families with children moving into the area.

Additionally, there are few opportunities for active play on the hill, and no opportunities for children to safely learn to ride. This track will provide both; **a safe environment for children of all ages to learn to ride their bikes, and a fun active space to keep our kids healthy.**

As a community, we see it as essential that we provide active play recreational spaces given the changing demographics.

## Alternatives: Concrete vs Asphalt vs Lime

---

We have explored and considered a number of alternatives to this project, including a smaller bike track and different surfaces. For example, lime surfaces are significantly less expensive, however are not suitable for the environment. Additionally, they preclude small-wheel recreational use, such as rollerblades and scooters.

Assuming the drainage issues are able to be resolved, we will opt for **asphalt** for the surface, to ensure the maximum usage and suitability for the environment. In the alternative and depending on the drainage resolution, we may opt for concrete at a similar cost.

We've also opted to go around the full field rather than a smaller track that would cut the field in half, to ensure that other users of the field aren't impacted by the installation of the track.

## Community Support

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This project enjoys overwhelming support from our community. The Maungaraki Community Association undertook community consultation in July 2020 and received **97.2% support.**

All issues raised during the consultation have been addressed, including the surface type and impact on other field users. Our community wants this bike track.

In addition, we have support from neighbouring schools such as Normandale School and Maungaraki Kindergarten, who have provided letters of support, plus support for the initiative from Council officials (see the letter of support from Council towards the end of this submission).

## **Supply and use of bikes**

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As part of the overall project, Maungaraki School will be building a large bike shed and housing a set of bikes and helmets for school and community use.

This means that those without their own bike will be able to use one supplied, plus providing full sets for school-based bike safety lessons for neighbouring schools.

## **Bike Track costs and how it will be funded**

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The full track project has a cost of approximately \$140,000, including a bike shed and bikes.

This is made up of:

\$110,920 Laying of track (including all excavation etc)

\$ 8,440 Painting/Signs etc

\$ 20,000 Bike shed and bikes

\$139,360 +GST

The final decision on asphalt vs concrete will be made once the drainage resolution is known, however this will not significantly impact the cost.

We have obtained quotes from multiple providers for this work and following a comprehensive process, our preferred supplier is Fulton Hogan surfacing. Our understanding is that the work will be completed by the same team who completed Avalon Park's successful bike track.

Subject to final approvals, due diligence and Council committing to the drainage project in part to prepare the field for the bike track, funding for this project is fully committed.

We have obtained commitments of \$70,000 through school and community fundraising and other (non-council) grants and sources. The Western Ward Community Funding Panel has agreed “in principle” to partner with us and fund the remaining \$70,000 through the Community Assets Fund so we can proceed with this project for our community.

**To be clear, while this is part of the overall project, we are not seeking funding from Council through the LTP for the bike track itself, but rather for the drainage and field work (as below).**

## **Field drainage issues**

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One significant challenge is that the field has a long-standing and significant drainage and surface issue, in that it pools extremely badly and becomes unusable for several months a year in winter while also extremely hard during the summer months.

The school has reported that a number of children have broken ankles and other bones as a result of the surface in these seasons and we believe it's time this was resolved.

In addition, the current surface is considered not suitable for the placement of the bike track as it will diminish the life of the track, and resolving the drainage will enable the bike track project to proceed.

**Part of the separate funding for the bike track is also contingent on the drainage issues being addressed.** So if Council agrees to address the drainage through this LTP proposal, the bike track will proceed.

## **Drainage solution**

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We are proposing spending \$120,000 to improve drainage of the field, to provide an improved functional reserve and usable space as part of the community precinct. The drainage will also ensure a better foundation for the bike track project.

In consultation with council officers, this investment will enable:

1. A standard drainage system including primary drains to be installed across the field (an area measuring around 6,000m<sup>2</sup>);
2. Some levelling of the field to help the drainage system;
3. Soil conditioning including the application of organic product to improve microbial activity in the soil and assist with creating natural drainage pores, complementing the installed system;
4. A grow-in plan implemented and managed for an 8-10 week period.

Our proposal is to fund this via:

- **\$100,000 from the Council as part of this LTP proposal**
- \$10,000 from the School's Home and School fundraising committee
- \$10,000 from the Maungaraki Community Association
- \$120,000 total

Both entities (Maungaraki Home and School, and Maungaraki Community Association) have raised the funds needed for their contributions and agreed "in principle" subject to final approvals. If Council approves its contribution via the LTP, this work can commence promptly.

As per the LTP's vision of getting the basics right, this is a pragmatic solution that will then enable the community to continue to develop the precinct and install the large bike track, with Council providing the core underpinning infrastructure improvement via the LTP.

## **Risk Mitigation**

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Any project carries risks, and as with the other projects we've successfully managed as part of the precinct, we intend to ensure that all risks are managed and mitigated.

We are asking for the Council's \$200,000 (+GST) contribution to be earmarked for these two projects, however with some flexibility as to the phasing. Given the timing of the community library, we will prioritise the entrance first. While we are confident of the cost, should it exceed \$100,000 we will either modify the design to get it within budget, or change the ratio between the two projects slightly to get this done first.

We will also ensure regular reporting and updates to Council.

# OTHER COMPONENTS OF THE COMMUNITY PRECINCT

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For information only, the following projects (funded by the community, school, and central Government) also form part of the overall community precinct.

*We are not seeking funding from Council via the LTP for these projects.*

## New School and Community Library

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The Ministry of Education and Maungaraki School are in the design phase of building a new Library in the precinct. This is fully funded and will be made available as a **community library and meeting space** outside school hours.

This will be adjacent to the hall and bike track, and close to the playgrounds, netball and multisport surfaces (installed last year and funded by the school and community fundraising).





## **Multiple new external play areas**

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As part of the community precinct and built on school land, the school has created a number of significant external play areas.

These are all actively and openly used extensively by the community and funded by the Ministry of Education and the school, with an investment of over \$100,000.

The school has built a large play area, close to the field and with easy access from the bike track:



The school has also built a smaller playground for younger kids at the back adjacent to the field, plus worked with the community to build a substantial community garden that enjoys wide use. These are in addition to, and complement, the Council playground within the precinct.

All of these assets are extensively utilised by both the community and the school, are connected together with the bike track and field, and form part of the overall community precinct.

## Netball and Multisport spaces

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The community and school raised funds over several years to build a new large netball and multi-sport artificial turf within the precinct, on school land, but also used extensively by the community.

This area is close to the field where the bike track is proposed and we expect significant increased usage once the bike track is completed.



## Community Hall improvements

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The Maungaraki Community Hall is a central part of the overall community precinct.

As well as recent improvements to lighting, painting, roofing and more, the community and school have raised funds to:

- Install a new significantly improved fire alarm system (cost: \$17k)
- Install a large projector and retractable screen (cost: \$14k)



# LETTERS OF SUPPORT

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The following pages contain Letters of Support from the Residents' Associations, schools and kindergarten in the area, as well as confirmation from the Western Ward Community Funding Panel of the Bike track funding intention (subject to drainage), and from Hutt City Council officials confirming support for the bike track project and formal written permission to build the track on the reserve land.

Letters of support have been received from:

- Maungaraki Community Association
- Normandale Residents Association
- Hutt City Council
- Maungaraki School
- Normandale School
- Western Ward Community Funding Panel
- Maungaraki Kindergarten
- Maungaraki Richmond Scout Group

All of the above have confirmed that they would welcome any additional enquiries from Council as to their support.



Mayor and Councillors  
Hutt City Council  
Lower Hutt

**MAUNGARAKI**  
**COMMUNITY**  
**ASSOCIATION**

4 May 2021

Dear Mayor and Councillors,

The Maungaraki Community Association is the body representing residents in the western hills suburb of Maungaraki. We work closely with our community on many initiatives and, in partnership with other entities such as the Hutt City Council, work tirelessly to improve the western hills and our city as much as possible.

It's not often that we, collectively, have the opportunity to make such a significant difference to the wellbeing of our community as we do with the western hills Community Precinct being constructed in Maungaraki.

With support from the community, school, central Government and external funding bodies, together we've been able to put together a vision of how we can best cater for our tamariki and our community's changing needs and gain support to make most of this a reality. All we need now is for Council to partner on the remaining projects.

Through this submission, we're asking Council to partner with us to resolve the final significant – and in many respects most serious – components on Council land: safety matters related to the entrance and carpark situation that has concerned our community for some time, and the drainage on the only significant piece of flat land in this part of the Western Hills that will also enable us to develop a major bike track on the hill.

To say that these projects are transformational for our community is an understatement.

As well as keeping our children significantly safer, these projects will open up the community precinct, enable active play and learn-to-ride sessions to happen on the hill and ensure that our sports teams can once again practice on the only field in the area. Combine this with the other components that the school and community have managed to put in place over the last 2 years, alongside the school and community library, and this community precinct becomes a reality.

If Council agree to support these projects, the community in this whole section of the western hills gains access to a community precinct built with over \$1.5m of investment – including a joint school and community library. We are proud of the work that has been done and ask that you work with us to complete the final stages and make this a reality.

Kind regards,



**Tracy Coleman**  
President, Maungaraki Community Association



Normandale,  
Lower Hutt 5010

4 May, 2021

Tēnā koutou,

I'm writing this letter in support of the bike track the Maungaraki Community Association and Maungaraki School are proposing to construct on the Council's Dowse Drive Reserve in Maungaraki.

The Normandale Residents' Association feel that this project will benefit families in Normandale as well as Maungaraki. The steep and narrow streets in the Western Hills suburbs combined with the absence of adequate footpaths in some areas mean there are very few safe places for children to ride their bikes, scooters, skateboards and other wheeled conveyances.

Though many Normandale residents will drive to the proposed location, co-locating the bike track with other facilities, such as the playground and sportsfield, will create an area that enables activities for family members of all ages.

We ask that the Council give serious consideration to supporting the bike track as part of its Long Term Plan.

Ngā mihi nui,

Robyn Caygill,  
President of the Normandale Residents' Association

22 February 2021

Tracy Coleman  
Maungaraki Community Association

Maungaraki  
Lower Hutt  
5010

Tēnā koe Tracy

Janet Lawson  
Parks and Recreation  
0274 435224  
Janet.lawson@huttcity.govt.nz

### **Bike track proposal at Maungaraki School**

I write on behalf of Hutt City Council (HCC) in support of the proposal from Maungaraki School and the Maungaraki Community Association to construct a children's bike track on the Dowse Drive reserve adjacent to Maungaraki School.

This reserve is a popular community spot, used both by the school for sports and by the wider community for the playground and flat informal games area – something uncommon in Lower Hutt's Western hills. We appreciate and support this as an initiative that can add value to the reserve and increase the range of activities that can take place there. I am certain that the track will be very well used by the many families in the area,

Through this letter, we acknowledge that HCC is allowing development and creation of an asset on public land. As such HCC is happy to accept 'ownership' of the track once completed and will commit to its ongoing maintenance.

Thank you for involving us in this partnership. I wish you luck with your funding applications and look forward to working with you on this wonderful project.

Ngā mihi nui,



Janet Lawson  
RESERVES ASSETS MANAGER

**MAUNGARAKI  
SCHOOL**

Dowse Drive, Maungaraki,  
Lower Hutt 5010  
p: 04 569 7205  
e: office@maungaraki.school.nz

To whom it may concern,

Subject : Maungaraki Bike Track / Precinct Development

Maungaraki School is in full support of the projects being proposed, including resolution of serious child safety issues with the entrance, resolution of drainage on the field and subsequent construction of a bike track on the council reserve adjacent to the school. We see this development as transformational for our community and by extension, our school. Combined with the work that has been undertaken in the precinct to date, this will make a big difference to western hills tamariki.

The entrance safety issue is a very significant concern to the management and board of Maungaraki School. We are both excited and relieved that this will be resolved as part of this project. We implore you to help our community keep our children safe on their way to and from school, sporting events and other social activities in the precinct.

We also see this development as a key opportunity to serve our community and students with a key space to learn bike safety skills. Road safety and bike safety is a component of our yearly teaching programme and a key part of students development, we are excited by the possibilities this new space could allow. We see this bike track as a community resource that could have large impacts on our students.

There is little in the way of safe spaces for children to ride their bikes across the Western hills. We believe that having access to the Maungaraki school bike track will contribute to positive outcomes for our students and families including increased health, fitness, skills, safety, confidence and self-esteem.

We also see this track as a way to build strong and ongoing connections between home and school. These partnerships are vital to our school and we can envisage many ways that a space like this would support them.

Nga Mihi Nui,



**Shane Robinson**  
Principal  
Maungaraki School



28 April 2021

**Proposed Bike Track – Maungaraki School**

To whom it may concern,



**Normandale  
School**

*He ngakau nui ki te ako*

**Re: The Planned Bike Track at Maungaraki School**

We are aware that Maungaraki School is planning to build a bike track.

In principle, we support the building of the bike track as we see it as a benefit to the wider community that will be well utilised by the families that we service.

There is little in the way of safe spaces for children to ride their bikes across the Western hills. We believe that having access to the Maungaraki school bike track will contribute to positive outcomes for our students and families including increased health, fitness, skills, safety, confidence and self-esteem.

Kind regards

A handwritten signature in blue ink, appearing to read 'M Burt', with a long horizontal flourish extending to the right.

Matt Burt  
Principal  
Normandale School

16 Martin Grove, Normandale  
Lower Hutt 5010  
Phone 04 566 2010  
Fax 04 566 2011  
[admin@normandale.school.nz](mailto:admin@normandale.school.nz)

4<sup>th</sup> May 2021

To whom it may concern

I am writing on behalf of the Community Funding panel to support the proposal by the Maungaraki Community Association and Maungaraki School to construct a bike track on the Council's Dowse Drive Reserve in Maungaraki.

The funding panel has considered this project and find it has significant merit and is well supported by the Maungaraki and broader Western Hills community. This project overall will create significant value for the community.

The community and school have done a great job of raising funds for the bike track and related components of the project, having raised around 50% of the cost of the bike track itself plus lots of other parts to the overall project. The funding panel has agreed "in principle" to cover the remainder of the bike track cost from existing funding and as a significant community asset, subject to the drainage issues on the field being resolved and standard due diligence.

Therefore, if the Council were to commit the funding for resolution of the safety and other issues with the entrance to the precinct, plus the sub-standard drainage in the field, our understanding is there will be no significant barriers to the rest of the precinct being completed. Once resolution to the field drainage is committed, we will make our formal decision on support.

The proposed bike track is in keeping within one of our goals to foster outdoor recreation for children and young people. We think this project will benefit families in Maungaraki as well as well as the neighbouring suburbs of Normandale and Korokoro.

We ask the Council to support the proposed bike track when it considers its future spending under the Long Term Plan process.

Yours sincerely



Sarah Harris

Chair

Western Ward Community Funding Panel

To whom this may concern

My name is Anna Stratford; I am the Head Teacher at Maungaraki Kindergarten. On behalf of the kindergarten, I am writing to express our support for the proposed bike track at the Maungaraki School grounds which would be accessible to the public.

Community and exploration are two of our priorities for learning here at Maungaraki Kindergarten that were developed by our kindergarten whanau and can see to be supported with the opportunity for our tamariki to access a bike track in our local community.

We place high importance and emphasis on community and exploration which align closely with our Early Childhood Education Curriculum, Te Whariki. Our support in the proposal of the bike track reflects the idea that "Early learning services belong to wider educational networks that include local schools and kura, alongside others who support the health and wellbeing of young children and their families in their local communities".

The development of a bike track would allow opportunities for tamariki to experience connections between the home and wider world and support with transitions being a known and familiar environment.

Nga mihi

Anna Stratford

MAUNGARAKI/RICHMOND  
SCOUT GROUP  
Scout Hall, Barberry Grove  
Maungaraki  
Lower Hutt 5010  
New Zealand

Mayor Campbell Barry and Councillors  
Hutt City Council

4 May 2021

To whom it may concern

I am writing on behalf of the Maungaraki Richmond Scout Group to support the proposal by the Maungaraki Community Association and Maungaraki School to construct a bike track on the Council's Dowse Drive Reserve in Maungaraki.

The proposed bike track is in keeping with our organisation's goals to foster outdoor recreation for children and young people. We think this project will benefit families in Maungaraki as well as the neighbouring suburbs of Normandale and Korokoro. Although we enjoy views and the surrounding bush, there are very few places in these suburbs for children to safely ride their bikes and scooters.

We are pleased to see the proposed bike track is being considered alongside other measures, such as an improved entrance to the school and reserve, which (along with the existing sports field and playground) will make this area a real community hub for families.

We ask the Council to support the proposed bike track when it considers its future spending under the Long Term Plan process.

Yours sincerely

**Kelli Hopkins and Henry Nickel**

Group leaders

Maungaraki Richmond Scout Group



**Respondent No:** 343

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 06, 2021 16:25:19 pm

**Last Seen:** May 06, 2021 16:25:19 pm

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	60-69 years
Q5. Suburb	Waiwhetu, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Disagree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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.	
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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
Road resurfacing	Option 1 - proactive approach
Traffic safety	Option 1 - proactive approach
Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment	
not answered	
Q12. Which option do you support?	Option 2: Rebuild the pool with a lower level of facility and services
Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool	
not answered	

Q14. Which option do you support?

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

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Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

not answered

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Q16. Which option do you support?

Option 2: Maintain funding to RiverLink at current level

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Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

not answered

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

---

Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

Yes

---

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

---

Q21. Do you agree with the direction we are taking on connected communities?

Yes

---

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

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Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

not answered

---

Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

not answered

---

Q25. Which option do you support?

Option 2: 63% residential share of the total general rate

---

Q26. Which option do you support?

Option 2: Maintain the current rural category definition

---

Q27. Which option do you support?

Option 2: Retain commercial accommodation category

---

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

This is an uncertain time for businesses as total costs have dramatically increased in 2021. Covid has definitely contributed to business uncertainty and businesses are having to add increased cost imposed on them such as, min wage increase, extra sick leave, costs of product increases and shortage of staff. Any rates increase on commercial properties will be passed on to businesses and could potentially topple some businesses. Therefore resulting in more unemployment. The proposed Riverlink will impose further significant disruption on businesses in the area for some time highlighting the extra costs. While Riverlink is a great project it will put pressure on all businesses and increasing their costs via a rent or rate increase is not going to help. I would encourage the council to not do anything that increases rates for business owners in the CBD, which is already struggling in the current state and has not had any significant funding for way over 20 plus years. As there has been and expected to continue to be a residential building boom so, if anything, residential ratepayers should be paying a higher rates share. More mouths = more mouths to feed via parks, pools, sports fields etc, none of which are used by businesses.

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**Q29. Which option do you support?**

not answered

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**Q30. Add here any other feedback on the development contributions policy**

not answered

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**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

not answered

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

not answered

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**Q33. Would you like to present your feedback to council in person?**

Yes

---

**Q34. Your name**

Michael Gray

---

**Q35. Contact phone number**

---

**Q36. Email or street address**

---

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

Buzz Hospitality Ltd T/A Buzz Cafe Restaurant Bar

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**Respondent No:** 298

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 05, 2021 22:50:19 pm

**Last Seen:** May 05, 2021 22:50:19 pm

**IP Address:** n/a

**Q1. Do you own or rent the home you live in?**

**Other (please specify)**

Southend Business Group, representing businesses in the CBD centred around the southern part of High Street.

**Q2. Do you own a property in Lower Hutt that you do not live in?**

not answered

**Q3. What type of property do you own?**

not answered

**Q4. Age**

not answered

**Q5. Suburb**

Hutt Central, Lower Hutt

**Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031**

Neither agree nor disagree

**Q7. Which option do you support?**

not answered

**Q8. 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.**

**Q9. Which option do you support?**

not answered

**Q10. 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.**

**Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**

not answered

**Q12. Which option do you support?**

not answered

**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

not answered

**Q14. Which option do you support?**

not answered

**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

not answered

Q16. Which option do you support?

Option 1 (preferred option): Increase investment in RiverLink

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

The Southend Business Group would like to see the RiverLink project having sufficient resources to fully integrate the changes to the river and surrounds with the existing businesses in the central business district.

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Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

The Southend Business Group is enthusiastic on working with the Council to transform the central business district into an agile and innovative business environment that can support the growth goals of the ten year plan and make the area attractive for business owners, staff and customers. The Southend Business Group currently represents the interests of about 80 businesses in the precinct, but by working in partnership with the Council to develop the area and make it attractive, we believe that we can grow this base significantly for the benefit of the wider city. To support this partnership, we would like the Council to provide funding to the organisation to enable this partnership to work effectively.

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Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust? not answered

---

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

---

Q21. Do you agree with the direction we are taking on connected communities? not answered

---

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

---

Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

not answered

---

Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

not answered

---

Q25. Which option do you support? Option 2: 63% residential share of the total general rate

---

Q26. Which option do you support? not answered

---

Q27. Which option do you support? not answered

---

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

The Southend Business group has previously argued that the policy of reducing residential rates to just 60% of the total general rate is based on assumptions that have not been justified and so can be challenged, but it appears that this argument has not been accepted, as the draft plan continues to include projections based on a reduction of the residential portion to 60%. If this policy is to be confirmed, resulting in increased rates for businesses in the central business district, then we strongly urge that the additional rates collected from business are clearly applied to development of the business area to improve the attractiveness to residents and other business customers. This will assist in restoring some of the viability to businesses that the rates increase will diminish. Furthermore, the Southend Business Group is advocating that the rates differential is de-coupled from the policy target of 60% of general rates to be collected from residential properties. We believe that this policy has the potential to unfairly burden businesses in future with unjustified rates increases. For instance, if a future development adds significant residential growth to the city capital base without adding to the business base, then businesses will be subject to a significant rates increase to cover their share of the general rates without any increase in service from the Council or any assurance of additional business activity from the residential increase.

**Q29. Which option do you support?**

not answered

**Q30. Add here any other feedback on the development contributions policy**

not answered

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

The Southend Business Group would seek to minimise any rates increase, but accept that an increase is required if the city is to meet the service and growth goals set out in the plan. However, we would like to see the increase applied uniformly to all categories of rated property and not unfairly applied to businesses for the benefit of residential rate-payers.

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

The Southend Business Group was established to represent the interests of business in the central business district based around the southern portion of High Street, so we would like to work with the Council to promote the precinct and to achieve development of the area to increase the vibrancy and general business activity for our members.

**Q33. Would you like to present your feedback to council in person?**

Yes

**Q34. Your name**

Michael Gray (Chair) and James Scott (Secretary)

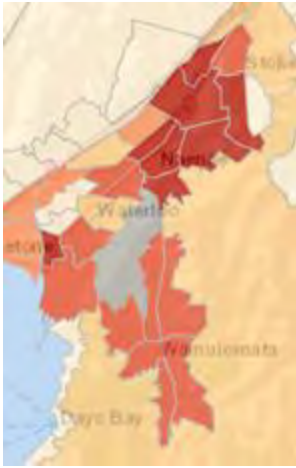
**Q35. Contact phone number**

**Q36. Email or street address**

secretary@sebg.org.nz

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

Southend Business Group Incorporated



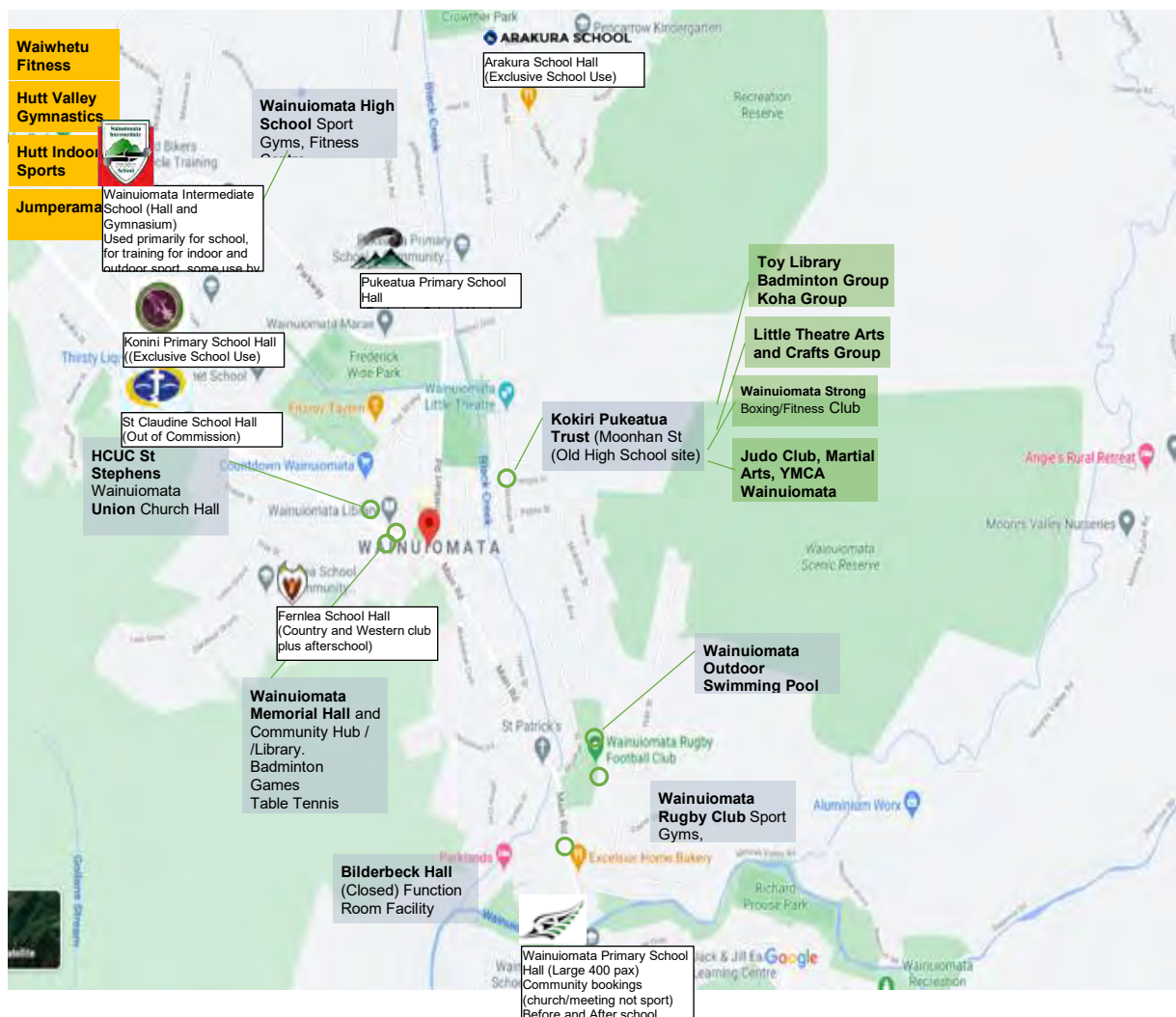
# Wainuiomata Community Recreation and Sport Space Feasibility Study

Prepared for Hutt City Council and Wainuiomata Sportsville. November 2020

## Executive Summary

Wainuiomata has a major gap in indoor recreation and sport provision for a resident population of about 18,500. This gap in the sport and recreation supply in Wainuiomata forces residents to travel to venues in the Hutt Valley to participate. Wainuiomata Sportsville commissioned this feasibility study to help find a solution to this critical issue.

The comparison analysis points in the detailed report to a significant deficit of indoor space when compared to other similar communities in New Zealand. This fact has been reported many times over the past decade. A review of supply indicates a lack of available provision with many existing indoor spaces compromised in their ability to provide for the specific needs of indoor sports and capacity. To illustrate, the High School gymnasium courts are non-compliant for netball and basketball due to their small size and are not being enlarged by the MOE. Many sports are in substandard facilities in old MOE buildings or in Community and Church Halls.



## Demand

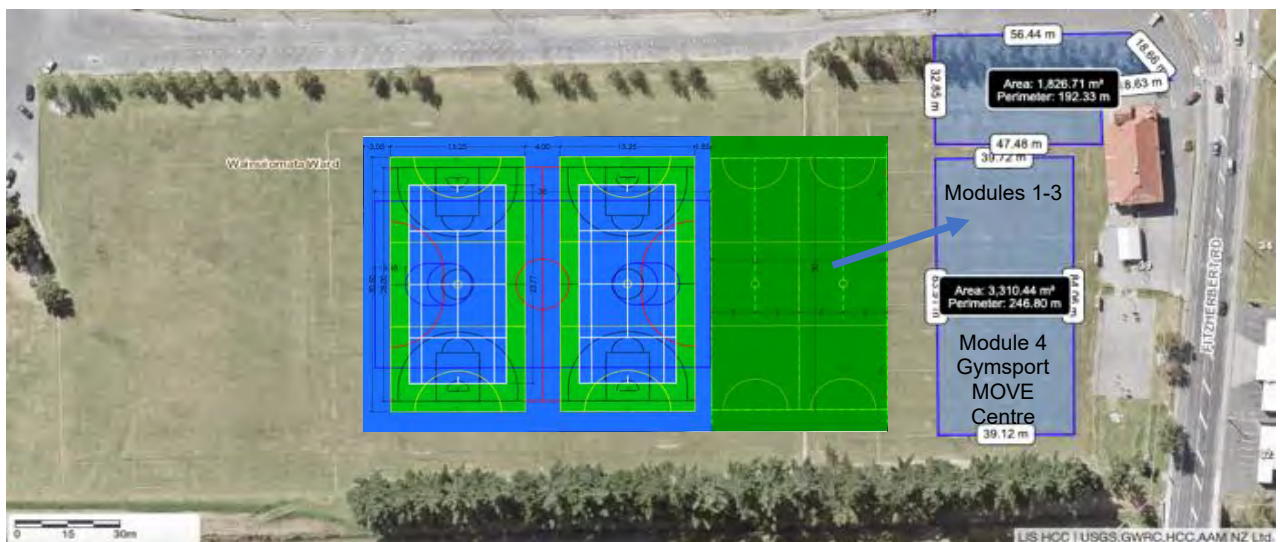
A review of demand suggests many residents travel over the hill to participate in sport and recreation activities. This is a barrier for many due to availability of transport, the cost of travel and the additional time this requires. What is now needed is provision of complementary indoor space for active recreation and sport in Wainuiomata.

It is best practice to co-locate activity (and facilities) at an easily accessible location and preferably where residents already gather to recreate. Frederick Wise Park is the right location and has the bonus of a clubroom facility that can be utilised to provide the support facilities and services needed in a vibrant hub. It is the clearly superior location for a multi-purpose sport and recreation hub alongside the existing Rugby League Clubrooms based on:

- Size of land area (largest sports park in Wainuiomata and twice the size of next largest)
- Geographically central in Wainuiomata
- Proximity to main retail and services hub in Wainuiomata
- Proximity to schools
- Proximity to main transport routes and bus routes

The Rugby League Club will benefit from the renovation of the clubroom building and reducing the Club's building related costs through sharing the clubrooms. Optimising the site for the existing code (Rugby League in this case) whilst increasing the range of activity and supporting the facility update. Proximity to the Marae is also a major positive and there is added value of the spaces to the Marae for community and cultural events.

## Solving the lack of indoor space problem



The solution is innovative using world leading Sprung Structures building technology to build a community participation focused indoor active recreation and sport facility that caters for a wide range of activities in a flexible manner. The solution has four modules of a size to accommodate a fully compliant netball court (the code with largest floor area is a requirement for community level sport).





Proposed is:

- Module 1 & 2 = 1,670 m<sup>2</sup> for 2 indoor multi-purpose courts with synthetic surface (netball, basketball, Futsal, tennis & recreation programmes)
- Module 3 = 835 m<sup>2</sup> with artificial turf surface configured with 2 tensioned netted spaces for Indoor Netball (6s and 7s), Indoor Football and Indoor Cricket or used in training layout of 4 netted lanes for Cricket, Baseball and Softball
- Module 4 = 835 m<sup>2</sup> configured for Gymsports and emerging sports including aerial skills

Casual recreational use will be encouraged by WSV when not booked for sport. The suggested priority use during school terms is:

1. Games as part of regular indoor sport club competition leagues or social leagues (all grades and formats)
2. Regular sports development, training or practice by hirers including 'pay as you play'
3. Sport tournament, sports festival and community/cultural events use outside the regular sport leagues.<sup>1</sup>
4. Ad hoc hires for participation events or training
5. Significant cultural events of relevance to the area and region as a whole

## Project capital cost

The estimated cost based on a similar but smaller facility development in Eastern Christchurch is **\$4.45 million** (plus GST) including a 20% contingency.

Stage 1 Items	Ballpark Cost
Modules 1, 2 & 3 = 2,505 m <sup>2</sup> (uninsulated enclosure)	\$2,320,000
Module 4 = 835 m <sup>2</sup> (insulated)	\$1,070,000
Limited renovation of Clubrooms	\$300,000
<b>Stage1 - Hub Facility - Ballpark capital cost</b>	<b>\$3,690,000</b>

There is a strong sport and recreational culture and participation in Wainuiomata. This strength has been reflected in great results and in team spirit on fields and outdoor courts. This can be enhanced with the addition of a fit-for-purpose facility for indoor sport and recreational activities.

## Management and governance

Wainuiomata Sportsville is the main driver of this project. The governance model that was initially established utilising Sport NZ supported Sport Hub<sup>2</sup> principles has prevailed and is part of a growing list of community-led sport and recreation hubs nationally. This organisation is still visible in the Wainuiomata community seeking to continue to operate inclusively developing resources for community use.

Wainuiomata Sportsville is keen to reshape its operating model to include wider community recreation outcomes and there are clear mental and physical health drivers in the community that reinforce the need for this facility and for it to make a difference. Wainuiomata Sportsville intend to make the Hub facility as accessible and inclusive as possible for the community so that significant well-being benefits can accrue to the Wainuiomata community. The planned facility is an innovative and affordable solution, focused on delivering participation opportunities at a low capital cost and low operating cost.

<sup>1</sup> Where notification of dates occurs prior to confirmation of competition and social league dates for the coming season

<sup>2</sup> SRH Sport and Recreation Hub Guide (Sport NZ) points to over 150 Sport and Recreation Hubs classified nationally with about 20 new generation versions nationally including Fraser Park Sportsville



**Respondent No:** 326  
**Login:** Engagement Advisor  
**Email:**  
vt.nz

**Responded At:** May 06, 2021 13:11:19 pm  
**Last Seen:** May 11, 2021 23:42:47 pm  
**IP Address:**

- 
- Q1. **Do you own or rent the home you live in?** not answered
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** Yes
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 50-59 years
- 
- Q5. **Suburb** not answered
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Neither agree nor disagree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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 1 - significant increase |
- 
- Q9. **Which option do you support?** Option 1 (preferred option): Proactive approach to transport investment
- 
- Q10. **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 2 - reactive approach  |
| Road resurfacing                  | Option 1 - proactive approach |
| Traffic safety                    | Option 1 - proactive approach |
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**  
not answered
- 
- Q12. **Which option do you support?** not answered
-



**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

not answered

**Q14. Which option do you support?**

not answered

**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

The Jackson Street Programme would like to see this become another transport mode offer from a resilient offer

**Q16. Which option do you support?**

Option 1 (preferred option): Increase investment in RiverLink

**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

not answered

**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

not answered

**Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?**

Yes

**Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

**Q21. Do you agree with the direction we are taking on connected communities?**

Yes

**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

not answered

**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

New infrastructure. Reinvesting in low carbon opportunities. Reducing carbon emissions hcc facilities. New builds commercial : residential. Co2 methane Silverstream. Council vehicles. Charging stations.

**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

not answered

**Q25. Which option do you support?**

Option 2: 63% residential share of the total general rate

**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

---

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

---

**Q29. Which option do you support?**

Option 2: Fund part of Council's planned growth costs from development contributions and financial contributions, and the remainder from another funding source, such as rates

---

**Q30. Add here any other feedback on the development contributions policy**

not answered

---

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?**

not answered

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

not answered

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**Q33. Would you like to present your feedback to council in person?**

Yes

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**Q34. Your name**

Hellen Swales

---

**Q35. Contact phone number**

---

**Q36. Email or street address**

coordinator@jacksonstreet.co.nz

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**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

The Jackson Street Programme Inc.

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**Respondent No:** 11

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 06, 2021 15:18:31 pm

**Last Seen:** May 06, 2021 15:18:31 pm

**IP Address:** n/a

Q1. **Which option do you support?**

Option 2: Maintain funding to RiverLink at current level

Q2. **Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

not answered

Q3. **If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

Taunaki Ōhanga Auaha, Tāone Whakapoapoa Supporting an innovative, agile economy and attractive city Innovative Young Minds is a Charitable Trust based in Te Awa Kairangi – Lower Hutt. Established in 2017 as a Rotary Hutt City project it grew on to partner with Hutt City Council and in 2019 became a national programme and the IYM Charitable Trust was established. Having the support of Rotary on this journey has meant that local business owners, entrepreneurs and sole traders have had the opportunity to be involved, support and promote the programme alongside Hutt city Council. This has given high visibility to Hutt City Council in terms of its support of the trust, and seeing council proactively support this work is a positive outcome. The goal of the Trust is to inspire a new generation of female innovators and industry leaders who can respond creatively using STEMM (science, technology, engineering, mathematics, and high-tech manufacturing which is specific to Lower Hutt) skills to overcome the inevitable upcoming challenges such as Covid-19. Women are highly under-represented in science and technology here in New Zealand and our goal is to change that. To overcome this, we deliver two courses per year; one online that is open to students from right across Aotearoa, and one residential that is open to students in the Wellington Region - both programmes profile Lower Hutt STEMM business and industry leaders. IYM has been through a period of growth and change since its inception in 2017. It has delivered learning opportunities for over 370 young women from years 11 and 12 during this time. In 2020 the programme was impacted by Covid-19, so it was delivered via an online platform. Although this programme is delivered completely online to 100 students from across the country the content heavily reflects Lower Hutt via its contributors, mentors, and facilitators. Whilst we can cater for 100 students per online session it is worth noting that we received well over 160 applications for the programme. This has resulted in the team now delivering both an online and residential programme annually. IYM Residential is open to 40 young wahine in Years 11 and 12 who attend schools in the Greater Wellington Region. It is a six-day live-in programme that exposes participants to STEMM research and career opportunities in the most engaging and hands-on way possible. During the week students are hosted by local science and technology businesses and visit research and tertiary institutes, where they are given practical experiences in a range of STEMM activities. Students interact with women from the STEMM sector who share their personal journeys and experiences, complete an innovation challenge over the week and learn to network and mix and mingle with industry representatives. Students join sponsors, business representatives and participants from across the programme at a formal parliamentary reception to round off the week. Our 2021 draft programme has been developed and will be delivered during the July school holidays. It includes the following Lower Hutt businesses: Silverstream Retreat, A44 Games, Callaghan Innovation, Sign Foundry, Weltec and Eight360 as well as facilitators who are Lower Hutt based. Already we have had close to 60 applications for this programme but we have capped attendance at 40 for a number of reasons which include logistics and to keep costs down. We keep these programmes accessible by covering most of the costs with sponsorship and grant funding meaning that there are very few barriers to students participating. It is this accessibility that is so important to retain going forward so that we are helping to level the playing field for our young wahine. Students pay \$170 for the full residential programme and \$30 for the online programme. Future Funding We have recently reviewed our funding structure and we are underway with implementing a diversified funding plan that is sustainable in the long term. It is also worth noting that we are still recovering from the effects of 2020 and Covid-19 which led us to change the way we operate. We are grateful to Hutt City Council for seeing value in this programme and for contributing funds annually to date. We want to assure the council that we are using this foundational funding to springboard the organisation into the future. With that in mind, we propose a stepped approach to

the next three years so that IYM becomes a more financially independent and sustainable organisation while still delivering an outstanding programme to students. • Funding requested for FY22 – \$20,000 • Funding requested for FY 23 - \$15,000 • Funding requested for FY24 - \$10,000 • No funding requests after this date. Up until July 2021 Hutt City Council has employed a part time specialised STEMM programme developer to create and deliver the programme each year. While this role will no longer be funded by Hutt City Council, we are committed to retain our current staff member by contracting her to IYM directly. This is captured in our updated funding strategy. Our new funding strategy is made up of a diverse range of income sources and is spread across a range of trust funding, sponsorship, Rotary support, philanthropy, community fundraising and Hutt City Council support (until 2024). The funding plan will be made up for five main areas as follows: 1. Grant/trust funding 2. IYM founding partner sponsorship 3. Programme sponsorship 4. Sponsor a Student programme a. Rotary contributions b. Business contributions 5. Development committee fundraising events 6. In-kind support (programme delivery partners) Increasing female participation in STEMM will mean greater innovation and economic success for everyone in our community. Not only that but we use this opportunity to raise the profile of Lower Hutt business and industry and provide them with multi-tier opportunities for involvement. The Trustees and I welcome the opportunity to talk to this submission if the opportunity arises and we can provide a more detailed funding plan, programme plan and budget by request. Many thanks and we look forward to hearing from you, Lizzie Edwards Communications and Funding - IYM

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Q4. <b>Suburb</b>	Waterloo, Lower Hutt
Q5. <b>Age</b>	40-49 years
Q6. <b>Would you like to present your feedback to council in person?</b>	Yes
Q7. <b>Your name</b>	
Q8. <b>Contact phone number</b>	

---

**Name of submitter:** Teri Puketapu

No written submission received



**Respondent No:** 300

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 05, 2021 23:42:06 pm

**Last Seen:** May 05, 2021 23:42:06 pm

**IP Address:** n/a

- 
- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** No
- 
- Q3. **What type of property do you own?** not answered
- 
- Q4. **Age** 40-49 years
- 
- Q5. **Suburb** Maungaraki, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Strongly agree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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.**
- |                                  |                                 |
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| 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 1 - significant increase |
- 
- Q9. **Which option do you support?** Option 1 (preferred option): Proactive approach to transport investment
- 
- Q10. **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 |
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**
- Cross Valley Connections needs to be phased in smart ways. It's a LOT of money and the impacts of climate change are surely going to make a big difference to connections in and around The Esplanade.
-

**Q12. 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

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**Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool**

I don't think \$68M is enough money for the pool facility Lower Hutt deserves. It is a once-in-a-generation opportunity - take the opportunity! It needs another \$10M (give or take!) and stronger consultation on the final design. There are significant revenue opportunities to be gained through a national aquatic sports facility - it doesn't sound like this has been factored in to the design or thinking so far. You say: "Visitor numbers are expected to return to similar levels, including aquatic sports users and visitors from across the region." This is short-sighted. I respect you have to base modelling/assumptions on something - but visitor numbers would be SIGNIFICANTLY MORE with a fit-for-purpose facility. Population growth is going to increase - so will pool users. I would be more than happy to pay an additional rates charge to accelerate the build of Naenae Pool. Recreational swimming is of core importance to many of us for our mental and physical wellbeing. It is absolute priority to me that the largest pool facility is created. Building 8-lanes is absolutely crazy. Over the lifetime of the pool the few million difference will be long forgotten - but the 8-lane pool would be painful for ever. It is mandatory to be able to split the pool and cope with multiple users all at the same. Priorities for the pool SHOULD NOT be focused on the community of Naenae only - it is a city-wide facility. Final design Please investigate the cost/benefit of operating multiple national aquatic sport events. There is SIGNIFICANT economic benefit for the local community and businesses to be gained by the influx of spectators and competitors. And for the Council! The lack of spectator seating at the existing facility meant it wasn't suitable for large events. A smart design - potentially a mezzanine floor with spectator seating should be added to the design. The size and design of the West Wave pool facility in Henderson, Waitakere City is an excellent model we should be mirroring. Adding a 10-15m warm-up pool is another must-have for an adequate national level swimming competition facility.

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**Q14. 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

---

**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

Is it really worth \$20M? The wellbeing benefit of the wharf compared to Naenae Pool don't really compare do they? \$20M seems like a ludicrous amount of money a wharf. Yes, it is a feature - but surely there is a more fiscally sensible option? \$20M is ouch!

---

**Q16. Which option do you support?**

Option 1 (preferred option): Increase investment in RiverLink

---

**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

This project should have ambitious active mode objectives.

---

**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

not answered

---

**Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?**

Yes

---



**Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

---

**Q21. Do you agree with the direction we are taking on connected communities?** Yes

---

**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

How are individual communities being represented within the Council? There used to be the ward panels - it would be really good to create something similar.

---

**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

The Infrastructure Sustainability Rating tool and Green Building Council's GreenStar Building Rating tool are crucial. Good stuff.

---

**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

not answered

---

**Q25. Which option do you support?**

Option 1 (preferred option): 62% residential share of the total general rate

---

**Q26. Which option do you support?**

Option 1 (preferred option): Align rural rating category definition with the District Plan

---

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

---

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

---

**Q29. Which option do you support?**

Option 2: Fund part of Council's planned growth costs from development contributions and financial contributions, and the remainder from another funding source, such as rates

---

**Q30. Add here any other feedback on the development contributions policy**

not answered

---

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?**

It's essential. We have the potential to be a truly great city - bold and brave leadership is essential.

---

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

Encouragement for communities to start ride sharing/car pooling - travelling together to access train stations/bus stops.  
Encouragement for artisan/local businesses in central Lower Hutt More celebration of Lower Hutt's history A fit for purpose  
Council website Strong action for Te Awa Kairangi water quality Modern changing facilities at Point Howard and Petone  
Beach

---

**Q33. Would you like to present your feedback to council in person?** Yes

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**Q34. Your name** Elizabeth Collins

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**Q35. Contact phone number**

---

**Q36. Email or street address**

---

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation** not answered

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**Respondent No:** 25

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 05, 2021 20:52:27 pm

**Last Seen:** May 05, 2021 20:52:27 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.**

Sustainable water supply

Option 1 - significant increase

Healthy urban waterways

Option 1 - significant increase

Reducing carbon emissions

Option 1 - significant increase

**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 2 - reactive 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**

not answered

**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**

We absolutely have to have a 10 lane pool, with proper starting blocks. We need a pool to have regional and national swimming meets. Not having a local pool really really sucks. We need to be able to train properly while other people are using the pool. Space for everyone is very smart - swimmers take up a lot of space! I feel like we deserve this space for swim training and for competing. Many of us could end up representing Lower Hutt - this is our home and we don't have a proper pool. I want to be proud to represent Lower Hutt and not have to go to another club somewhere else. A warm-up pool would be really good.

**Q8. Which option do you support?**

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish Petone Wharf to the 2021-23 financial years

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

not answered

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**Q10. Suburb** Maungaraki, Lower Hutt

---

**Q11. Age** Under 20

---

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

---

**Q13. Your name** Alice Davies

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**Q14. Contact phone number**

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6 May 2021

Hutt City Council  
Private Bag 31912  
Lower Hutt 5010

Re: 10 Year Plan Submission

1. Please find attached my submission on the 10 Year Plan (Plan).
2. Overall, I support the intention of the Plan and its focus on “getting the basics right” as well as ensuring our community can plan and manage future challenges and opportunities accordingly.

### *Investing in Infrastructure*

3. I fully support the proposal to increase funding for infrastructure. This investment is critical in addressing the challenges within our existing ageing infrastructure network.
  - a. It is essential to invest in new and the renewal of 3 Water Infrastructure as a top priority. Therefore, I support Option 1.
  - b. Support the overall intention of the proposed Option 1 transport investment package.
    - i. However, I believe it can be a lot more proactive and bolder.
    - ii. I believe that the walking and cycling budget needs to be tripled.
    - iii. I would like to see greater investment into footpath maintenance to improve the safety of footpaths for all users.
    - iv. Further investment must be made in ensuring that pedestrians (and cyclists) have regular and quality safe crossing points across roads, especially around schools and main arterials.
    - v. Further investment must occur to ensure that cyclists have connected, reliable, separated, and safe cycleways to use across the city.
    - vi. Support the proposed Cross Valley Transport Connections. The focus of which must be multi-modal and provide environmental enhancements and restorations along its corridor.
  - c. Support Option 1 for the Naenae Pool. The Pool was and will be an anchor for the Naenae community and businesses. It makes sense to invest in Option 1 now instead of potentially retrofitting the Pool in the future.
  - d. I fully support the proposal to bring forward the refurbishment of Petone Wharf, as outlined as Option 1. The Wharf is an essential amenity for Petone and the wider Wellington region. Without doing Option 1, the Council will consign the wharf to demolition by neglect.

### *Caring for and protecting our environment*

4. I support the overall focus and the initiatives proposed.
5. However, considering the Council declared a climate emergency, the proposed actions **don't** suggest the Council appreciates the urgency needed.
6. I would like the Council to invest into an urban tree strategy, which focuses on substantial investment into planting native trees and shrubs on council owned land. This would go hand and hand with riparian planting along our council managed waterways and further Petone Foreshore planting.

### *Increasing our housing supply*

7. I support the need for increasing housing supply.
8. However, the Council must take a leadership role in being an urban design champion.
9. We cannot have a situation, where the need for quality designed and built homes is put to side to allow housing with poor outcomes to be built.
10. I am calling for political leadership by the Mayor, councilors, and senior staff for urban design outcomes. This is incredibly important considering the important role that urban design and amenity values have on our community.
11. This leadership is critical to ensure that the planning/consenting teams pushback on proposed developments that have limited urban design outcomes. Council staff must not view the planning/consenting for new developments as a tick box exercise.
12. Urban Plus must be a champion for quality urban design outcomes in all their projects.

### *Connected communities*

13. I support the overall intention of this priority.
14. I would like to see more funding given to the maintenance of our libraries; especially Moera and Petone, to ensure they are fit for purpose.
15. Considering the number of historical records and artefacts at Petone Library, I would like to see the Council invest more into ensuring the accessibility and preservation of these. One suggestion is to enable the library to take over the entire building.

### *Proposed changes to development and financial contributions policy*

16. I have concerns about the proposal to radically increase development contributions and financial contributions.
17. I agree, in principle, that growth must pay for growth. However, the intended policy change runs the risk of perverting future housing developments.

18. The unintended consequence of this policy is potentially reducing the quantum of or stopping intensified housing and the switching to “McMansion” brownfield/greenfield developments.
19. The greater the intensification on a site, the more pressure on existing infrastructure and amenities. Therefore, a higher development contribution to cover the cost of the development.
20. This in turn could mean that development drops in our community and fuels our housing crisis.
21. I recommend the Council review s203 and Schedule 13 of the Local Government Act considering their proposed policy change.
22. I also recommend that the Council reviews the Office of the Auditor General's points regarding the High Court decision against North Shore City Council's development contributions policy: <https://oag.parliament.nz/2007/2005-06/part2/part2-4.htm> to ensure the Council has properly weighted the forecasted impact of growth on existing assets.

I would like to present at a public hearing on my submission.

Kind regards

Alex Voutratzis

Petone Community Board Member





**Respondent No:** 302

**Login:** Delaney Park Sports  
Association

**Email:** delaneyparksports@gmail.com

**Responded At:** May 06, 2021 08:57:09 am

**Last Seen:** May 05, 2021 20:43:45 pm

**IP Address:**

- 
- Q1. **Do you own or rent the home you live in?** Own
- 
- Q2. **Do you own a property in Lower Hutt that you do not live in?** Yes
- 
- Q3. **What type of property do you own?** Commercial
- 
- Q4. **Age** 20-29 years
- 
- Q5. **Suburb** Stokes Valley, Lower Hutt
- 
- Q6. **Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031** Neither agree nor disagree
- 
- Q7. **Which option do you support?** Option 1 (preferred option): Significant increase in Three Waters investment
- 
- Q8. **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.**
- 
- Q9. **Which option do you support?** not answered
- 
- Q10. **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.**
- Road resurfacing Option 1 - proactive approach
- 
- Q11. **Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment**
- not answered
- 
- Q12. **Which option do you support?** not answered
- 
- Q13. **Please add here any other ideas or comments you have about the rebuild of Naenae Pool**
- not answered
- 
- Q14. **Which option do you support?** not answered
-

**Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment**

not answered

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**Q16. Which option do you support?**

not answered

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**Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink**

not answered

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**Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here**

not answered

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**Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?**

Don't know

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**Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better**

not answered

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**Q21. Do you agree with the direction we are taking on connected communities?**

No

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**Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better**

Interact more with community organisations and provide achievable timeframes for delivery of outcomes

---

**Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed**

not answered

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**Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt**

not answered

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**Q25. Which option do you support?**

not answered

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**Q26. Which option do you support?**

not answered

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**Q27. Which option do you support?**

not answered

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**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

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**Q29. Which option do you support?**

not answered

---

**Q30. Add here any other feedback on the development contributions policy**

not answered

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**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.**

**What are your thoughts on this increase?**

not answered

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**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

not answered

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**Q33. Would you like to present your feedback to council in person?**

Yes

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**Q34. Your name**

Casey Diver

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**Q35. Contact phone number**

---

**Q36. Email or street address**

---

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

Delaney Park Sports Association

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**Respondent No:** 306

**Login:** Casey Diver

**Email:**

**Responded At:** May 06, 2021 09:12:39 am

**Last Seen:** May 05, 2021 21:06:42 pm

**IP Address:**

Q1. Do you own or rent the home you live in?	Rent
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	20-29 years
Q5. Suburb	Stokes Valley, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Agree
Q7. Which option do you support?	Option 1 (preferred option): Significant increase in Three Waters investment
Q8. 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 2 - maintain current levels
Healthy urban waterways	Option 2 - maintain current levels
Reducing carbon emissions	Option 2 - maintain current levels
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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 2 - reactive approach
Cycle and Micro-mobility	Option 2 - reactive approach
Road resurfacing	Option 1 - proactive approach
Traffic safety	Option 1 - proactive approach
Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment	
	not answered

Q12. 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

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Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool

not answered

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Q14. Which option do you support?

Option 1 (preferred option): Bring forward budget to demolish the head and fully refurbish most of Petone Wharf to the 2021-23 financial years

---

Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

not answered

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Q16. Which option do you support?

Option 2: Maintain funding to RiverLink at current level

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

not answered

---

Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

---

Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

Yes

---

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

---

Q21. Do you agree with the direction we are taking on connected communities?

Yes

---

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

---

Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

not answered

---

Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

not answered

---

Q25. Which option do you support?

Option 1 (preferred option): 62% residential share of the total general rate

---

Q26. Which option do you support?

Option 1 (preferred option): Align rural rating category definition with the District Plan

---

Q27. Which option do you support?

Option 1 (preferred option): Remove the commercial accommodation category

---

Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general

not answered

---

Q29. Which option do you support?

Option 2: Fund part of Council's planned growth costs from development contributions and financial contributions, and the remainder from another funding source, such as rates

---

Q30. Add here any other feedback on the development contributions policy

not answered

---

Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22.

What are your thoughts on this increase?

Necessary increase to meet current needs.

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Q32. Do you have any ideas about what you would like to see in/for the City going forward

Focus on outlying suburbs and more connectivity between council and community organisations. Better communication from council regarding projects. Not relying solely on councillors to provide information.

---

Q33. Would you like to present your feedback to council in person?

Yes

---

Q34. Your name

Casey Diver

---

Q35. Contact phone number

---

Q36. Email or street address

---

Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation

not answered

---



**Respondent No:** 225

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 05, 2021 07:05:17 am

**Last Seen:** May 05, 2021 07:05:17 am

**IP Address:** n/a

Q1. Do you own or rent the home you live in?	Own
Q2. Do you own a property in Lower Hutt that you do not live in?	No
Q3. What type of property do you own?	not answered
Q4. Age	40-49 years
Q5. Suburb	Hutt Central, Lower Hutt
Q6. Rate your level of agreement or disagreement with the general direction Hutt City Council is taking for the Long Term Plan 2021–2031	Neither agree nor disagree
Q7. Which option do you support?	Option 2: Maintaining current levels of service with modest additional investment
Q8. 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.	
Q9. Which option do you support?	Option 1 (preferred option): Proactive approach to transport investment
Q10. 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 2 - reactive approach
Road resurfacing	Option 1 - proactive approach
Traffic safety	Option 1 - proactive approach
Q11. Please add here any other ideas or comments you have about the proposed water and transport infrastructure investment	
not answered	
Q12. 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
Q13. Please add here any other ideas or comments you have about the rebuild of Naenae Pool	
The Hutt Valley clearly requires a top level aquatic centre.	



Q14. 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

---

Q15. Please add here any other ideas or comments you have about the Petone Wharf refurbishment

not answered

---

Q16. Which option do you support?

Option 2: Maintain funding to RiverLink at current level

---

Q17. Add here any thoughts on the level of investment in this project and the approach to delivering RiverLink

not answered

---

Q18. If you have any other thoughts or ideas relating to supporting an innovative, agile economy and attractive city add them here

not answered

---

Q19. Do you agree with the approach to addressing the future of the Hutt City Community Facilities Trust?

Don't know

---

Q20. Add here your thoughts on the approach outlined for the Community Facilities Trust and any other approach you feel would work better

not answered

---

Q21. Do you agree with the direction we are taking on connected communities?

Yes

---

Q22. Add here your thoughts on the approach to building connected communities and any other approach you feel would work better

not answered

---

Q23. Add here any thoughts or ideas on the proposed projects, or anything you think we've missed

not answered

---

Q24. Add here any thoughts or ideas relating to increasing the housing supply in Lower Hutt

Multiple dwelling subdivisions in highly populated areas by land owners must stop immediately. Our current infrastructure cannot or will not cope and we are changing for the worse the suburbs for good. Council housing developments in the right areas i agree with.

---

Q25. Which option do you support?

Option 1 (preferred option): 62% residential share of the total general rate

---

Q26. Which option do you support?

Option 1 (preferred option): Align rural rating category definition with the District Plan

---

**Q27. Which option do you support?**

Option 1 (preferred option): Remove the commercial accommodation category

---

**Q28. Add here any thoughts or comments about the proposed changes and/or financial sustainability in general**

not answered

---

**Q29. Which option do you support?**

Option 1 (preferred option): Retain a policy of meeting 100% of Council's planned growth costs from development and financial contributions

---

**Q30. Add here any other feedback on the development contributions policy**

not answered

---

**Q31. The overall rates revenue rise needed to cover Council's preferred options is proposed to be 5.9% in 2021/22. What are your thoughts on this increase?**

not answered

---

**Q32. Do you have any ideas about what you would like to see in/for the City going forward**

not answered

---

**Q33. Would you like to present your feedback to council in person?**

Yes

---

**Q34. Your name**

Scott Williams

---

**Q35. Contact phone number**

---

**Q36. Email or street address**

---

**Q37. Organisation name - only fill this out if you are giving feedback on behalf of an organisation**

not answered

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**Jamie Stewart**

Belmont  
Lower Hutt

5th May 2021

**Hutt City Council**

[haveyoursay@huttcity.govt.nz](mailto:haveyoursay@huttcity.govt.nz)

Dear Councillors,

My name is Jamie Stewart, I am a resident of Hill Road, Belmont. This letter is my submission to the long-term plan process. I am writing specifically about the Hutt City Council's management of our open space and reserves network. My submission includes a brief outline of a project for a shared-use track: Taita to Skyline, that I think is of the scale worthy to be considered as part of this process.

I am associated with local environmental organisations the Pareraho Forest Trust and the Friends of Belmont Regional Park, as well as the national recreation advocacy group Federated Mountain Clubs, but this submission is my own. I wish to be heard in support of the submission.

**General support, but are we doing enough to move to carbon zero?**

I would like to express my broad support for the direction of the proposed plan, but I do wonder if a focus on doing the basics right could tend to prop-up a status quo that has proven itself unsustainable, as recognised by the declaration of a climate emergency.

In particular, I'm not sure our community is being given a strong enough signal that current expectations on transport mobility may be challenged as carbon emissions are properly priced and petrol prices rise. I encourage council to reflect more on the concept of a "15 minute city" and how that could be achieved within our various communities ahead of time.

In my small way, I would like to support this process by advocating for better access to natural spaces within 15 minutes of home, for as many of our residents as possible.

---

As well as the opportunity to save emissions, there is copious literature describing the health and wellness benefits of time spent in nature and of exercise. Better access to nature also enables volunteer conservation efforts and the creation of community spirit.

I have met many of you in Pareraho forest, the reserve our local community looks after between Belmont and Kelson. The Pareraho Forest Trust has physically created this space for the residents of Belmont and Kelson. Other great spots such as Waiu MTB Park, Horoeke Reserve and Hayward Reserve have also been created largely through the efforts of volunteers. Similar opportunities lie in wait elsewhere in the city.

### **Hutt City Council management of open space and reserves**

Hutt City Council currently lacks a vision or plan to make the most of its open spaces or reserves.

As compared to Wellington City Council there is no Open Spaces Access Plan or Outer Green Belt Management Plan, neither is there any meaningful multi-lateral consultation with local user groups or interested parties.

As an enthusiast it is a difficult system to contribute your skills and initiative too, and the lack of planning arguably contributes to low-levels of investment and inequity of service provision. It may be worth considering addressing this gap.

### **The opportunity for significant new shared-use tracks in the Eastern Hills.**

Hutt City Council owns significant areas of land in the eastern hills between Taita, Stokes Valley and Naenae. The current outdoor recreation opportunities in this area are very limited, despite the proximity of large populations and some lovely views and forest, including patches of remnant beech, regenerating totara and mature kamahi.

The project I'm proposing can be considered in three stages: Taita to Stokes Valley, Stokes Valley to Naenae Skyline and the Naenae Skyline upgrade. Together these can be understood as the other end of the *Te Whiti Riser*, and would be built to the same level of accessibility.

*Taita to Stokes Valley (4km) - the track begins on the small reserve on 156 Eastern Hutt Rd, adjacent to Taita station. An entrance ramp takes you into the forest, the track climbs slowly to the south, winding through forest with viewpoints over the Hutt Valley. After 2km the track descends to the low saddle between Naenae and Stokes Valley, then further to the end of Raukawa street.*

---

Benefits: Local recreational opportunity for residents in Stokes Valley, Pomare, Taita, Avalon and Naenae that currently have minimal accessible access to natural space. Off-road route between upper Stokes Valley and Taita suitable for accessing the railway and Taita College

*Stokes Valley to Naenae Saddle (2.5km) - from the low saddle the track sidles up through beautiful forest on the sunny Hutt Valley side of the ridge, joining the Naenae skyline at the prominent corner of pine plantation.*

Benefits: Access to the Naenae skyline for a range of recreational opportunities for residents from the northern suburbs, creating opportunities to connect with the various firebreak tracks, Rata Street track the Waddington Winder and the Te Whiti Riser.

*Naenae Skyline upgrade - much of the existing firebreak is suitable as a shared use track, though overtime further track development, especially around the high point Fitzgerald would create a higher quality experience.*

Benefits: Providing an improved aspirational experience for locals to climb Fitzgerald, the high point that towers over Naenae. Providing a complete high quality link from Taita and Stokes Valley to the Te Whiti Riser, Waiu MTB Park and East Harbour Regional Park. Imagine trail users from further afield catching a train to Taita - contributing to the sustainability of the local shopping area - then traversing the Eastern Hills to the electric ferry at Days Bay.

### **How to get this built**

I identified three ways to consider getting this track built. I ruled out volunteers because of the desired standard of the track, which requires a wide bench, too hard a physical task for volunteers. A feasible option is some sort of Conservation Corp/Jobs for Nature scheme employing locals, though that would require extra organisation. The most straight- forward method is the use of experienced contractors.

I have received initial estimates from two experienced contractors, that I could speak to at the hearing.

### **How the Hutt City Council could help**

For this project to progress strongly it needs the full moral support of Hutt City Council, particularly with in-kind assistance with planning, consents, public consultation and coordinating landowner negotiation (the project is overwhelmingly on HCC land) to help give the project momentum.

HCC could also consider meeting the detailed design, route check and tender specification cost, estimated at \$25,000.

---

At this stage I propose pitching the project to philanthropists to achieve the bulk of the funding.

If built, HCC would have a long-term maintenance cost of about \$13,000 a year for stages 1 and 2 (based off the current maintenance costs of Te Whiti Riser, of about \$2000km).

### **Does the idea stack-up?**

I asked well-known track designer and contractor Trevor Butler what he thought of the concept,

“Given the success of the Te Whiti Riser and Te ara Utiwai (Porirua), I believe this proposed route is likely to be popular and receive good use levels. A through route to Stokes Valley has an attraction and the connection to the Skyline ridge opens up MTB opportunities along the ridge to Te Whiti Riser. A future connection to the Taita Cemetery area and/or the Rata Street Loop would also offer good walking opportunities.

I believe the proposed track would become a well-used alternative to the current poor quality low use tracks in the vicinity and would provide a Te Whiti type MTB/walking opportunity for the residents of Stokes Valley and Taita.”

### **Conclusion**

I really appreciate your consideration of my submission. I have attached a rough map to this document, but will endeavour to bring better maps and photos if I get the opportunity to speak to you in person.

Yours sincerely,

Jamie Stewart





Although the information displayed in this application has been prepared with care and accuracy, the Council does not warrant the accuracy or completeness of the geographical information and accepts no liability for any loss suffered between January and March 2017 by AWM NZ Limited for Hutt City (<https://conservation.org/licenses/by/3.0/nz/>)

Prepared by: H2021\_2020\_NZ\_New\_Zealand\_Terracotta\_Mercator

